City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 1.0
Resolutions



April 2017

[to be added]

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 2.0
Land Use Map Amendments



April 2017

Summary of General Plan Amendments

General Plan Land Use Map Amendments

Concurrent with the adoption of the 2017 General Plan, the City amended the land use map designations in several area. Due to limited resources, available for preparation of the General Plan, the City was not able to conduct a comprehensive analysis of land use designations throughout the City. However, the Planning Commission did recommend, and the City Council approved, changes or "amendments" to the Land Use Map in 21 areas to immediately address special opportunities, problems or constraints. Over the course of several meetings, the Commission, property owners and residents have discussed the proposed amendments. Figure 1 below identifies the location of the 21 amendment areas and Table 1 below summarizes the land use amendments, areas of discussion and the final staff recommendation. Figures 1-21 show the map amendment areas in more detail.

Figure 1
Land Use Amendment Areas – Vicinity Map

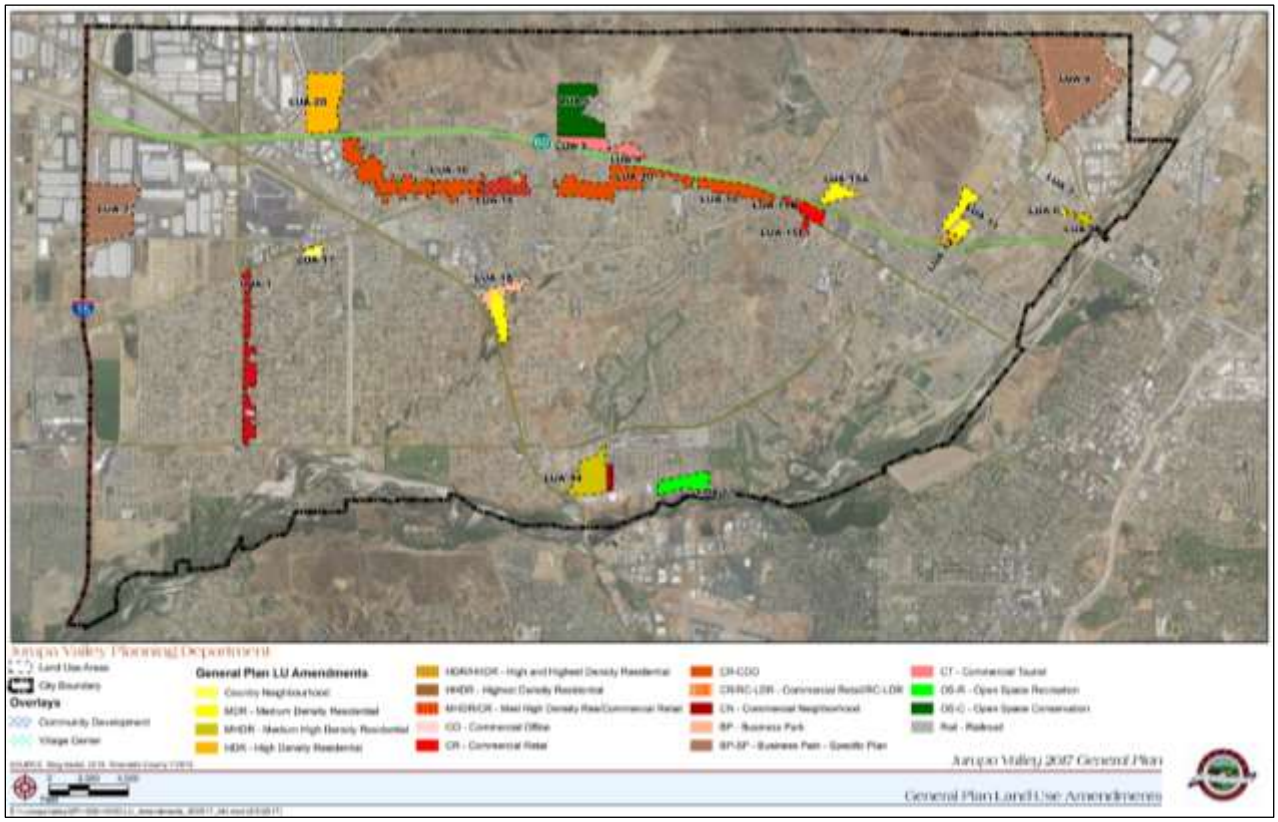


Table 1
Summary of Land Use Map Amendments (LUAs)

LUA No./ Name	Description
LUA-1: Etiwanda Residential Infill Corridor	Apply the Community Development Overlay (CDO) designation to the CR designated parcels on the east side of Etiwanda between Limonite and Bellegrave Avenues to encourage lot consolidation and rezoning of 5-acre minimum mid-block sites to Medium Density Residential (MDR) (up to 5 du/ac) consistent with the General Plan until a comprehensive rezoning program can be implemented.
LUA-2: Business Park and Historic Galliano Winery	Change approximately 150 acres northeast of I-15 and Cantu-Galleano Ranch Road from Business Park (BP) to Business Park-Specific Plan (BP-SP) to require more detailed land use planning for this large and prominent 'opportunity site' and preserve a historic winery. At least 35 acres must be devoted to visitor-serving commercial uses.
LUA-3: Pyrite-Granite Hill Commercial/ Tourist Area	Change approximately 35 acres of Light Industrial (LI) and Retail Commercial (CR) to Commercial Tourist (CT) at the northwest corner of CA-60 and Pyrite to provide visitor-serving uses, minimize the potential for warehousing and preserve open space.
LUA-4: Pyrite-Granite Hill Commercial/ Tourist Area	Change approximately 19 acres of Light Industrial (LI) and Retail Commercial (CR) to Commercial Tourist (CT) at the northeast corner of CA-60 and Pyrite to provide visitor-serving uses, minimize the potential for warehousing and preserve open space.
LUA-5: 3760 Pyrite Street, Hillside Portion of Industrial Site	Change approximately 110 acres of Heavy and Light Industrial (HI and LI) to Open Space, Conservation Habitat (OS-CH) to extend open space protection to the uphill portions of the site, and to Commercial Tourist (CT) at the southeastern corner of the site below the 910-foot contour elevation.
LUA-6: 5302 El Rio Avenue	Change 1.85 acres of Heavy Industrial (HI) to Medium Density Residential (MDR) (2-5 du/ac) to preserve and protect residential uses.
LUA-7: 5288 Bell Avenue	Change 30,000 square feet of Heavy Industrial (HI) to Medium Density Residential (MDR) (2-5 du/ac) to preserve and protect residential uses.
LUA-8: 5286 Bell Avenue	Redesignate approximately 8 acres of Heavy Industrial (HI) to Commercial Tourist (CT) to protect a community recreation resource (race track) and provide a buffer between industrial and residential uses.
LUA-9: 1500 Rubidoux Blvd., Riverside Cement	Redesignate approximately 370 acres of Heavy Industrial (HI) to Business Park-Specific Plan Overlay (BP-SP) to require detailed land uses planning of this key opportunity site.
LUA-10: Mission Blvd. East Residential Infill Corridor	Apply the Community Development Overlay (CDO) designation to parcels designated Commercial Retail (CR) on both sides of Mission Blvd. between Country Village Road, except for the Glen Avon Village Center area (LUA-16), to allow the rezoning of 5-acre minimum sites to Medium Density Residential (MDR) (2 to 5 du/ac) consistent with the General Plan until a comprehensive rezoning program can be implemented.
LUA-11: Avalon Housing Expansion Area	Redesignate approximately 45 acres of Light Industrial (LI) to Medium Density Residential (MDR) (2-5 du/ac) to address the suitability of the site for residential development and reflect the Emerald Ridge Project.
LUA-12: High Density Housing at CA-60 and Avalon	Redesignate approximately 10 acres of Light Industrial (LI) to High Density Residential (HDR) (8-14 du/ac) to reflect the site's proximity to residential and open space uses.
LUA-13: Hidden Valley Open Space Area	Redesignate approximately 44 acres of Light Industrial (LI) to Open Space, Recreation (OS-R) to protect environmentally-sensitive habitat and adjacent residential areas.
LUA-14: Clay Street Oppor-tunity Area	Redesignate approximately 80 acres from Light Industrial (LI) and Business Park (BP) to Medium-High Density Residential (MHDR) (5-8 du/ac) and Commercial Neighborhood (CN).
LUA-15a/b/c: Change Light Industrial to Medium-Density Residential	15a: Redesignate approximately 28 acres from Light Industrial (LI) to Medium Density Residential (MDR) north of CA-60 by Florine. 15b: Redesignate approximately 25 acres from Light Industrial (LI) to Commercial Retail (CR) south of CA-70 between Jurupa and Opal. 15c: Redesignate approximately 5 acres from Light Industrial (LI) to Commercial Retail CR south of Mission between Golden West and Stobbs Way.

LUA No./ Name	Description
LUA-16: Mission Blvd. West – Glen Avon Village Center	Apply the Village Center Overlay (VCO) to approximately 45 acres of Retail Commercial (CR) and High Density Residential (HDR).
LUA-17: Bellegrave Low Density Residential Infill	Redesignate approximately 10 acres of Light Industrial (I) to Low Density Residential (LDR) because the area's location makes it more suitable for large lot residential than for industrial development.
LUA-18: Pedley Medium Density Residential Infill	Maintain the Business Park designation for properties fronting on Jurupa Road, between Van Buren Boulevard and Pedley Road, and apply the Business Park zone to these properties. Redesignate interior parcels to Medium Density Residential, and to Agriculture/Open Space - Conservation to properties within the FIRM 100-year flood zone. t.
LUA-20: Country Village Senior Apartments	Redesignate Medium High Density Residential (MHDR) and Commercial Retail (CR) to Highest Density Residential (HHDR) and Commercial Retail (CR) to reflect the property owner's intent to add units to Country Village Estates and to help meet the City's RHNA requirements.
LUA-21: Residential Infill	Redesignate site from Light Industrial, Community Development Overlay to Medium Density Residential (MDR) to be compatible with existing and proposed adjacent residential uses.

Land Use Amendment Maps

LUA-1

Change the General Plan Land Use Map Designation from Commercial Retail (CR) to Commercial Retail – Community Development Overlay (CR-CDO).



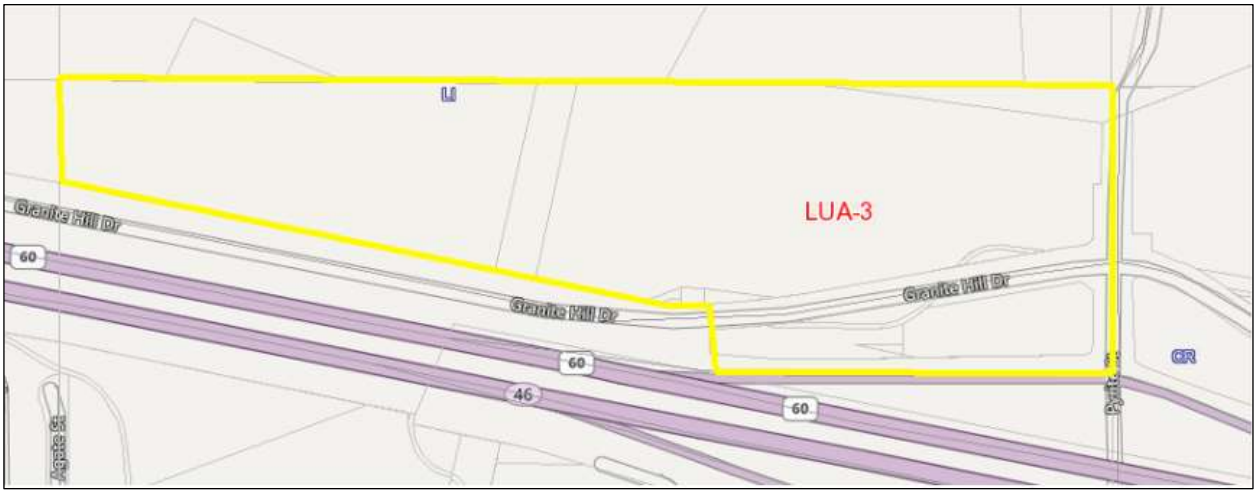
LUA-2

Change from Business Park (BP) to Business Park – Specific Plan (BP-SP).



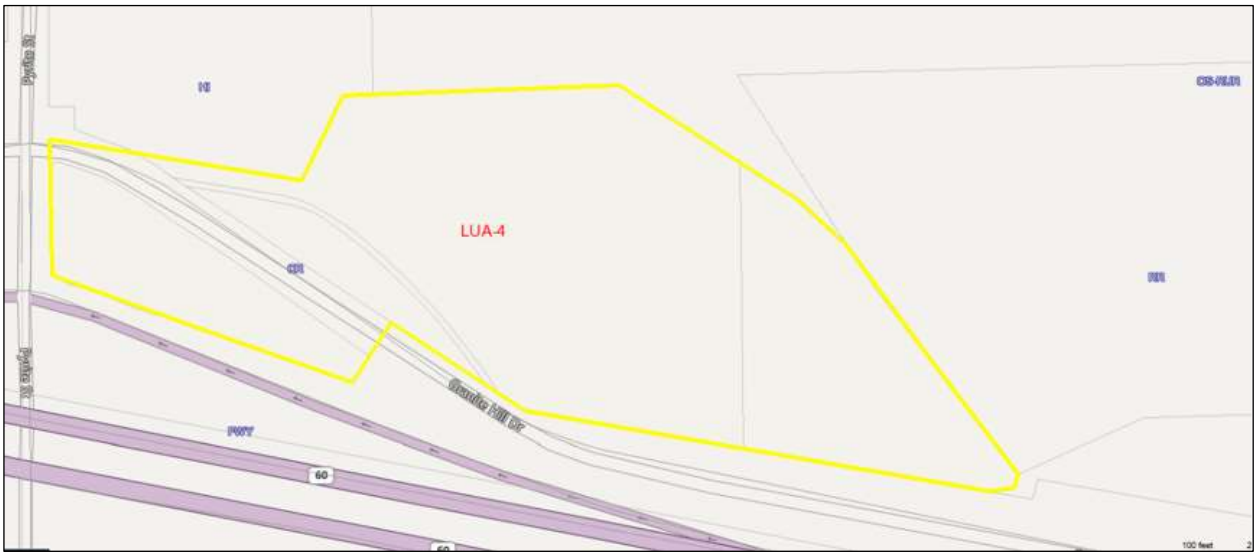
LUA-3

Change Light Industrial (LI) and Commercial Retail (CR) to Commercial Tourist (CT).



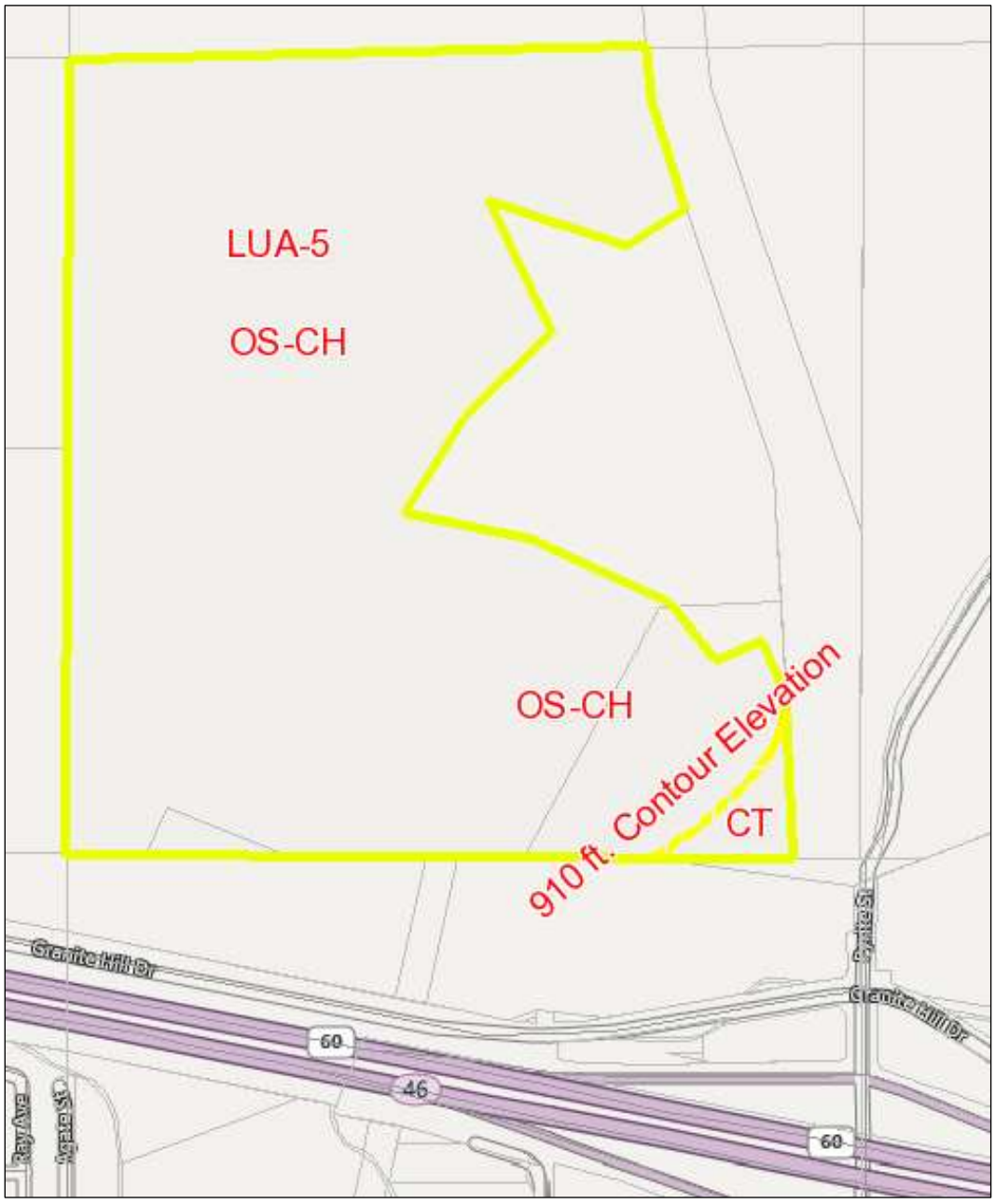
LUA-4

Change Light Industrial (LI) and Commercial Retail (CR) to Commercial Tourist (CT)



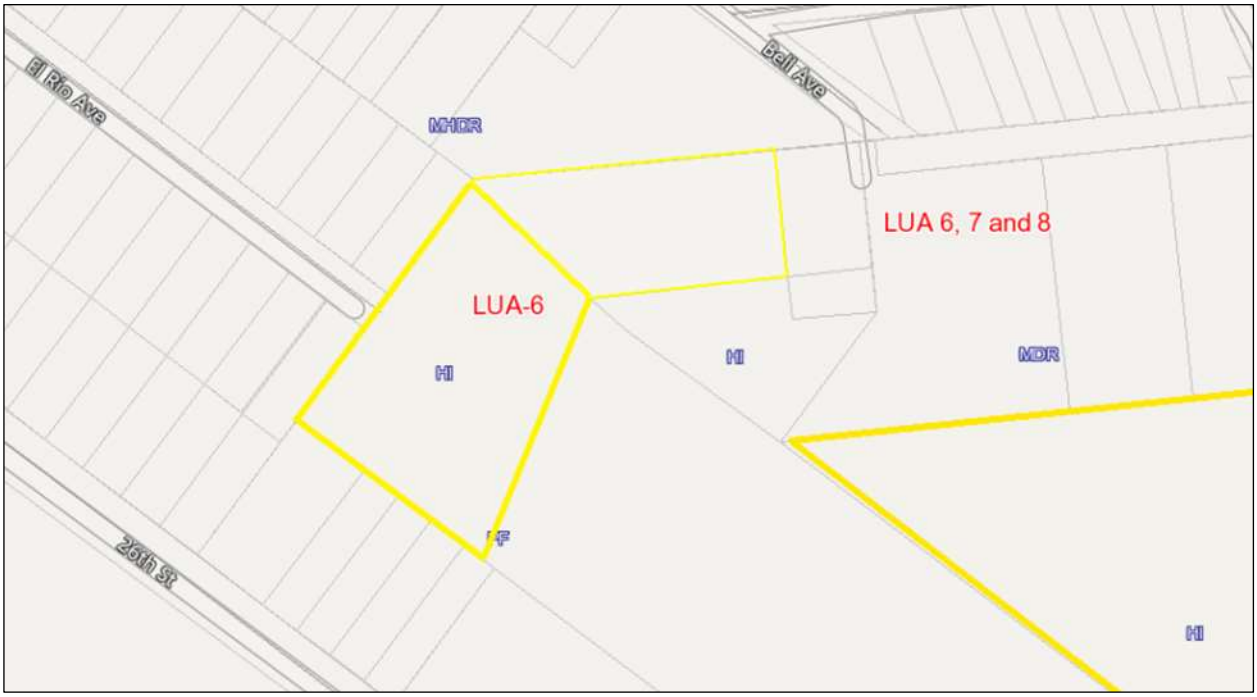
LUA-5

Change General Plan Land Use Map from Light Industrial (LI) designation to Open Space – Conservation Habitat (OS-CH), with the southeastern portion of site below 910-foot contour elevation designated as Commercial Tourist (CT).



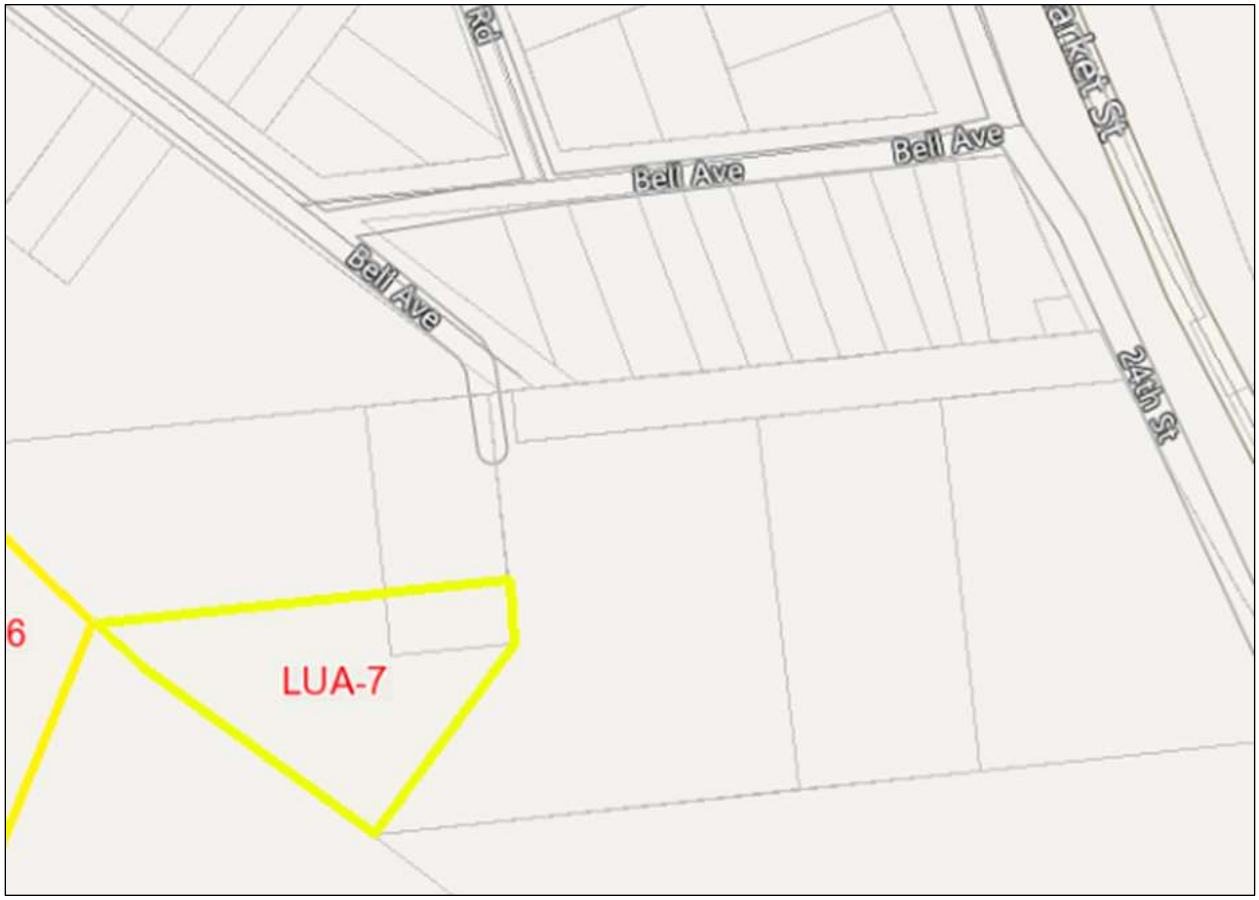
LUA-6

Change 1.85 acres of Heavy Industrial (HI) to Medium Density Residential (MDR), at 5301 El Rio Avenido.



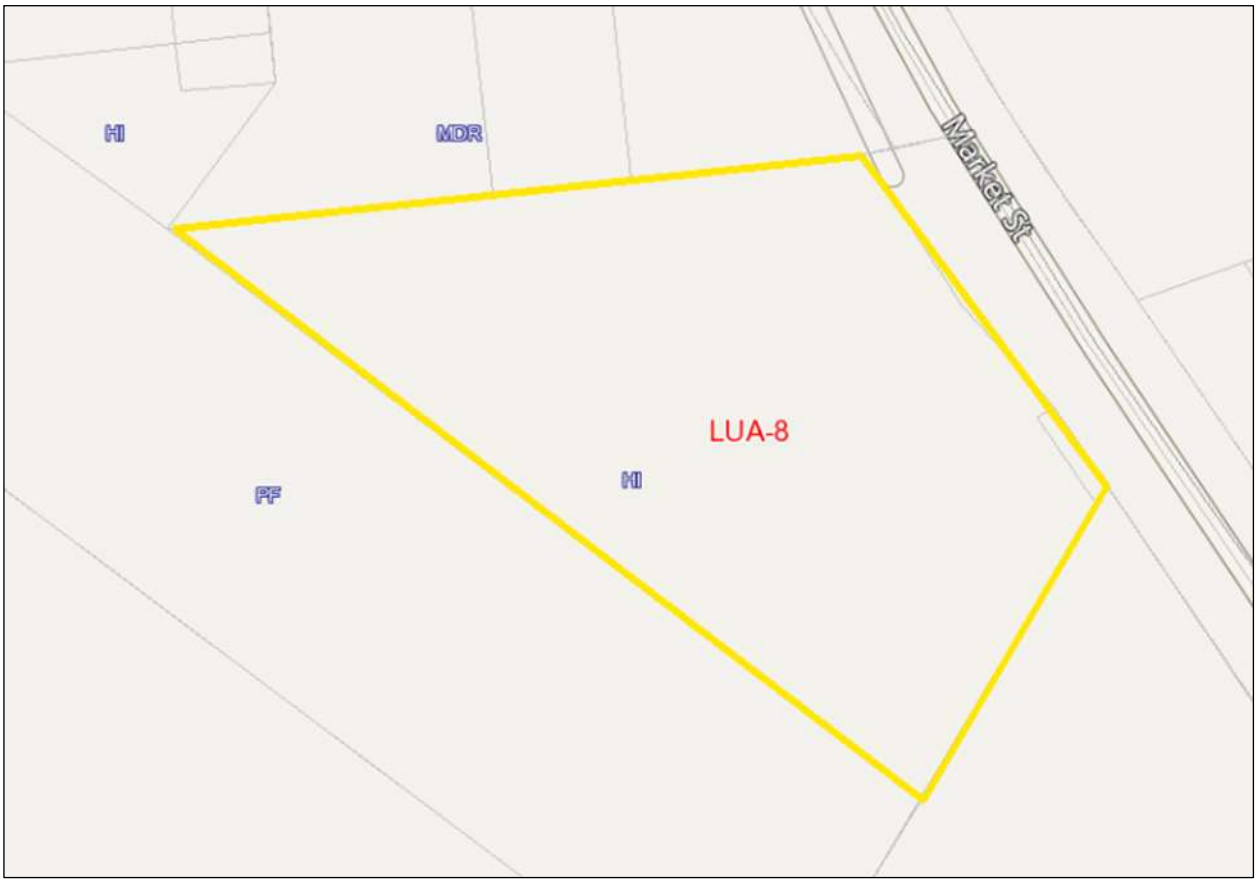
LUA-7

Change Heavy Industrial (HI) to Medium Density Residential (MDR)



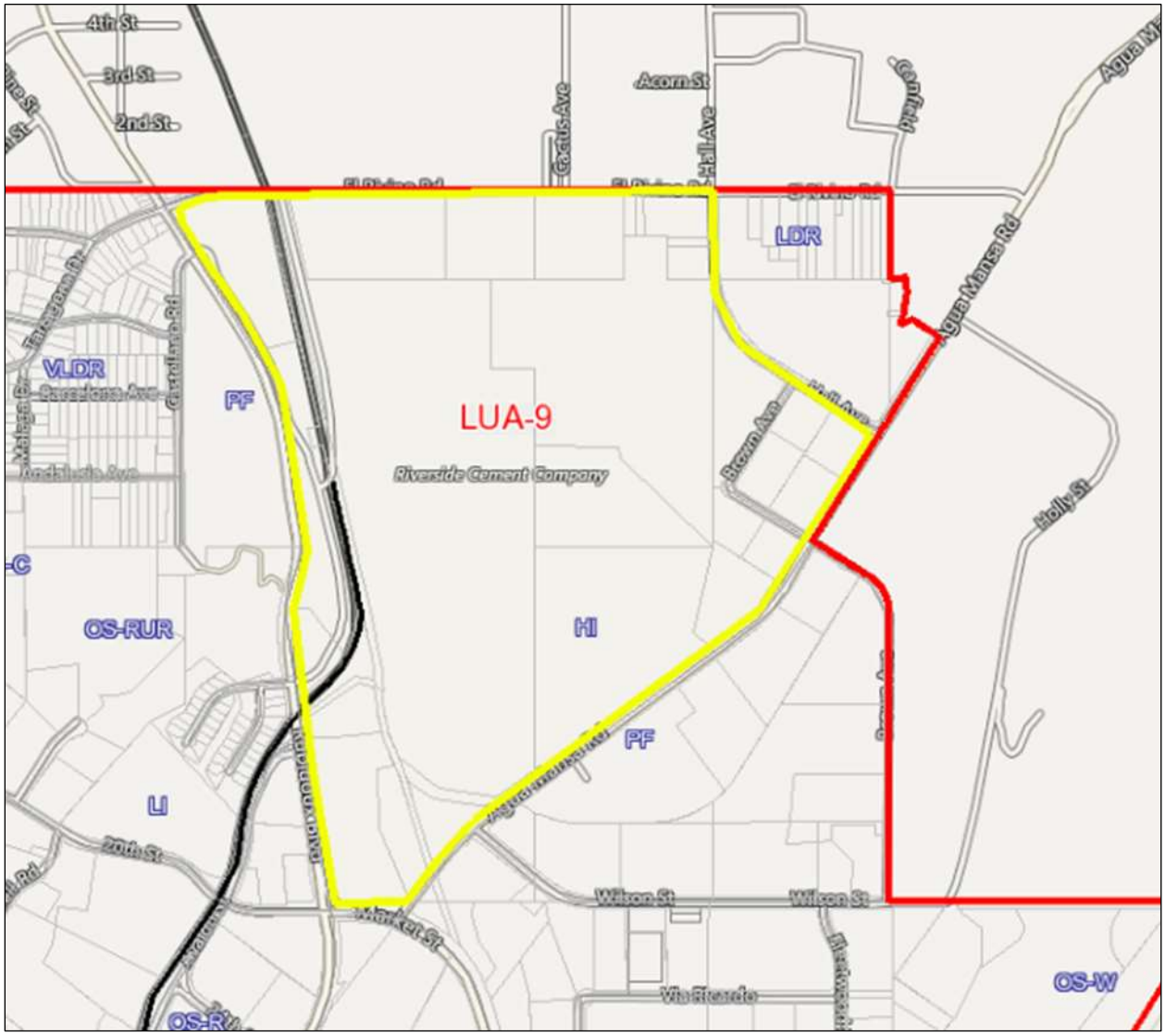
LUA-8

Change Heavy Industrial (HI) to Commercial Tourist (CT).



LUA-9

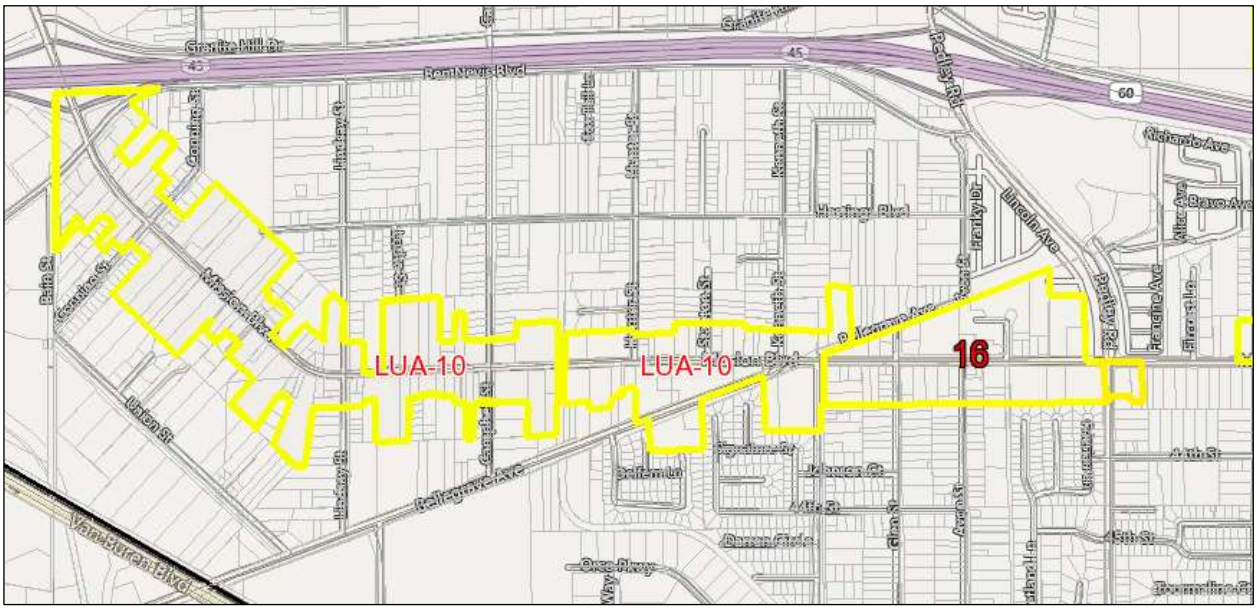
Change Heavy Industrial (HI) to Business Park – Specific Plan Overlay (BP-SPO).

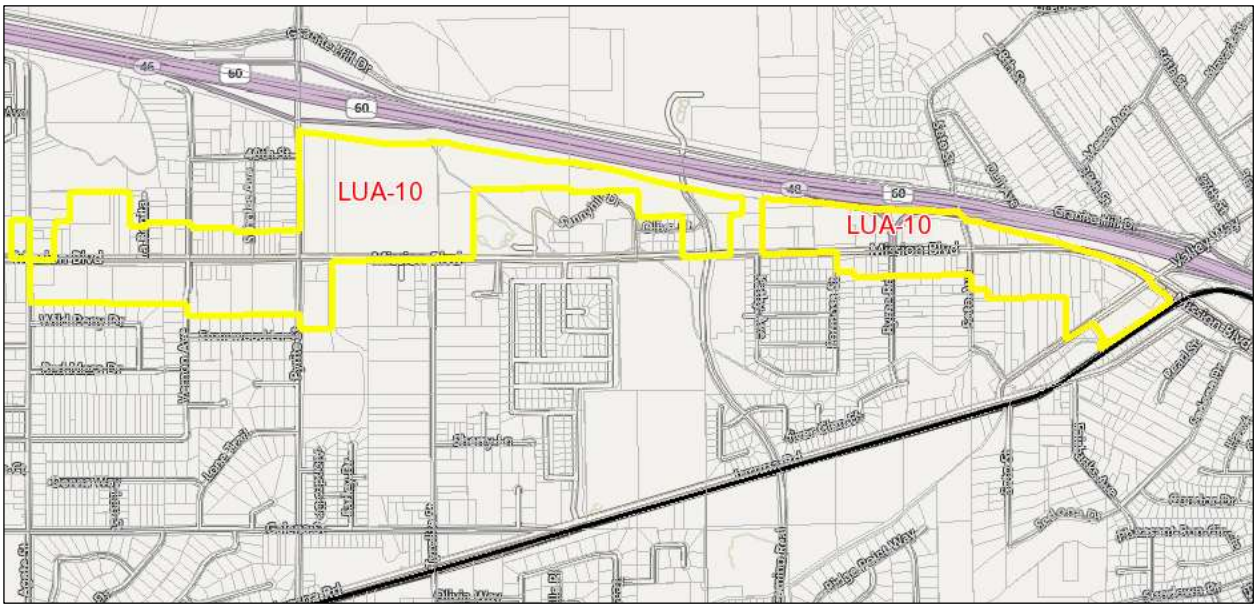


LUA-10

Change Commercial Retail (CR) to Retail Commercial, Community Development Overlay (CR-CDO).

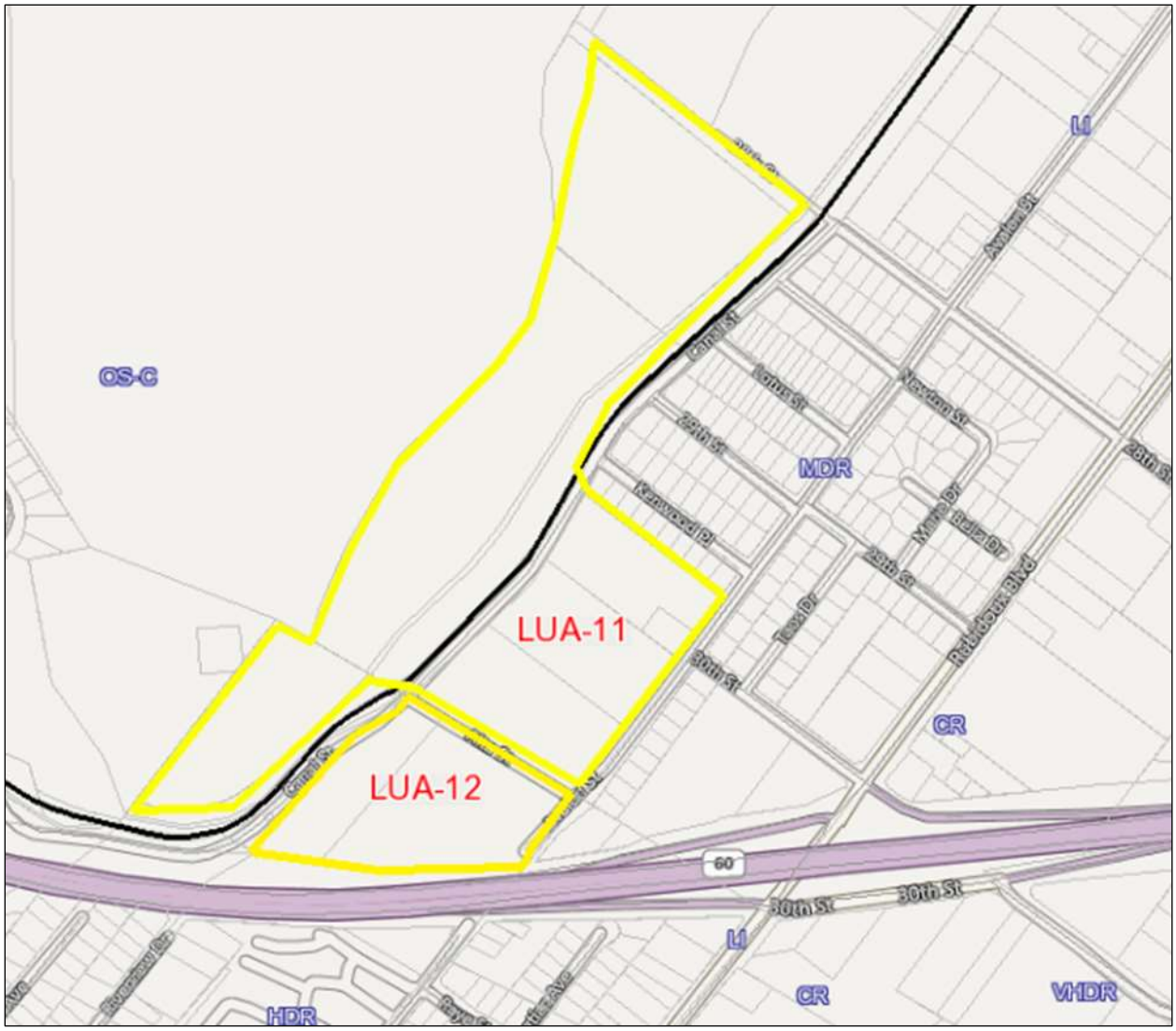
Location: Parcels on both sides of Mission Boulevard between Valley Way and Country Village that are designated Commercial Retail (CR) in the General Plan Land Use Map, except for the area designated as Village Center Overlay (VCO).





LUA-11 and 12

Change Light Industrial (LI) to Medium Density Residential (MDR) on LUA-11; Change Light Industrial (LI) to High Density Residential (HDR) on LUA-12.



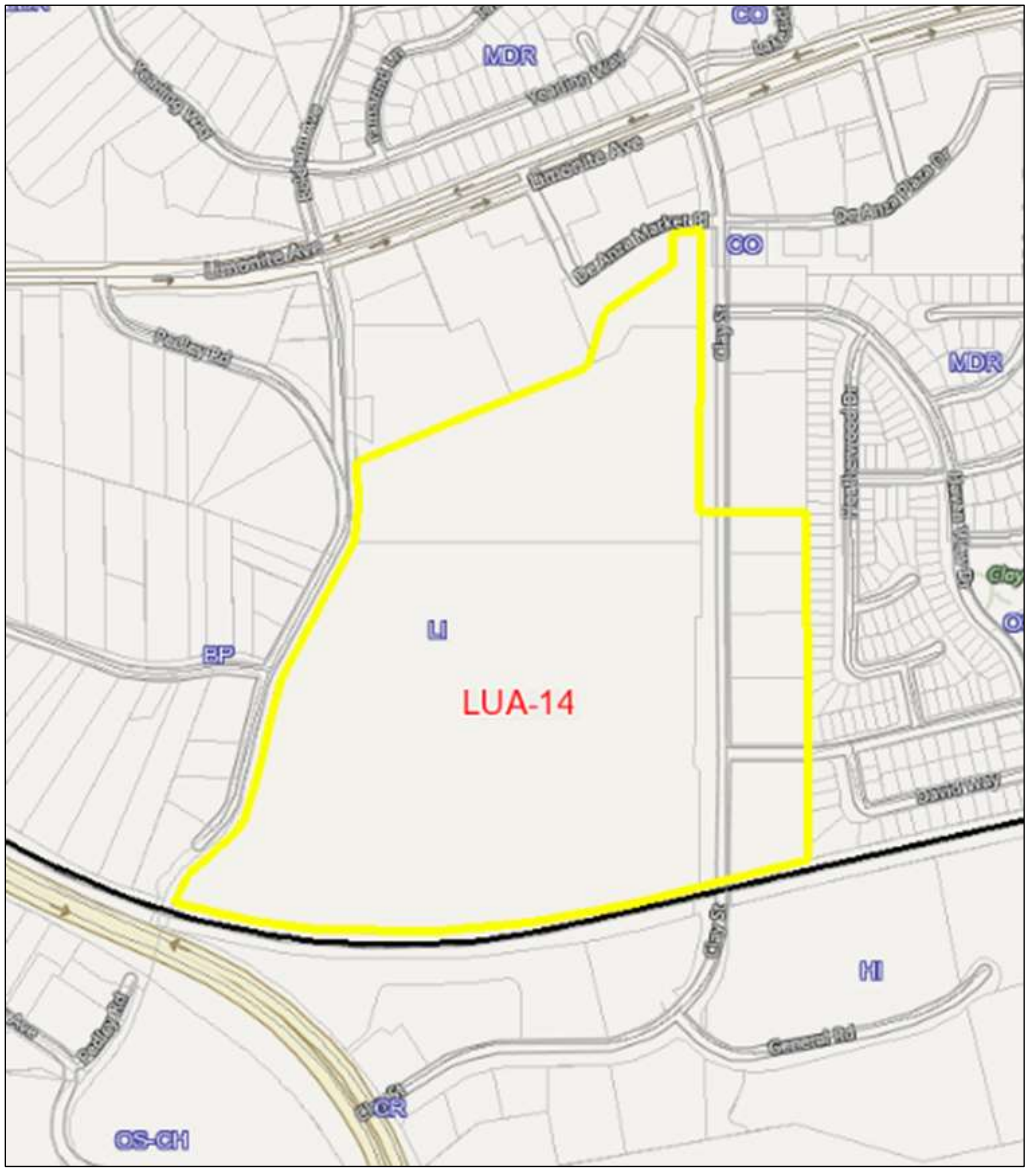
LUA-13

Change Light Industrial (LI) to Open Space, Conservation (OS-C).



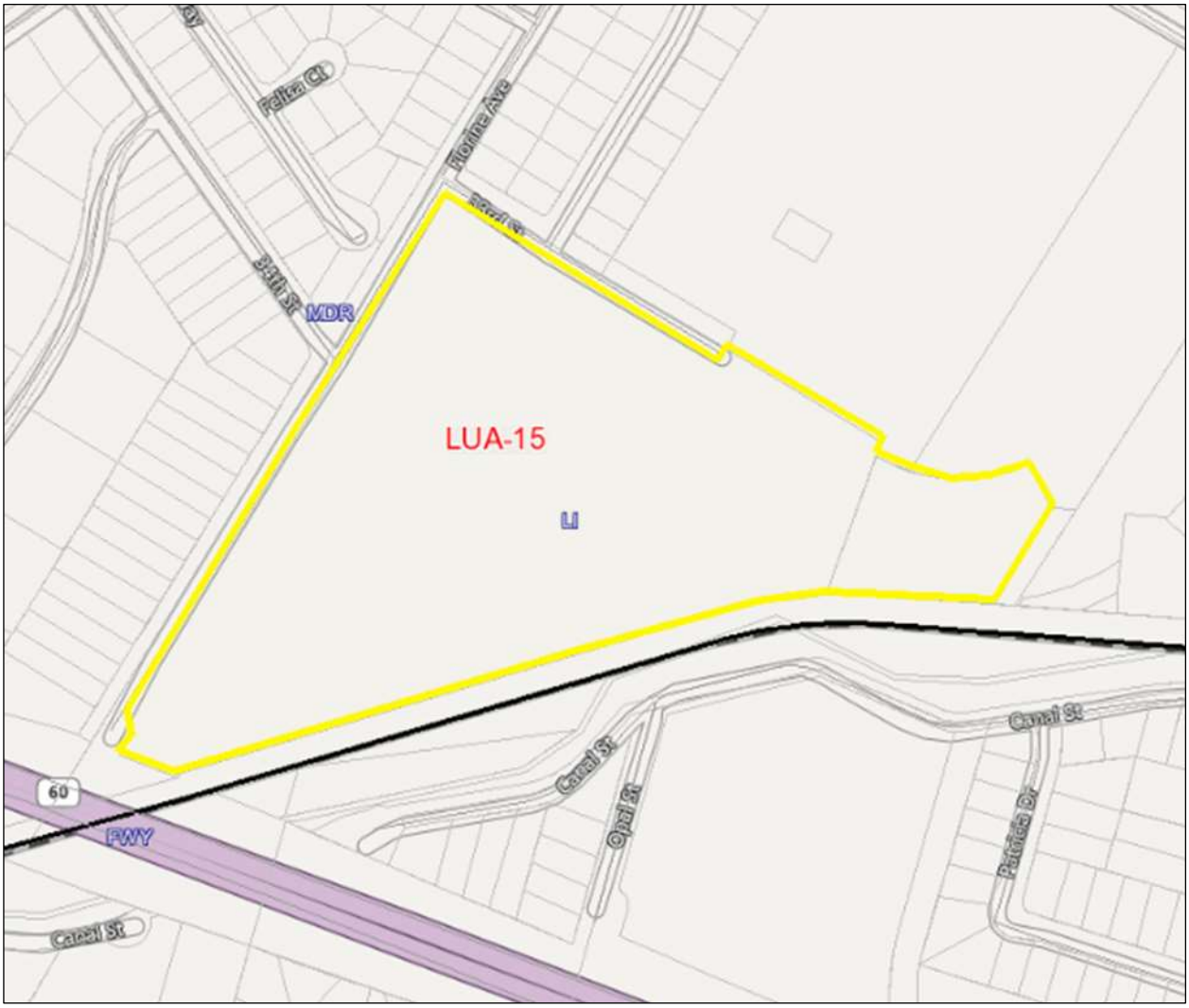
LUA-14

Change Light Industrial (LI) to Medium High Density Residential (MHDR); change Business Park (BP) to Commercial-Neighborhood (CN).



LUA-15

Change Light Industrial (LI) to Medium Density Residential (MDR).



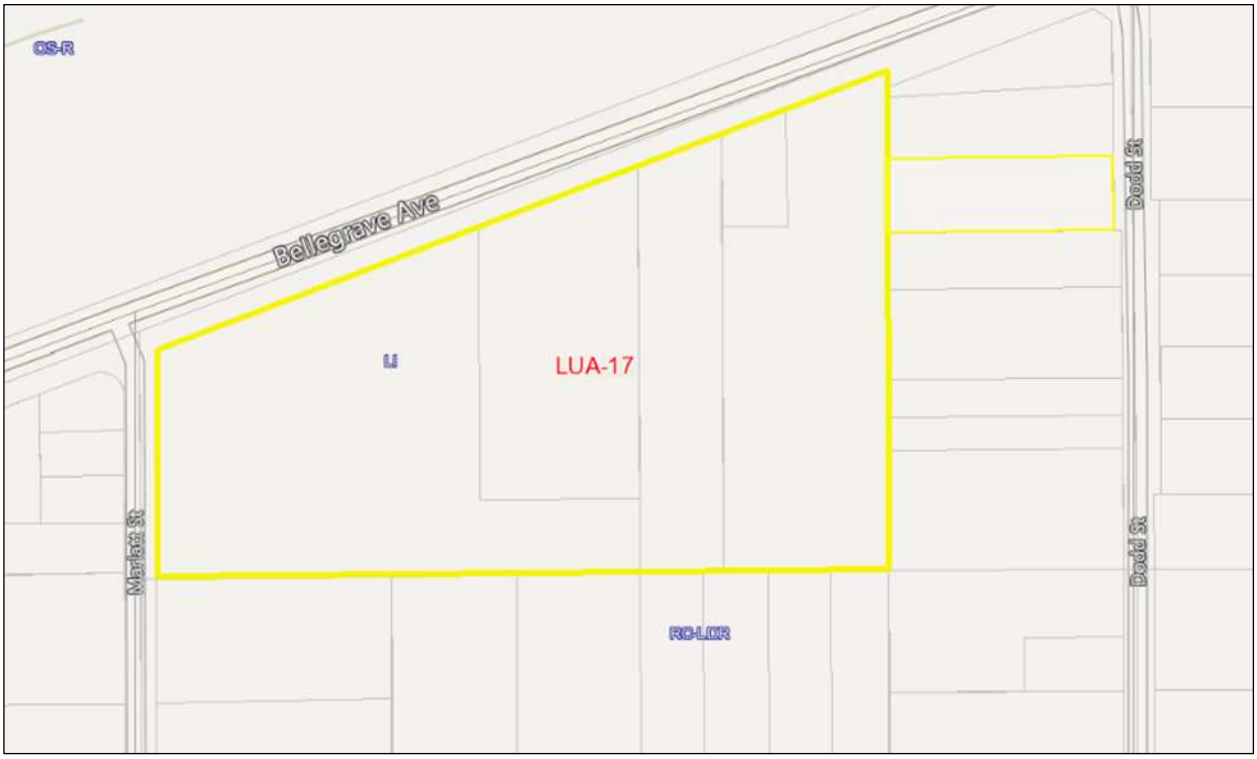
LUA-16

Change Commercial Retail (CR), Highest Density Residential (HHDR) and High Density Residential (HDR) to Commercial Retail, Village Center Overlay (CR-VCO).



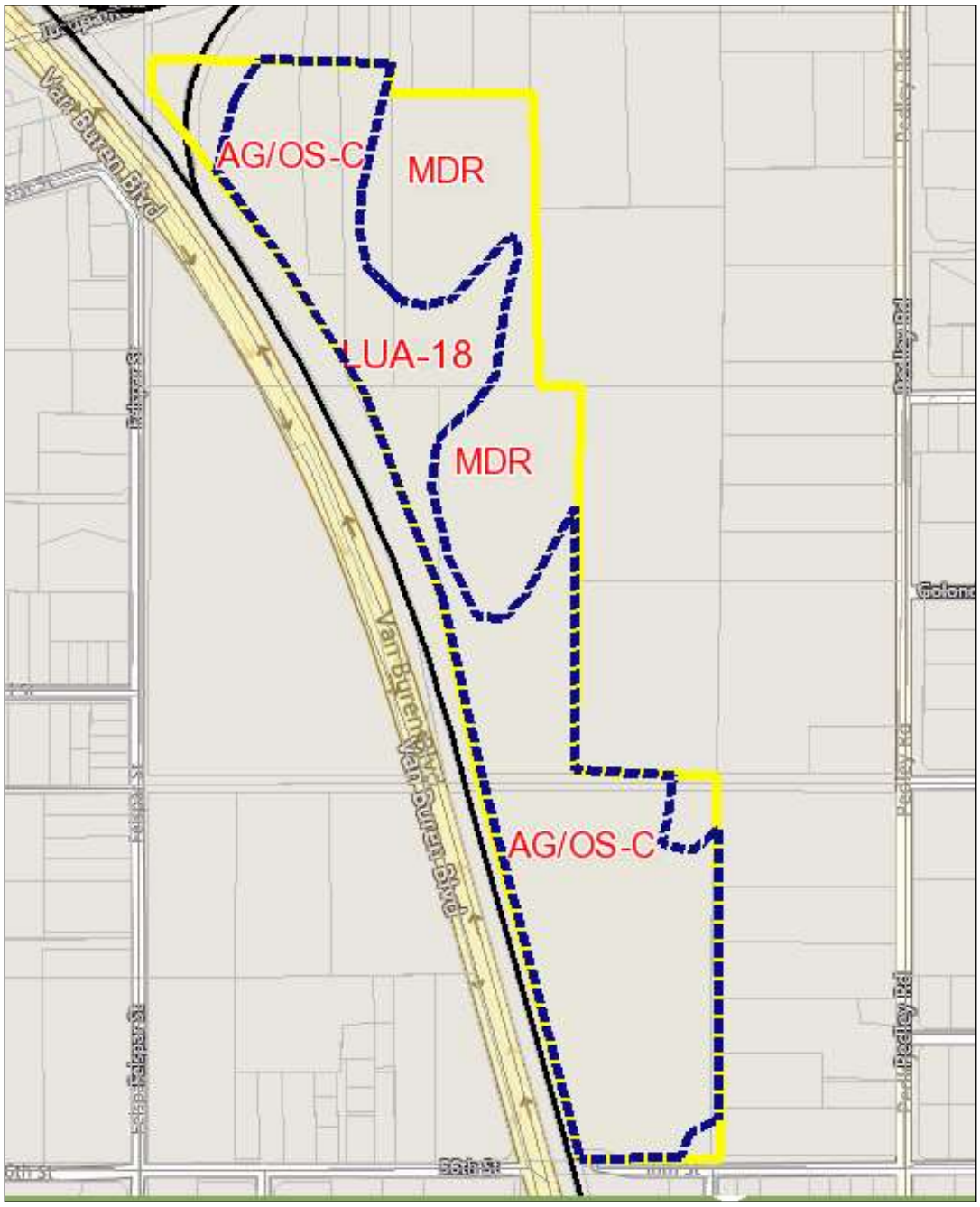
LUA-17

Change Light Industrial (LI) to Low Density Residential (LDR).



LUA-18

Change interior parcels from Business Park (BP) to Medium Density Residential (MDR), and to Agriculture/Open Space - Conservation on parcels within the 100-year flood zone on FIRM map, shown in blue boundary below.



LUA-20

Change Medium High Density Residential (MHDR) and Commercial Retail (CR) to Highest Density Residential (HHDR) and Commercial Retail (CR)



LUA-21

Change Light Industrial, Community Development Overlay (LI-CDO) to Medium Density Residential (MDR).



***

City of
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California

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2017 General Plan

Appendix 3.0
Technical Reports: Traffic and Noise

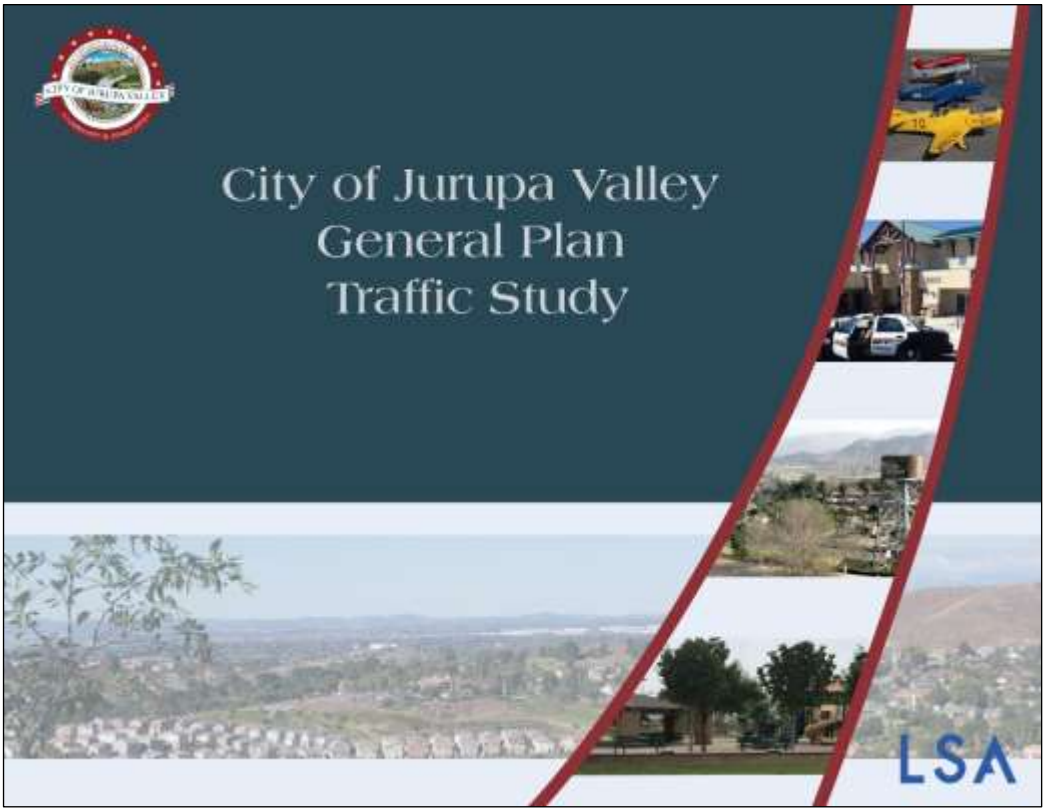


April 2017

City of Jurupa Valley
General Plan Traffic Study

LSA Associates, Inc.

November 4, 2016



City of Jurupa Valley General Plan Traffic Study

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November 4, 2016

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CHAPTER 1 – INTRODUCTION

The City of Jurupa Valley (City) is located in Riverside County and is generally bounded by Interstate 15 (I-15) to the west, Philadelphia Street/El Rivino Road to the north, and the Santa Ana River to the east and south. Figure 1.1 illustrates the regional location of the City of Jurupa Valley.

The ability to move people and goods throughout Jurupa Valley and beyond is important to residents and businesses. Local roadways are the most important element for mobility in Jurupa Valley, but transit, the trail system, and bicycle facilities provide opportunities for alternative modes of travel that could relieve pressure on roadways. Furthermore, alternative modes, such as bicycles and pedestrians, have valuable secondary benefits that enhance the overall setting of Jurupa Valley. These benefits include traffic calming, walkability, health gains, air quality improvement and community cohesion. The Circulation Element governs the long-term mobility system of the City. The goals and policies in the Circulation Element are closely correlated with the Land Use Element and are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, bicycle and pedestrian amenities, transit opportunities and community character.

This Traffic Study will aid in determining existing circulation deficiencies within the City of Jurupa Valley and act as a benchmark for future improvements to the City's circulation network. The Traffic Study includes a level of service analysis at study area intersections and roadway segments, and a summary of existing transit service, truck routes, and bicycle and pedestrian facilities and trails within the City of Jurupa Valley.





CHAPTER 1 – INTRODUCTION

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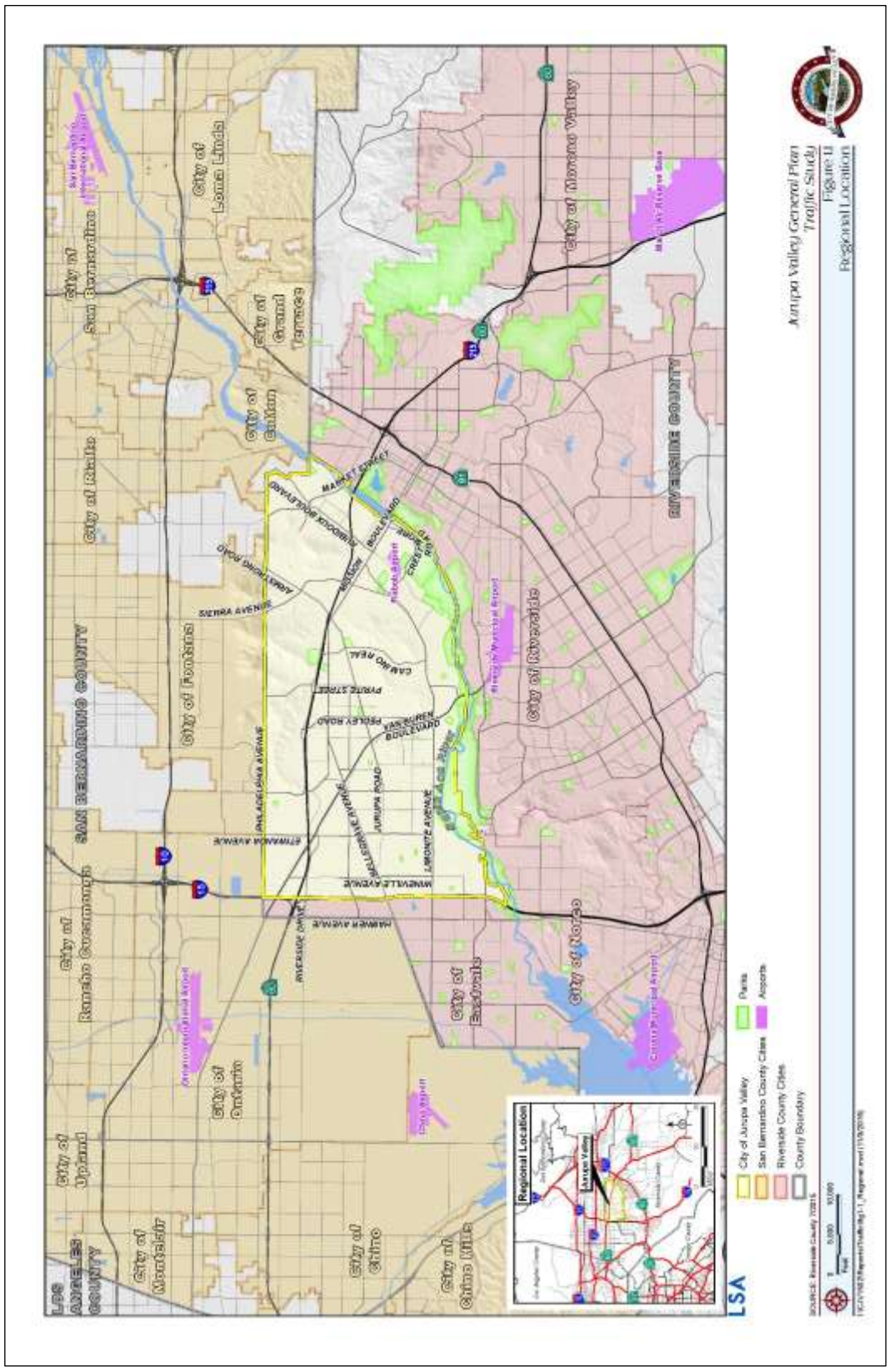
Jurupa Valley General Plan
Traffic Study
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San Bernardino County Cities
Riverside County Cities
County Boundary
Parks
Airports
Regional Location
LSA
City of Loma Linda
City of San Bernardino
City of Grand Terrace
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Moreno Valley
City of Rancho Cucamonga
City of Ontario
City of Upland
City of Montclair
City of Chino
City of Chino Hills
City of Eastvale
City of Norco
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY
LOS ANGELES COUNTY
MARKET STREET
SIERRA AVENUE
PYRITE STREET
PEDLEY ROAD
VAN BUREN BOULEVARD
JURUPA ROAD
MINEVILLE AVENUE
HAMNER AVENUE
ETIWANDA AVENUE
PHILADELPHIA AVENUE
CAMINO REAL
RIVERSIDE DRIVE

CHAPTER 1 – INTRODUCTION

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CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

The transportation system in the City of Jurupa Valley includes motorized and non-motorized travel modes. This circulation system is considered multi-modal, which provides alternatives to the automobile such as bicycle facilities, pedestrian facilities, rail, trails, and transit. These systems, along with streets and highways, all provide for the movement of people and goods throughout the City and region. How these systems complement one another and interact with each other represents the complete transportation system.

This chapter presents the existing setting for vehicles, as well as bicycle, transit, and pedestrian facilities in the City of Jurupa Valley.

CHAPTER CONTENTS

- Street Network
- Functional Classification
- Study Area Intersections
- Study Area Roadways
- Congestion
- Level of Service Definitions
- Level of Service Standard
- Existing Intersection Traffic Volumes
- Existing Roadway Segment Traffic Volumes
- Existing Intersection Levels of Service
- Existing Roadway Segment Levels of Service
- Truck Restrictions
- Bicycle Facilities
- Trails
- Freight
- Pedestrian Facilities
- Transit
- Airports

Street Network

A well laid-out and well-designed roadway network is essential for safe and efficient surface transportation. Such a network can cut down travel times, reduce accidents on certain facilities, assist in emergency operations, and help in allocating roadway funding. These facilities also serve as the primary thoroughfares for freight and goods movement that supply the local and regional economies.

The functionality of a street is related to traffic mobility and land access. Higher level facilities, such as freeways and expressways, have lower access, which allows for higher speeds and capacities. Conversely, lower level facilities, such as local streets and minor arterials, allow for greater access, but have reduced mobility due to lower speeds and capacities. The relationship can be seen in Figure 2.1.

FIGURE 2.1: RELATIONSHIP BETWEEN MOBILITY AND ACCESS ON ROADWAYS



Source: Federal Highway Administration

Functional Classification

Functional classification groups roadways into classes according to the type of service they are intended to provide. The eight basic roadway classifications are briefly described below.

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Freeway

A highway upon which the abutter's rights of access are controlled and that provides separated grades at intersecting streets. The minimum right-of-way width and number of lanes is determined by the California Department of Transportation (Caltrans). Figure 2.2 illustrates the existing functional classification of roadways. Roadway cross-sections are illustrated in Figure 2.3.

Expressway

An Expressway is a multimodal roadway corridor for through traffic. Access from abutting property is restricted. Intersections with other streets or roadways are limited to approximately one-half mile intervals. The minimum right-of-way is 184 feet to 220 feet. The number of lanes is 6 or 8 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 1 illustrates the cross-section for an Expressway. Segments of Van Buren Boulevard are currently designated as an Expressway.

Urban Arterial

An Urban Arterial is a roadway primarily for through traffic where access from other streets or roadways is limited to approximately one-quarter mile intervals. The minimum right-of-way is 152 feet. The number of lanes is 6 or 8 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 2 illustrates the cross-section for an Urban Arterial roadway. Segments of Limonite Avenue are currently designated as an Urban Arterial roadway.

Arterial

An Arterial is a divided roadway primarily for through traffic to which access from abutting property is kept at a minimum. Intersections with other streets or roadways are limited to approximately one-quarter mile intervals. The minimum right-of-way is 128 feet. The number of lanes is 4 or 6 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 3 shows the cross-section for an Arterial roadway. Segments of Etiwanda Avenue are currently designated as an Arterial roadway.

Major

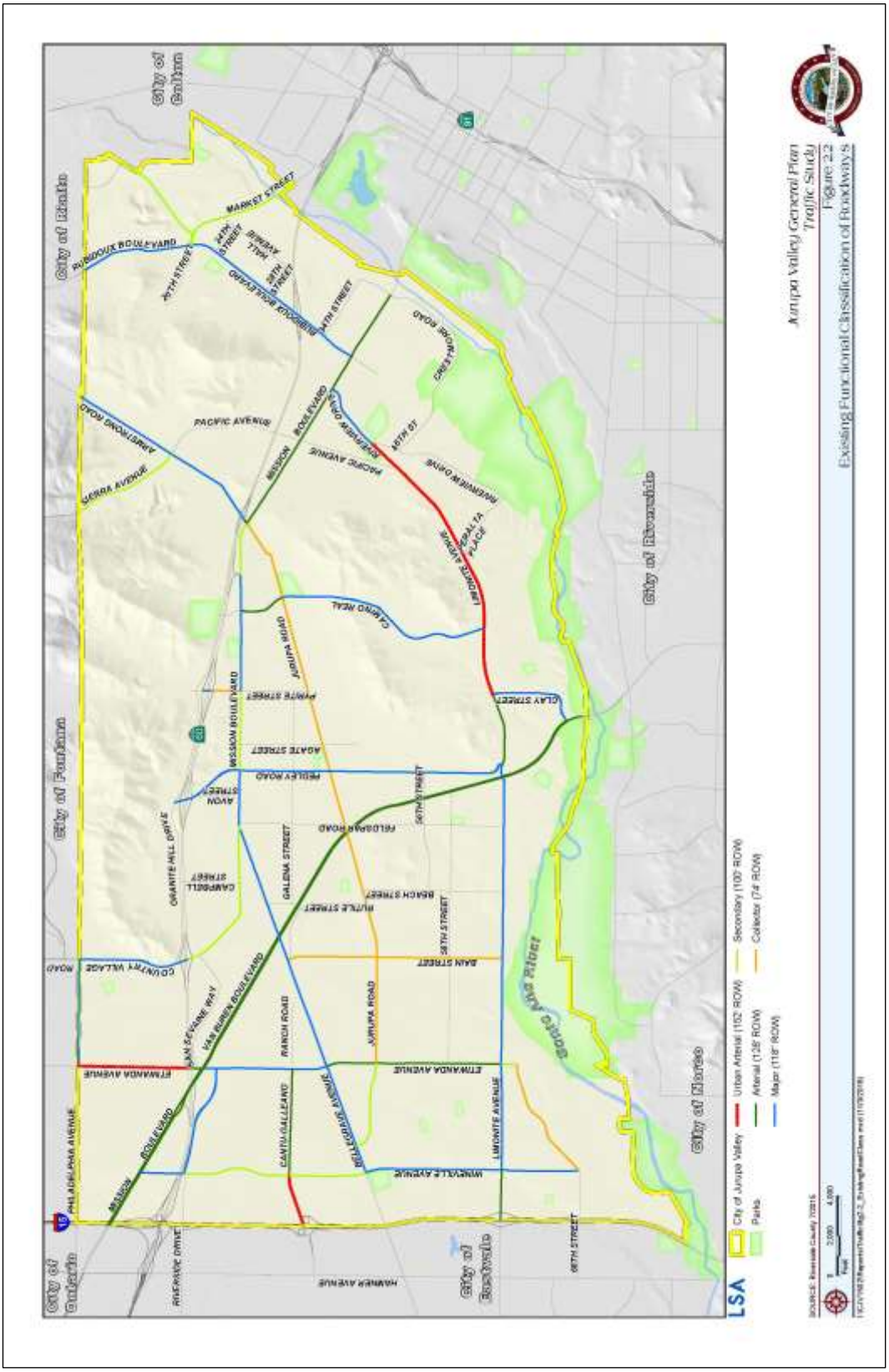
A Major roadway serves property zoned for major industrial and commercial uses or serves through traffic. Intersections with other streets or roadways may be limited to approximately 660-foot intervals. The minimum right-of-way is 118 feet. The number of lanes is 4 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 4 illustrates the cross-section for a Major roadway. Segments on Pedley Road are currently designated as a Major roadway.

Secondary

A Secondary roadway serves through traffic along longer routes between major traffic-generating areas or serves property zoned for multiple residential, secondary industrial, or commercial uses. Intersections with other streets and roadways may be limited to 330-foot intervals. The minimum right-of-way is 100 feet. The number of lanes is 4 with no turn lanes and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 5 shows the cross-section for a Secondary roadway. Segments on Pacific Avenue are currently designated as a secondary roadway.

Collector Street

Collector streets are intended to serve intensive residential land uses, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. A Collector street may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used. The minimum right-of-way is 74 feet and the number of lanes is 2. Figure 2.3, Exhibit 6 shows the cross-section for a Collector roadway. Segments on 58th Street are currently designated as a Collector roadway.


Jurupa Valley General Plan
Traffic Study
Figure 2.2
Existing Functional Classification of Roadways
City of Jurupa Valley
Parks
Urban Arterial (152' ROW)
Arterial (128' ROW)
Major (118' ROW)
Secondary (100' ROW)
Collector (74' ROW)
LSA
City of Ontario
City of Bastrop
City of Norco
City of Fontana
City of Riverside
City of Rialto
City of Colton
Santa Ana River
MISSION BOULEVARD
PACIFIC AVENUE
RIVERVIEW DRIVE
CAMINO REAL
CLAY STREET
JURUPA ROAD
RANCH ROAD
ETIWANDA AVENUE
LIMONITE AVENUE
WINEVILLE AVENUE
HAMNER AVENUE
PHILADELPHIA AVENUE
RIVERSIDE DRIVE
CANTU-GALLEANO
BELLEGRAVE AVENUE
VAN BUREN BOULEVARD
SAN SEVAINE WAY
COUNTRY VILLAGE ROAD
CAMPBELL STREET
GALENA STREET
BEACH STREET
BAIN STREET
FELDSPAR ROAD
FEDLEY ROAD
AGATE STREET
PYRITE STREET
AVON STREET
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
MARKET STREET
CRESTMORE ROAD
LIMONITE AVENUE
PERALTA PLACE
46TH ST
56TH STREET
60TH STREET
SOURCE: Riverside County 7/2015

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

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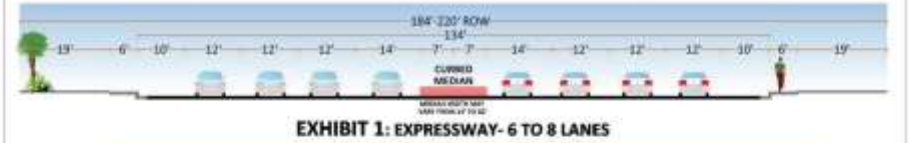

EXHIBIT 1: EXPRESSWAY- 6 TO 8 LANES



EXHIBIT 2: URBAN ARTERIAL



EXHIBIT 3: ARTERIAL

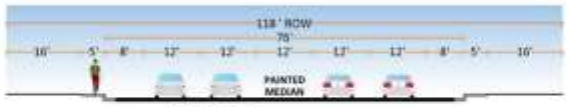

EXHIBIT 4: MAJOR - 4 LANES



EXHIBIT 5: SECONDARY

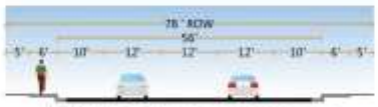

EXHIBIT 6: INDUSTRIAL COLLECTOR

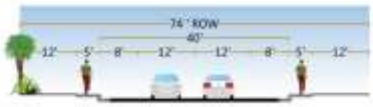

EXHIBIT 7: COLLECTOR

LSA

Jurupa Valley 2016 General Plan
Traffic Study
Figure 2.3
Roadway Cross Sections

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Industrial Collector

An Industrial Collector is a circulatory street with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification. The minimum right-of-way is 78 feet and the number of lanes is 2. Figure 2.3, Exhibit 7 shows the cross-section for an Industrial Collector roadway.

Study Area Intersections

The study area includes all roadway segments and intersections that would be necessary to analyze the impacts of the City's future Land Use plan and was defined through collaboration between LSA and City staff. As Figure 2.4 shows, the study area includes the following intersections:

Intersections

1. Interstate 15 (I-15) Southbound Ramps/Cantu-Galleano Ranch Road;
2. I-15 Northbound Ramps/Cantu-Galleano Ranch Road;
3. I-15 Southbound Ramps/Limonite Avenue;
4. I-15 Northbound Ramps/Limonite Avenue;
5. Wineville Road/E. Mission Boulevard;
6. Wineville Road/Riverside Drive;
7. Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road;
8. Wineville Avenue/Bellegrave Avenue;
9. Wineville Avenue/Limonite Avenue;
10. Wineville Avenue/68th Street;
11. E. Mission Boulevard/State Route 60 (SR-60) Westbound On-Ramp;
12. E. Mission Boulevard/SR-60 Eastbound Off-Ramp;
13. Etiwanda Avenue/Philadelphia Avenue;
14. Etiwanda Avenue/SR-60 Westbound Off-Ramp;
15. Etiwanda Avenue/SR-60 Eastbound On-Ramp;
16. Etiwanda Avenue/Van Buren Boulevard;
17. Etiwanda Avenue/Riverside Drive;
18. Etiwanda Avenue/Cantu-Galleano Ranch Road;
19. Etiwanda Avenue/Bellegrave Avenue;
20. Etiwanda Avenue/Jurupa Road;
21. Etiwanda Avenue/Limonite Avenue;
22. Country Village Road/Philadelphia Avenue;
23. Country Village Road/SR-60 Westbound Ramps;
24. Mission Boulevard/SR-60 Eastbound Ramps;
25. Bain Street/Bellegrave Avenue;
26. Van Buren Boulevard/Bellegrave Avenue;
27. Van Buren Boulevard/Van Buren-Bellegrave Connector;
28. Bain Street/Jurupa Road;
29. Bain Street/Limonite Avenue;
30. Pedley Road/SR-60 Westbound Ramps;
31. Pedley Road/SR-60 Eastbound Ramps;
32. Bellegrave Avenue/Mission Boulevard;
33. Pedley Road/Mission Boulevard;
34. Van Buren Boulevard/Jurupa Road;
35. Van Buren Boulevard/Van Buren-Jurupa Connector;
36. Pedley Road/Jurupa Road;
37. Collins Street/Limonite Avenue;
38. Van Buren Boulevard/Limonite Avenue;
39. Pedley Road-Morton Avenue/Limonite Avenue;
40. Pyrite Street/SR-60 Westbound Ramps;
41. Pyrite Street/SR-60 Eastbound Ramps;
42. Pyrite Street/Mission Boulevard;
43. Clay Street/Limonite Avenue;
44. Van Buren Boulevard/Clay Street;
45. Camino Real/Mission Boulevard;
46. Camino Real/Jurupa Road;
47. Camino Real/Limonite Avenue;
48. Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard;
49. Valley Way/Jurupa Road;
50. Armstrong Road/Sierra Avenue;
51. Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive;
52. Valley Way/SR-60 Westbound On Ramp;
53. Valley Way/Mission Boulevard;
54. Pacific Avenue/Mission Boulevard;
55. Pacific Avenue/Limonite Avenue;

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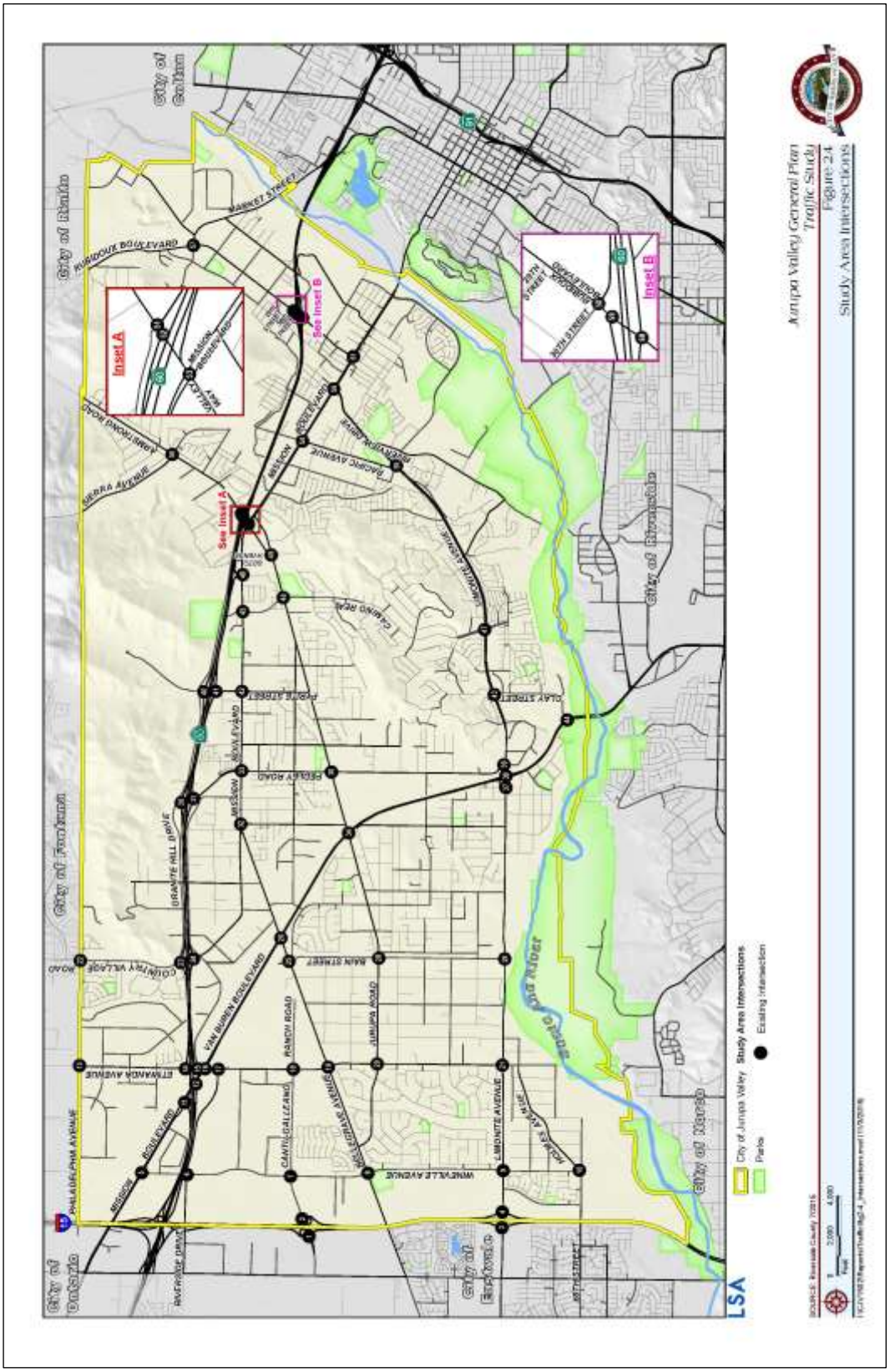
Jurupa Valley General Plan
Traffic Study
Figure 24
Study Area Intersections
City of Jurupa Valley
Study Area Intersections
Parks
Existing Intersection
Inset A
Inset B
See Inset A
See Inset B
City of Colton
City of Rialto
City of Fontana
City of Ontario
City of Riverside
City of Norco
LSA

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

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56. Riverview Drive/Mission Boulevard;
57. Rubidoux Boulevard/Market Street;
58. Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street;
59. Rubidoux Boulevard/SR-60 Westbound On-Ramp;
60. Rubidoux Boulevard/SR-60 Eastbound Ramps; and
61. Rubidoux Boulevard/Mission Boulevard.

Study Area Roadways

The major roadways within the City of Jurupa Valley are described below:

Wineville Avenue is oriented in a north-south direction and from Mission Boulevard to Riverside Drive is a four-lane Major, from Riverside Drive to Cantu-Galleano Ranch Road is a four-lane Secondary, from Cantu-Galleano Ranch Road to Bellegrave Avenue is a three-lane Secondary, from Bellegrave Avenue to Elba Drive is a four-lane Major, from Elba Drive to Boca Place is a two-lane Collector, from Boca Place to Limonite Avenue is a four-lane Major, and from Limonite Avenue to 68th street is a three-lane Major. The speed limit on Wineville Avenue varies from 45–50 miles per hour.

Etiwanda Avenue is oriented in a north-south direction and is a six-lane Urban Arterial from the northern City limits to State Route 60 (SR-60) and transitions to a four-lane Arterial from SR-60 to Van Buren Boulevard. The segment from Van Buren Boulevard to Cantu-Galleano Ranch Road is a four-lane Major, from Cantu-Galleano to Bellegrave Avenue is a three-lane Major, from Bellegrave Avenue to Limonite Avenue is a four-lane Major, and from Limonite Avenue Holmes Avenue is a two-lane Secondary. Etiwanda Avenue has a speed limit of 45–55 miles per hour.

Bain Street is oriented in a north-south direction and is a two-lane Collector. Additional right-of-way is available for a four-lane Major. The speed limit on Bain Street is 45 miles per hour.

Country Village Road is oriented in a north-south direction and is a three-lane Major from Philadelphia Avenue to Country Club Drive. The segment from Country Club Drive to Ben Nevis Boulevard is a four-lane Major. The speed limit on Country Village Road is 45 miles per hour.

Pedley Road is oriented in a north-south direction and is a two-lane Major from Granite Hill Drive to Francisco Junior Avenue. The segment from Francisco Junior Avenue to Mission Boulevard is a four-lane Major, from Mission Boulevard to Jurupa Road is a three-lane Major, from Jurupa Road to 60th Street is a two-lane Collector, and from 60th Street to Limonite Avenue is a two-lane Major. The speed limit on Pedley Road is 45 miles per hour.

Pyrite Street is oriented in a north-south direction and is a two-lane Collector north of Granite Hill Drive. The segment from Granite Hill Drive to SR-60 EB Ramps is a two-lane Secondary, from SR-60 WB Ramps to Mission Boulevard is a two-lane Collector, from Mission Boulevard to Galena Street is a two-lane Major, and from Galena Street to Jurupa Road is a two-lane Collector. The speed limit on Pyrite Street is 40 miles per hour.

Clay Street is oriented in a north-south direction from Limonite Avenue to General Road and transitions to an east-west direction from General Road to Van Buren Boulevard. Clay Street is a four-lane Major with a speed limit of 35 miles per hour.

Camino Real is oriented in a north-south direction and is a two-lane Secondary from Granite Hill Drive to Mission Boulevard. The segment from Mission Boulevard to Jurupa Road is a four-lane Arterial, from Jurupa Road to Whitney Drive is a two-lane Collector, from Whitney Drive to Limonite Avenue is a four-lane Major. The speed limit on Camino Real is 25–40 miles per hour.

Philadelphia Avenue is oriented in an east-west direction from the western City limits to Rochester Avenue, from Rochester Avenue to Wineville Avenue is a two-lane Major, from Wineville Avenue to Etiwanda Avenue is a three-lane Major, and from Etiwanda Avenue to Country Village Road is a two-lane Major. The speed limit on Philadelphia Avenue is 45 miles per hour.

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Van Buren Boulevard is oriented in a north-south direction and is a four-lane Arterial from the western City limits to the southern City limits. The speed limit on Van Buren Boulevard is generally 55 miles per hour.

Riverside Drive is oriented in an east-west direction and is a three-lane Major. The speed limit on Riverside Drive is 50 miles per hour.

Cantu-Galleano Ranch Road is oriented in an east-west direction and is a six-lane Urban Arterial from the I-15 northbound ramps to Wineville Avenue/Road. The segment from Wineville Avenue/Road to Etiwanda Avenue is a two-lane Arterial, and from Etiwanda Avenue to west of Dodd Street is a four-lane Major. The speed limit on Cantu-Galleano Ranch Road is 45 miles per hour.

Mission Boulevard is oriented an east-west direction and is a four-lane Secondary from SR-60 EB Ramps to Bellegrave Avenue, from Bellegrave Avenue to Pedley Road is a four-lane Major, from Pedley Road to Pyrite Street is a four-lane Secondary, from Pyrite Street to SR-60 EB Ramps is a four-lane Major, from SR-60 EB Ramps to Valley Way is a four-lane Secondary, and from Valley Way to east of Rubidoux Boulevard is a four-lane Arterial. The speed limit on Mission Boulevard is generally 35–45 miles per hour.

Bellegrave Avenue is oriented in an east-west direction and is a three to four-lane Major from Wineville Avenue to Bain Street, and transitions to a two-lane Major east of Bain Street. Bellegrave Avenue has a speed limit of 25–45 miles per hour.

Jurupa Road is oriented in an east-west direction and is two-lane Secondary roadway from Bellegrave Avenue to Etiwanda Avenue and from Etiwanda Avenue to Valley is a two-lane Collector. The speed limit on Jurupa Road is 40–45 miles per hour.

Valley Way is oriented in a north-south direction and is two-lane Collector from Jurupa Road to Mission Boulevard, from Mission Boulevard to SR-60 is a four-lane Arterial, from SR-60 to Sierra Avenue is a four-lane Major, and north of Sierra Avenue is a two-lane Major. The speed limit on Valley Way is 30–45 miles per hour.

Limonite Avenue is oriented in an east-west direction and is a four-lane Major from I-15 SB Ramps to I-15 NB Ramps, from I-15 NB Ramps to Wineville Avenue is a four-lane Arterial, from Wineville Avenue to Etiwanda Avenue is a four-lane Major, from Etiwanda Avenue to Collings Street is a two-lane Major, from Collins Street to Pedley Road is a four-lane Major, from Pedley Road to Clay Street is a four-lane Arterial, from Clay Street to Riverview Drive is a five-lane Urban Arterial, and from Riverview Drive to Mission Boulevard is a four-lane Major. The speed limit on Limonite Avenue is generally 45–50 miles per hour.

Rubidoux Boulevard is oriented in a north-south direction and is a two-lane Collector from Tilton Avenue to Mission Boulevard, a four-lane Major from Mission Boulevard to 20th Street, a four-lane arterial from 20th Street to Production Circle, and a four-lane Major from Production Circle to the northern City limits. The speed limit on Rubidoux Boulevard is 40–50 miles per hour.

Congestion

Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity can change because of weather, work zones, traffic incidents, or special events.

Congestion can be classified as either recurring or non-recurring. Recurring congestion most often occurs when the volume of traffic on a facility becomes more than that facility can handle. Non-recurring congestion is usually short in duration and is caused by such things as weather, construction, or special events. One way to gauge the level of congestion is grading a facility on its level of service.

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Level of Service Definitions

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

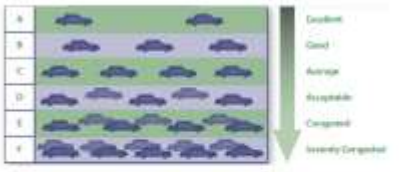
A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual 2010* (HCM 2010). For both roadway segments and intersections, the HCM establishes levels of service A through F as shown in Table 2.A and Figure 2.5.

Table 2.A: Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual 2010

Figure 2.5: Level of Service



Source: FHWA

The LOS criteria used to evaluate signalized and unsignalized intersections are based on HCM 2010 methodologies and are shown in

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.B. All levels of service were calculated using Synchro 9 software, which uses HCM 2010 methodologies.

Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual, 2010.

The level of service criteria used to evaluate roadway segments is based on the daily capacity for each functional classification and is shown in Table 2.C. The daily traffic volume represents the total vehicles (both directions) traveling on a roadway segment within 24 hours.

Table 2.C: Roadway Segment Capacity and Levels of Service

Functional Classification	Number of Lanes	Maximum Two-Way Daily Traffic Volume		
		Level of Service C	Level of Service D	Level of Service E
Collector Street	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	28,700	32,300	35,900
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	6	48,000	55,200	61,300

Table 2.C: Roadway Segment Capacity and Levels of Service

Functional Classification	Number of Lanes	Maximum Two-Way Daily Traffic Volume		
		Level of Service C	Level of Service D	Level of Service E
Expressway	8	65,400	73,500	81,700
Freeway	6	94,000	105,800	200,600
Freeway	8	128,400	144,500	160,500

Source: Riverside County Congestion Management Program, 2011

Level of Service Standard

With the development of this General Plan Circulation Element, the City of Jurupa Valley will establish an LOS standard for intersections and roadways. This set of standards will balance the need for safe and efficient mobility with key quality of life and community standards. Many cities within the County maintain LOS D as their minimum threshold for their roadway systems. The County of Riverside maintains an LOS standard of D; therefore, for this particular analysis, LOS D was used for the intersection and roadway segment LOS analysis. Intersections or roadway segments operating at LOS E or F exceed the minimum LOS standard D. This threshold may be revisited and modified based on a balancing of overall community objectives.

Caltrans endeavors to maintain levels of service between C and D at all intersections under its jurisdiction; this has been interpreted to mean that a maximum average delay at a Caltrans intersection exceeding 45 seconds is considered to exceed the minimum LOS standard.

Existing Intersection Traffic Volumes

Existing intersection traffic volumes are based on a.m. and p.m. peak hour intersection turn movement counts within the City collected by Counts Unlimited in June 2015 and National Data and Surveying Services in September 2015. For several intersections, counts were conducted between 2012 and 2014. For these intersections, a growth rate of 1

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

percent per year was applied to develop 2015 volumes at these locations. Count sheets are contained in Appendix A. Classification counts separate vehicle types into passenger cars, two-axle trucks, three-axle trucks, and trucks with four or more axles. The concept of passenger car equivalents (PCEs), accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. For example, trucks with four or more axles have been assigned a PCE factor of 3.0, indicating that three passenger vehicles could travel through an intersection in the same amount of time required for a single truck with four or more axles. PCE volumes for study area locations with classification counts were computed using a PCE factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined from classification counts at nearby intersections. PCE volumes for these intersections were computed using a PCE factor of 2.0 for all trucks. Detailed volume development worksheets are included in Appendix B. Figures 2.6-1 and 2.6-2 illustrate the existing intersection geometrics and stop control at the study intersections. The existing a.m. and p.m. peak hour traffic volumes for the study intersections are illustrated in Figures 2.7-1 and 2.7-2.

Existing Roadway Segment Traffic Volumes

The existing daily traffic volumes at study area roadway segments are based on traffic counts conducted by the City of Jurupa Valley between 2012 and 2014. A growth rate of one percent per year was then applied to the counts. Table 2.D shows the existing daily traffic volumes at study area roadway segments.

Existing Intersection Levels of Service

A site survey was conducted at the study area intersections to observe the intersection geometrics, turn pocket lengths, and existing signal cycle lengths. The results of the survey were included as input parameters into the Synchro 9 software. A level of service analysis was conducted at study area intersections to determine current intersection performance and is shown in Table 2.E, which shows all intersections are currently operating at satisfactory levels of service, with the exception of the following 12 intersections:

- Wineville Road/Mission Boulevard (p.m. peak hour);
- Mission Boulevard/SR-60 EB Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/SR-60 WB Ramps (a.m. peak hour);
- Pedley Road/SR-60 WB Ramps (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. peak hour);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (p.m. peak hour);
- Rubidoux Boulevard/Market Street (p.m. peak hour); and
- Rubidoux Boulevard/Mission Boulevard (p.m. peak hour).

Figures 2.8-1 and 2.8-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service.

Existing Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine current roadway segment performance. As shown in Table 2.D, all roadway segments are currently operating at

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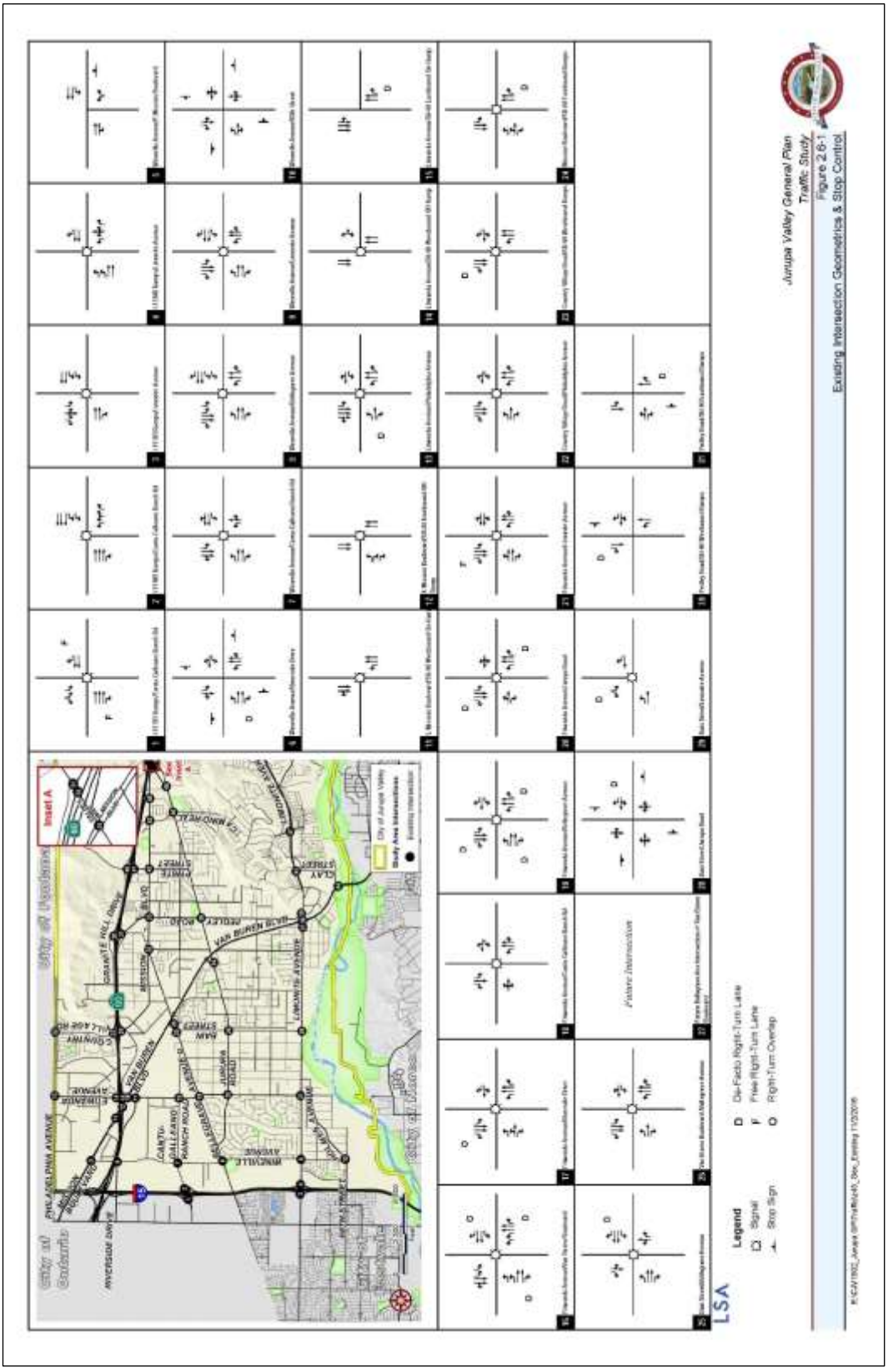
Jurupa Valley General Plan
Traffic Study
Figure 2.6-1
Existing Intersection Geometrics & Stop Control
LSA
Legend
Signal
Stop Sign
De-Facto Right-Turn Lane
Free Right-Turn Lane
Right-Turn Overlap
Inset A
Study Area Intersections
Existing Intersection
Historic Intersection

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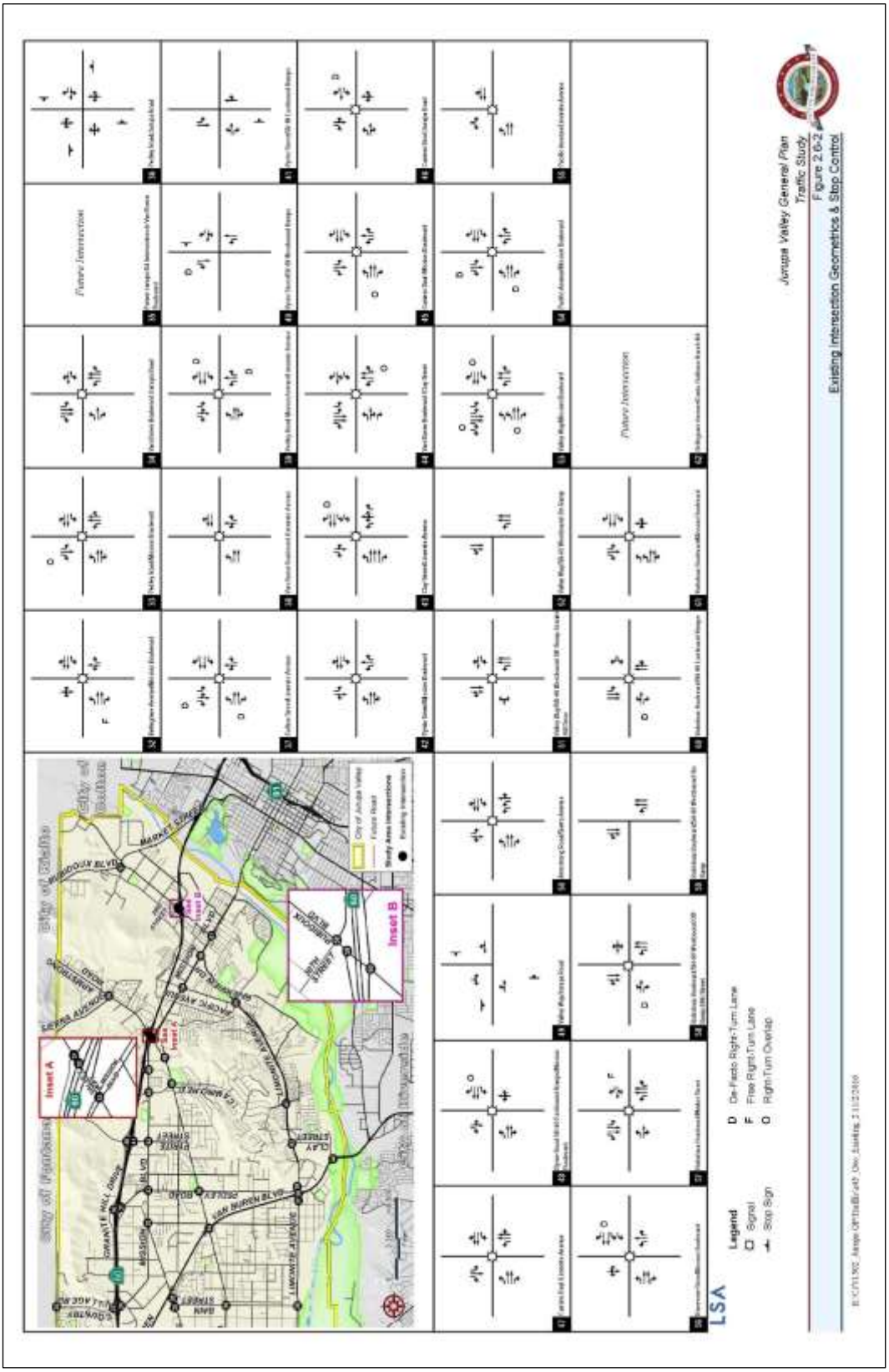
Jurupa Valley General Plan
Traffic Study
Figure 2.6-2
Existing Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
D De-Facto Right-Turn Lane
F Free Right-Turn Lane
O Right-Turn Overlap
LSA
Inset A
Inset B
Future Intersection

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

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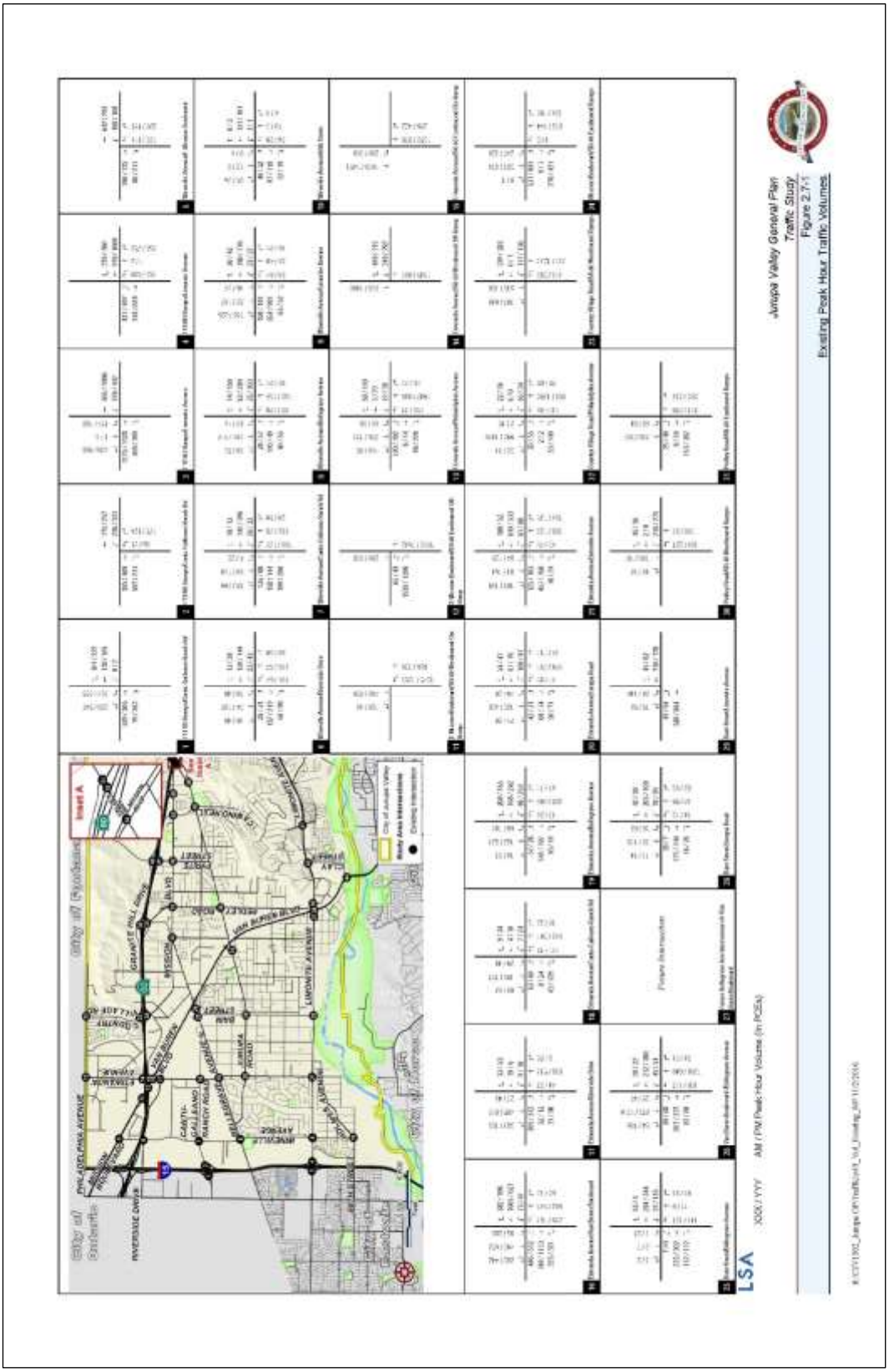
Jurupa Valley General Plan
Traffic Study
Figure 2.7-1
Existing Peak Hour Traffic Volumes
LSA

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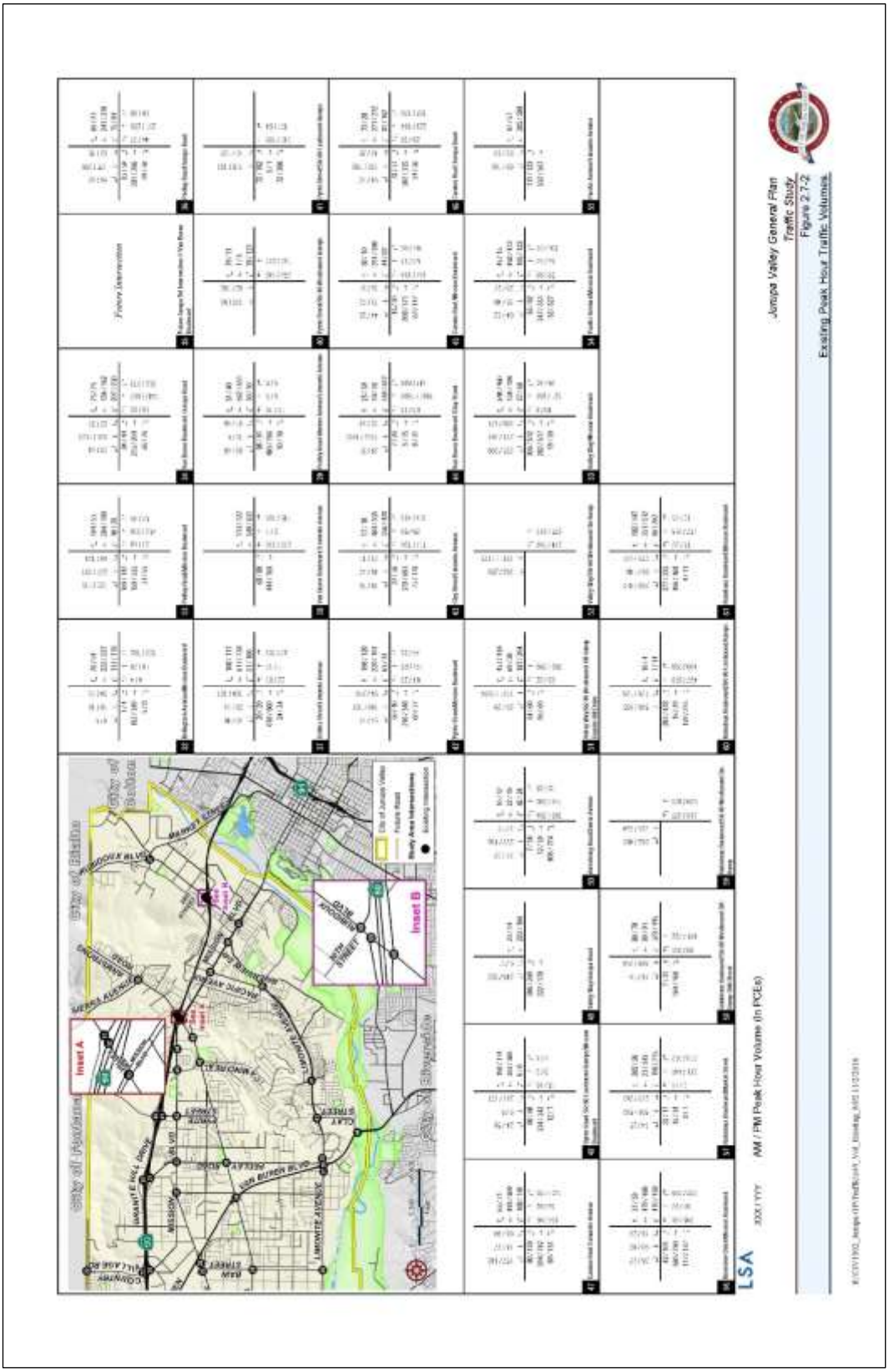
Jurupa Valley General Plan
Traffic Study
Figure 2.7-2
Existing Peak Hour Traffic Volumes
AM / PM Peak Hour Volume (in PCEs)
LSA
Inset A
Inset B
City of Jurupa Valley
City of Eastvale
City of Ontario
City of Bellaire
City of Ellsworth
Future Intersection

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

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CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	4,443	0.13	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	3,995	0.15	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Secondary	4,326	0.22	C
4	Bellegrave Avenue to Limonite Avenue	3-Lane Major	4,340	0.17	C
5	Limonite Avenue to 68th Street	3-Lane Major	2,600	0.10	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	32,607	0.60	C
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	30,196	0.84	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	22,794	0.63	C
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	16,805	0.49	C
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	12,059	0.35	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Major	11,130	0.44	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	10,422	0.29	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	11,407	0.32	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	8,175	0.63	C
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	3,402	0.26	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	2,880	0.22	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	3-Lane Major	38,338	1.50	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	43,211	1.27	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	8,646	0.51	C
20	SR-60 EB Ramps to Mission Boulevard	2-Lane Major	14,121	0.83	D
21	Mission Boulevard to Jurupa Road	3-Lane Major	11,648	0.46	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	10,138	0.59	C

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	6,800	0.40	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	7,530	0.58	C
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	18,645	0.55	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	6,843	0.19	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	8,114	0.24	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	3,458	0.20	C
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Road to SR-60 WB On-Ramp	4-Lane Arterial	17,255	0.48	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	30,077	0.84	D
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	27,804	0.77	C
32	Etiwanda Avenue to Bellegrave Avenue	4-Lane Arterial	41,999	1.17	F
33	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	56,117	1.56	F
34	Jurupa Road to Limonite Avenue	4-Lane Arterial	50,795	1.41	F
35	Limonite Avenue to Clay Street	4-Lane Arterial	50,912	1.42	F
Segments on Riverside Drive					
36	Wineville Road to Etiwanda Avenue	3-Lane Major	6,353	0.25	C
Segments on Cantu-Galleano Rancho Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	10,001	0.19	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	10,172	0.19	C
39	Wineville Avenue/Road to Etiwanda Avenue	2-Lane Arterial	4,843	0.27	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	10,825	0.42	C
41	Bellegrave Avenue to Pedley Road	4-Lane Major	10,612	0.31	C

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
42	Pedley Road to Pyrite Street	4-Lane Secondary	8,738	0.34	C
43	Pyrite Street to Camino Real	4-Lane Major	12,372	0.36	C
44	Camino Real to SR-60 EB Ramps	4-Lane Major	10,875	0.32	C
45	SR-60 EB Ramps to Valley Way	4-Lane Secondary	19,354	0.75	C
46	Valley Way to Riverview Drive	4-Lane Arterial	18,752	0.52	C
47	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	18,065	0.50	C
48	East of Rubidoux Boulevard	4-Lane Arterial	19,938	0.56	C
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	3-Lane Major	16,747	0.65	C
50	Wineville Avenue to Etiwanda Avenue	3-Lane Major	8,489	0.33	C
51	Etiwanda Avenue to Bain Street	4-Lane Major	10,350	0.30	C
52	Bain Street to Van Buren Boulevard	2-Lane Major	7,679	0.45	C
53	Van Buren Boulevard to Mission Boulevard	2-Lane Major	8,022	0.47	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,514	0.35	C
55	Etiwanda Avenue to Bain Street	2-Lane Collector	4,870	0.37	C
56	Bain Street to Van Buren Boulevard	2-Lane Collector	10,562	0.81	D
57	Van Buren Boulevard to Pedley Road	2-Lane Collector	11,584	0.89	D
58	Pedley Road to Camino Real	2-Lane Collector	8,499	0.65	C
59	Camino Real to Valley Way	2-Lane Collector	9,700	0.75	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	2-Lane Collector	7,721	0.59	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	31,166	0.87	D
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	30,305	0.84	D
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	27,994	0.82	D
64	North of Sierra Avenue	2-Lane Major	10,902	0.64	C

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	31,893	0.96	E
66	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	27,564	0.77	C
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	22,764	0.67	C
68	Etiwanda Avenue to Bain Street	2-Lane Major	20,765	1.22	F
69	Bain Street to Collins Street	2-Lane Major	20,418	1.20	F
70	Collins Street to Van Buren Boulevard	4-Lane Major	26,016	0.76	C
71	Van Buren Boulevard to Pedley Road	4-Lane Major	19,143	0.56	C
72	Pedley Road to Clay Street	4-Lane Arterial	19,249	0.54	C
73	Clay Street to Riverview Drive	5-Lane Urban Arterial	25,339	0.74	C
74	Riverview Drive to Mission Boulevard	4-Lane Major	14,864	0.44	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	18,500	0.54	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	19,432	0.57	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	21,309	0.62	C
78	North of Market Street	4-Lane Major	18,679	0.55	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	1,846	0.14	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Secondary	22,555	0.87	D
Segments on Market Street					
81	East of Rubidoux Boulevard	2-Lane Secondary	17,036	1.32	F
Segments on Agua Mansa Road					
82	North of Market Street	3-Lane Secondary	13,408	0.69	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions A.M. Peak Hour Delay (sec.)	Delay (sec.)	LOS	P.M. Peak Hour Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	16.0	16.0	B	17.6	17.6	B
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	16.4	16.4	B	21.9	21.9	C
3	I-15 SB Ramps/Limonite Avenue	Signal	30.6	30.6	C	22.6	22.6	C
4	I-15 NB Ramps/Limonite Avenue	Signal	32.5	32.5	C	29.9	29.9	C
5	Wineville Road/E Mission Boulevard	TWSC	28.9	28.9	D	>100	190.1	F
6	Wineville Road/Riverside Drive	AWSC	11.7	11.7	B	13.0	13.0	B
7	Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road	Signal	39.2	39.2	D	42.3	42.3	D
8	Wineville Avenue/Bellegrave Avenue	Signal	41.8	41.8	D	42.8	42.8	D
9	Wineville Avenue/Limonite Avenue	Signal	30.8	30.8	C	34.9	34.9	C
10	Wineville Avenue/68th Street	AWSC	9.4	9.4	A	8.7	8.7	A
11	E Mission Boulevard/SR-60 WB On-Ramp	Signal	21.7	21.7	C	21.7	21.7	C
12	E Mission Boulevard/SR-60 EB Off-Ramp	Signal	>100	164.4	F	57.4	57.4	E
13	Etiwanda Avenue/Philadelphia Avenue	Signal	26.1	26.1	C	27.4	27.4	C
14	Etiwanda Avenue/SR-60 WB Off-Ramp	Signal	21.4	21.4	C	13.7	13.7	B
15	Etiwanda Avenue/SR-60 EB On-Ramp	TWSC	22.2	22.2	C	13.9	13.9	B
16	Etiwanda Avenue/Van Buren Boulevard	Signal	45.3	45.3	D	53.7	53.7	D
17	Etiwanda Avenue/Riverside Drive	Signal	35.1	35.1	D	33.6	33.6	C
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	52.2	52.2	D	42.8	42.8	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	40.8	40.8	D	46.3	46.3	D
20	Etiwanda Avenue/Jurupa Road	Signal	26.0	26.0	C	24.9	24.9	C
21	Etiwanda Avenue/Limonite Avenue	Signal	65.3	65.3	E	64.8	64.8	E
22	Country Village Road/Philadelphia Avenue	Signal	13.9	13.9	B	38.9	38.9	D
23	Country Village Road/SR-60 WB Ramps	Signal	75.9	75.9	E	45.0	45.0	D
24	Mission Boulevard/SR-60 EB Ramps	Signal	26.2	26.2	C	29.3	29.3	C
25	Bain Street/Bellegrave Avenue	Signal	30.8	30.8	C	47.9	47.9	D
26	Van Buren Boulevard /Bellegrave Avenue	Signal	44.9	44.9	D	43.9	43.9	D

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
28	Bain Street/Jurupa Road	AWSC	13.0	13.0	B	10.1	10.1	B
29	Bain Street/Limonite Avenue	Signal	12.6	12.6	B	17.8	17.8	B
30	Pedley Road/SR-60 WB Ramps	TWSC	>100	416.2	F	78.3	78.3	F
31	Pedley Road/SR-60 EB Ramps	TWSC	22.5	22.5	C	18.9	18.9	C
32	Bellegrave Avenue/Mission Boulevard	Signal	20.0	20.0	B	21.4	21.4	C
33	Pedley Road/Mission Boulevard	Signal	42.3	42.3	D	43.1	43.1	D
34	Van Buren Boulevard/Jurupa Road	Signal	>100	123.9	F	>100	124.6	F
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
36	Pedley Road/Jurupa Road	AWSC	>100	138.6	F	62.4	62.4	F
37	Collins Street/Limonite Avenue	Signal	28.4	28.4	C	33.3	33.3	C
38	Van Buren Boulevard /Limonite Avenue	Signal	24.2	24.2	C	24.5	24.5	C
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	40.1	40.1	D	41.6	41.6	D
40	Pyrite Street/SR-60 WB Ramps	TWSC	21.4	21.4	C	23.1	23.1	C
41	Pyrite Street/SR-60 EB Ramps	TWSC	15.2	15.2	C	24.7	24.7	C
42	Pyrite Street/Mission Boulevard	Signal	36.0	36.0	D	43.3	43.3	D
43	Clay Street/Limonite Avenue	Signal	52.0	52.0	D	54.9	54.9	D
44	Van Buren Boulevard/Clay Street	Signal	42.9	42.9	D	70.6	70.6	E
45	Camino Real/Mission Boulevard	Signal	44.3	44.3	D	46.7	46.7	D
46	Camino Real/Jurupa Road	Signal	74.1	74.1	E	51.8	51.8	D
47	Camino Real /Limonite Avenue	Signal	50.4	50.4	D	50.5	50.5	D
48	Byrne Road-SR-60 EB Ramps/Mission Boulevard	Signal	34.3	34.3	C	38.0	38.0	D
49	Valley Way/Jurupa Road	AWSC	19.3	19.3	C	16.0	16.0	C
50	Armstrong Road/Sierra Avenue	Signal	60.0	60.0	E	64.6	64.6	E
51	Valley Way/SR-60 WB Off-Ramp-Granite Hill Drive	Signal	42.5	42.5	D	43.4	43.4	D
52	Valley Way/SR-60 WB On Ramp	TWSC	22.0	22.0	C	17.5	17.5	C

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
53	Valley Way/Mission Boulevard	Signal	38.3	38.3	D	38.9	38.9	D
54	Pacific Avenue/Mission Boulevard	Signal	25.0	25.0	C	26.7	26.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.8	19.8	B	18.5	18.5	B
56	Riverview Drive/Mission Boulevard	Signal	52.0	52.0	D	61.4	61.4	E
57	Rubidoux Boulevard/Market Street	Signal	39.4	39.4	D	>100	217.7	F
58	Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street	Signal	19.2	19.2	B	20.6	20.6	C
59	Rubidoux Boulevard/SR-60 WB On-Ramp	TWSC	16.5	16.5	C	16.9	16.9	C
60	Rubidoux Boulevard/SR-60 EB Ramps	Signal	42.9	42.9	D	32.5	32.5	C
61	Rubidoux Boulevard/Mission Boulevard	Signal	54.7	54.7	D	76.4	76.4	E

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (for TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

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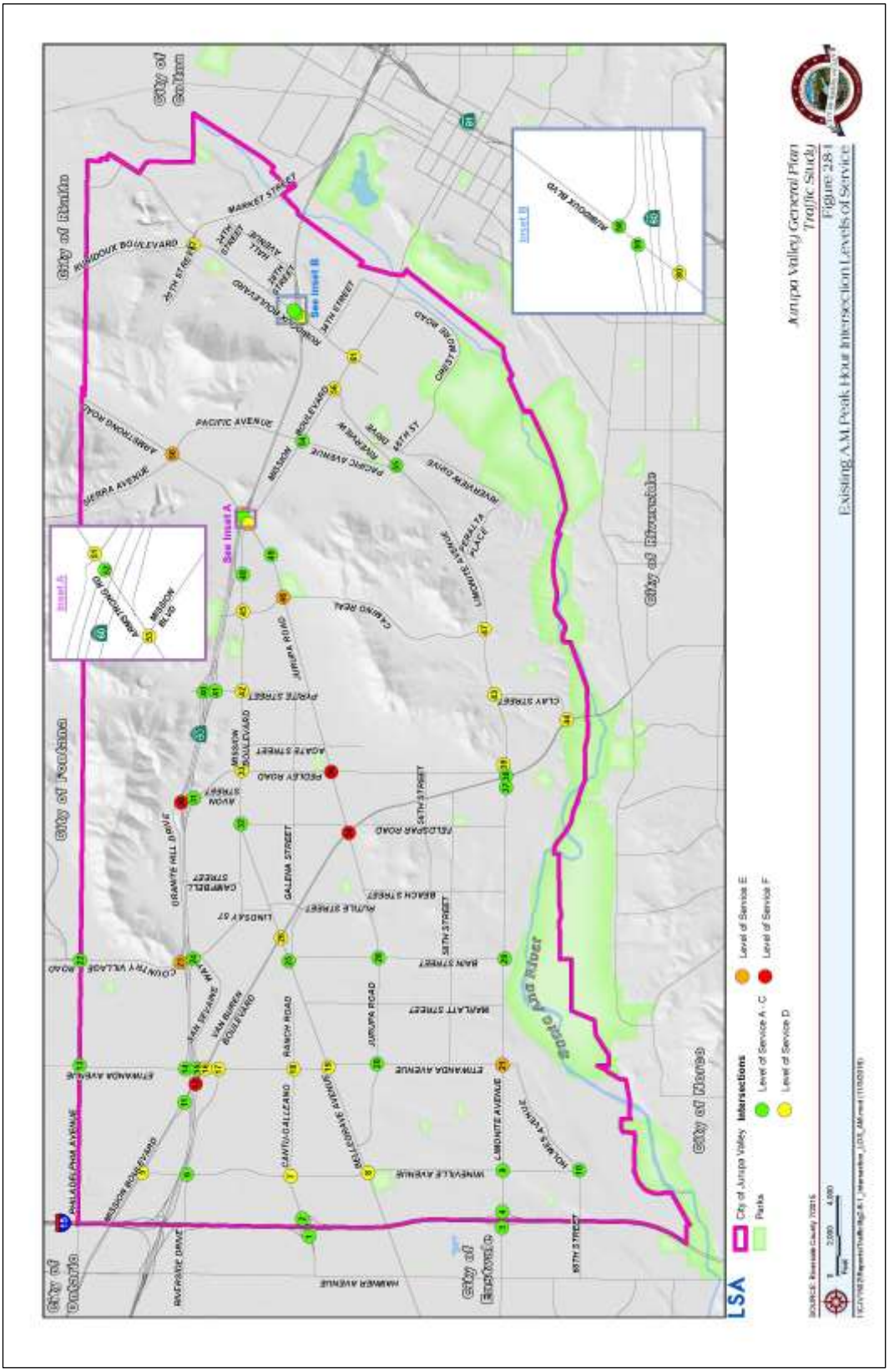
Jurupa Valley General Plan
Traffic Study
Figure 28-1
Existing A.M. Peak Hour Intersection Levels of Service
City of Jurupa Valley
Parks
Intersections
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F
LSA
City of Ontario
City of Eastvale
City of Norco
City of Fontana
City of Rialto
City of Colton
Santa Ana River
See Inset A
See Inset B
Inset A
Inset B

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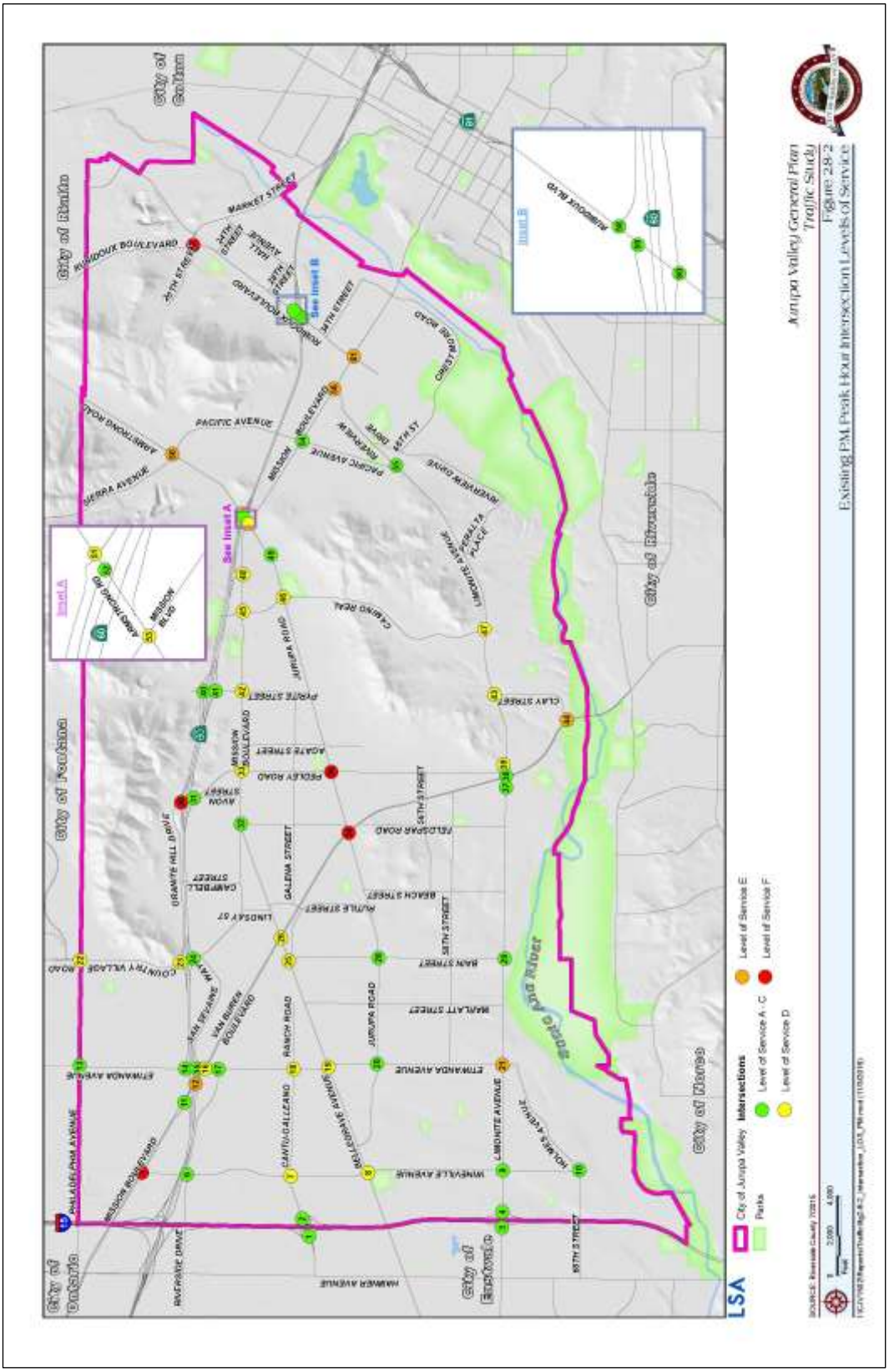
Jurupa Valley General Plan Traffic Study
Figure 24-2
Existing PM Peak Hour Intersection Levels of Service
City of Jurupa Valley
Parks
Intersections
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F
LSA
City of Eastvale
City of Riverside
City of Norco
City of Corona
City of Riverside
City of Moreno Valley
Santa Ana River
See Inset A
See Inset B
Inset A
Inset B
MARKET STREET
RUBIDOUX BOULEVARD
PACIFIC AVENUE
SIERRA AVENUE
AMBLER ROAD
MISSION BOULEVARD
CRESTMORE ROAD
RIVERVIEW DRIVE
LINCOLN AVENUE
CLAY STREET
CAMINO REAL
JURUPA ROAD
PEDLEY ROAD
AGATE STREET
RIVERSIDE DRIVE
ETIWANDA AVENUE
RANCHO CALLEANO
MILLIKEN AVENUE
LIMONITE AVENUE
HOLMES AVENUE
MISSION BOULEVARD
PHILADELPHIA AVENUE
MARKET STREET
RUBIDOUX BOULEVARD
30TH STREET
34TH STREET
MISSION BLVD
ARMSTRONG ROAD
PACIFIC AVENUE
RIVERVIEW DRIVE
LINCOLN AVENUE
CLAY STREET
CAMINO REAL
JURUPA ROAD
PEDLEY ROAD
AGATE STREET
RIVERSIDE DRIVE
ETIWANDA AVENUE
RANCHO CALLEANO
MILLIKEN AVENUE
LIMONITE AVENUE
HOLMES AVENUE
MISSION BOULEVARD
PHILADELPHIA AVENUE

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

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CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

satisfactory levels of service, with the exception of the following nine roadway segments:

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Bain Street to Collins Streets; and
- Market Street east of Rubidoux Boulevard.

Figure 2.9 illustrates the locations of the roadway segments and corresponding existing levels of service.

Truck Restrictions

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City streets. Connectivity with truck routes within the City to regional truck routes and access to freeways provides for an efficient, safe movement of goods.

Most commercial truck traffic is concentrated in the northern and eastern areas of the City, near the SR-60 corridor. The City does not currently have designated truck routes, per se; however, based on information received from the City's Engineering Staff, there are truck restrictions on some of the roadways within the City. Figure 2.10 illustrates truck restrictions and shows the following roadway segments restrict truck access:

- Etiwanda Avenue from Riverside Drive to Cantu-Galleano Ranch Road;
- Etiwanda Avenue from Cantu-Galleano Ranch Road to Bellegrave Avenue;
- Jurupa Road from Camino Real to Valley Way;
- Valley Way-Armstrong Road from Jurupa Road to Mission Boulevard;
- Holmes Avenue from Wineville Avenue to Etiwanda Avenue. Etiwanda Avenue between Riverside Drive to Cantu-Galleano Ranch Road; and
- Between Riverside Drive and Cantu-Galleano Ranch Road

Bicycle Facilities

The City of Jurupa Valley has expressed a vision that encourages choice in travel modes and accommodates those without automobiles for safe mobility and healthy outcomes. A planned bicycle route system within the City of Jurupa Valley provides an important alternative to driving an automobile. A planned system guides the City and development on the orderly and planned implementation of the City's multi-modal transportation system.

The key to successful bicycle mobility is connectivity. Bicyclists need to be able to travel seamlessly on the bicycle network and get to where they need to go. They also need to feel secure and safe when using the facilities by having sufficient separation from vehicles. The "Three Feet for Safety Act," which was incorporated into the California Vehicle Code

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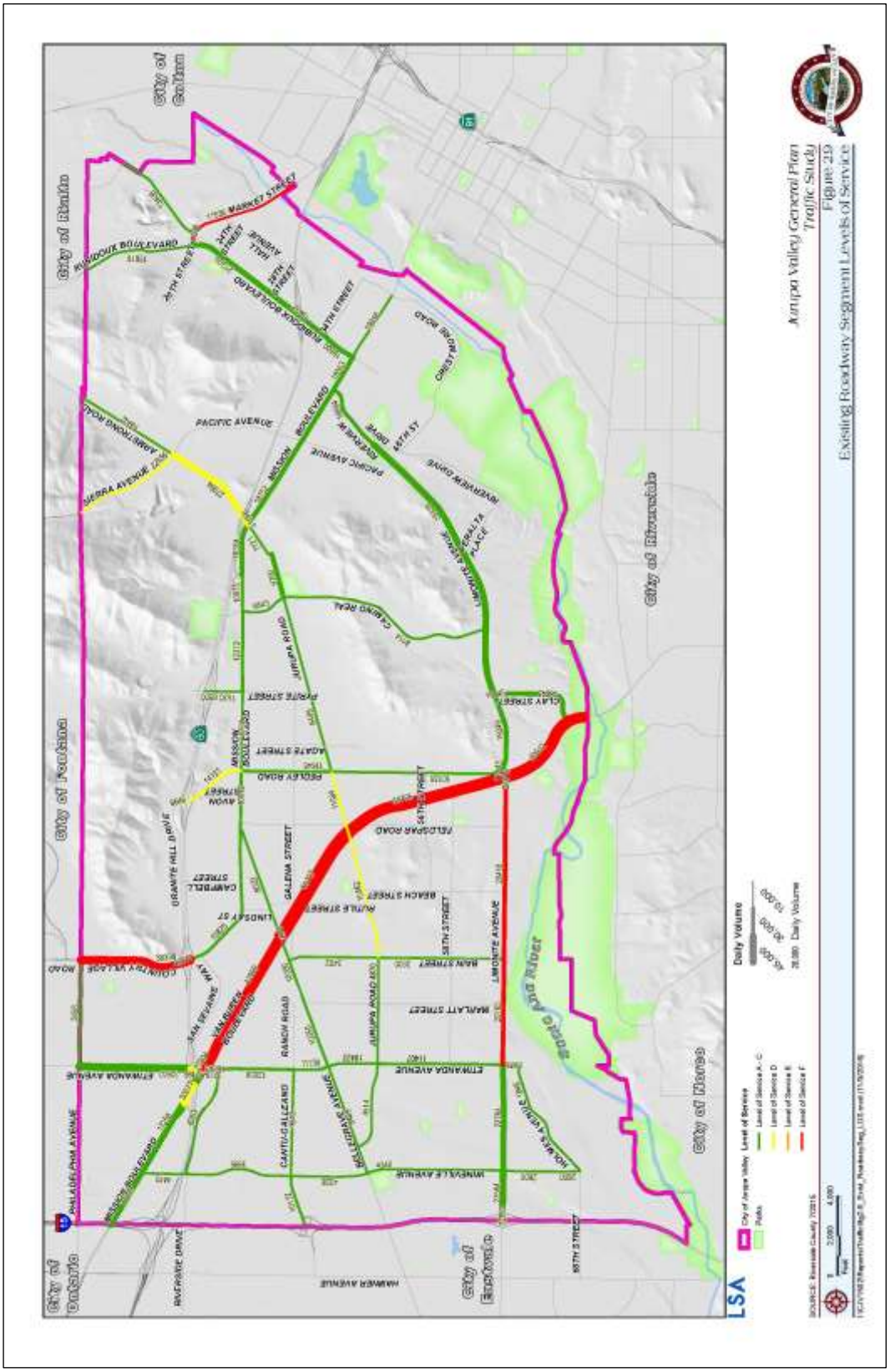
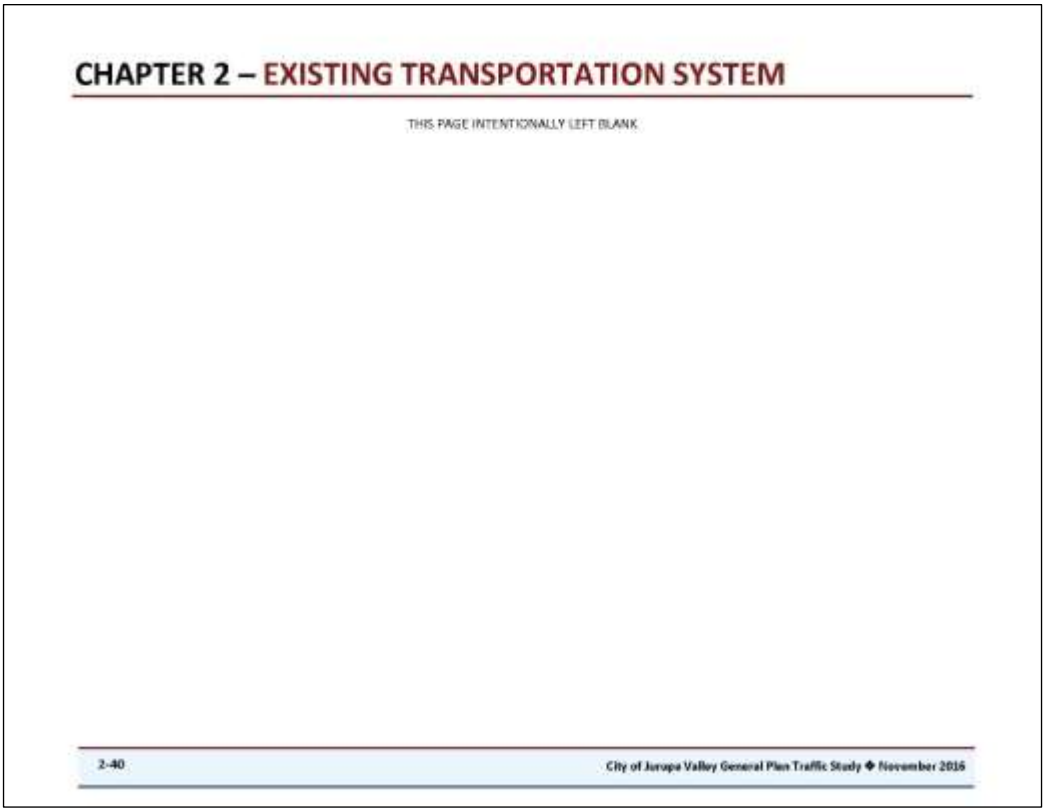

Jurupa Valley General Plan
Traffic Study
Figure 29
Existing Roadway Segment Levels of Service
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Norco
City of Ontario
City of Eastvale
Santa Ana River
LSA
Daily Volume



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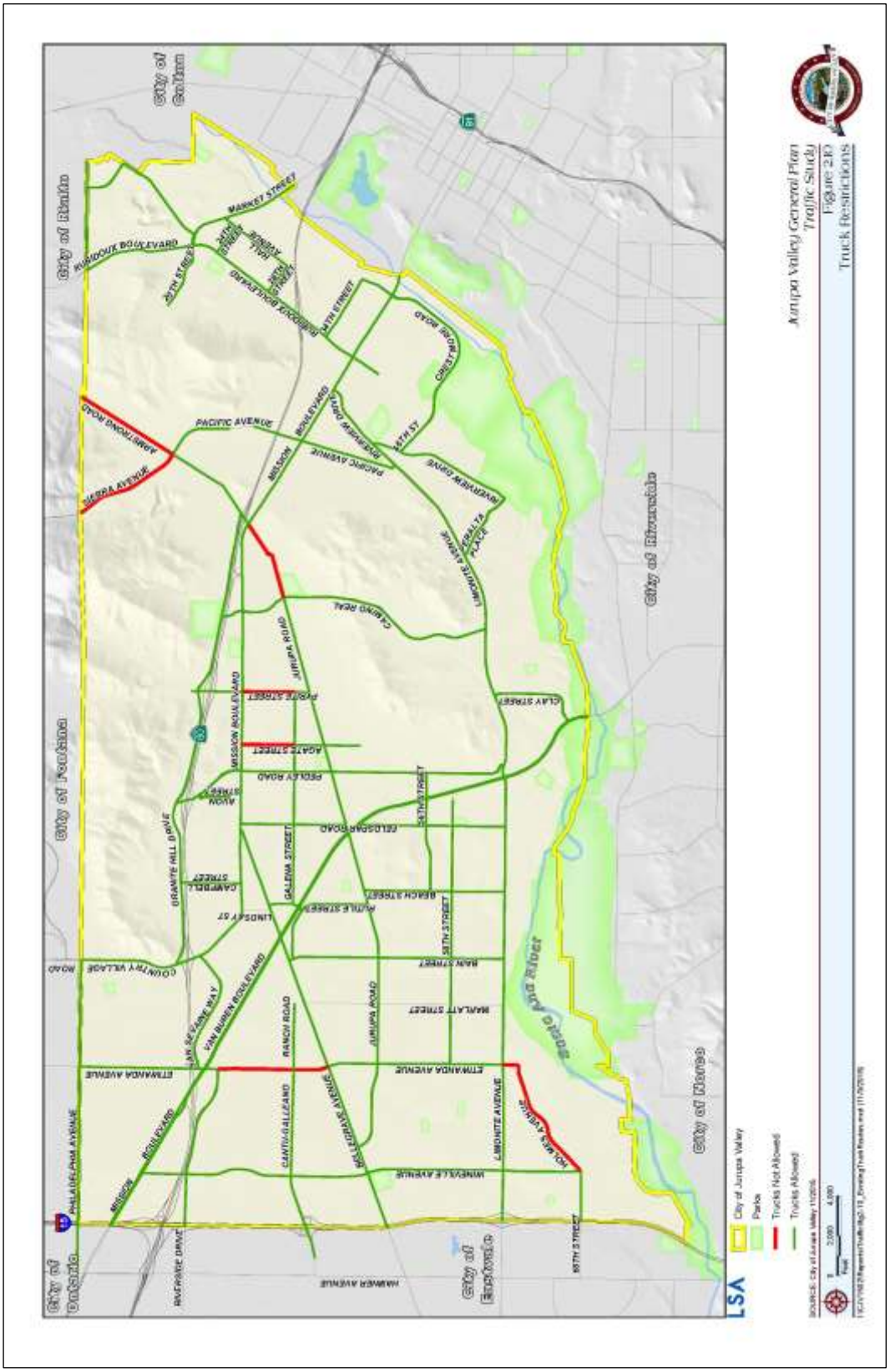
Jurupa Valley General Plan
Traffic Study
Figure 2.10
Truck Restrictions
City of Jurupa Valley
Parks
Trucks Not Allowed
Trucks Allowed
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Norco
City of Ontario
City of Eastvale
Santa Ana River
LSA

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in September 2014, requires motorists overtaking or passing a bicycle in the same direction to leave a minimum distance of three feet between the motor vehicle and bicyclist.

Bicycle classifications include Class 1 bike paths, Class 2 bike paths, and Combination Trails (Regional/Class 1 bike paths). These facilities are described below. Each type of facility has certain characteristics and offers varying levels of safety, perceived or otherwise.

- Class 1: Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. The right-of-way for Class 1 bikeways may be substantial, separated from roadways by landscaped strips or other barriers. They may also be designed and signed to also permit golf carts.
- Class 2: Intended for preferential use by bicycles and are provided for within the paved areas of roadways. Bike lane pavement striping and other markings and bikeway signs are intended to promote an orderly flow of traffic by establishing demarcations between lanes designated for bicycles and lanes designated for motor vehicles.
- Combination Class 1 Bikeway/Regional Trails: Regional collectors linking the urban and rural communities and major water bodies and regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips. These facilities may also include pedestrian and equestrian uses.

Based on a survey of major City streets, no designated bicycle facilities currently exist within the City. This existing deficiency of bicycle facilities poses a safety concern for bicyclists because they share the road with motor vehicles without the proper separation to feel secure. Bicyclists also use sidewalks, which can increase the risk of accidents with pedestrians. The County of Riverside General Plan has a proposed network of bicycle facilities. As part of this General Plan, a comprehensive bicycle network will be proposed that promotes a safe and efficient network that provides connectivity within the City and to the networks of adjacent jurisdictions. This connectivity may be developed with nodes connected by paths. These nodes may include bike stations, water facilities, and other desirable amenities for bicyclists. Safety can also be considered in the General Plan context based on design of facilities that may include 3-foot buffers in the striping plan. Safety will also be a consideration of this General Plan in the development of policies related to education and enforcement. The purpose of this development via addition of intermediate rest points and destinations is to encourage commuter travel by bicycle. Development of General Plan policies may consider following the 5 E's as described by The League of American Bicyclists (Engineering, Education, Enforcement, Encouragement, and Evaluation) as a guide to the City's successful implementation of a bicycle plan.

Trails

The City of Jurupa Valley has a strong equestrian heritage that dates back hundreds of years. In 1742, the Anza Party traveled on trails through Jurupa Valley on its historic journey to Alta California, prior to the development of California's 21 missions. Trails continue to be an important part of both the heritage and the transportation system of Jurupa Valley. They are part of what gives the City its unique character and help promote its casual, healthy equestrian lifestyle.

Jurupa Valley offers pedestrian, bicycle, equestrian and multi-purpose trails that link urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrians and others as an integral part of the County's circulation system. These trails serve both as a means of connecting the unique communities and activity centers within the City to adjacent communities, and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

The City's trail network is currently planned and implemented through the City's development review process by the Jurupa Valley Community

Recreation and Parks District. Jurupa Valley can be found in the following locations:

- On the east side of Bain Street, between Bellegrave Avenue and Limonite Avenue.
- On the west side Etiwanda Avenue between Bellegrave Avenue and Limonite Avenue.
- On the north and south sides of Bellegrave Avenue, from Etiwanda Avenue to Wineville Avenue.
- On the east side of Wineville Avenue, between Limonite Avenue and 68th Street.
- On the east side of Wineville Avenue between Bellegrave Avenue and Redbud Street.
- On the south side of Cantu-Galleano Ranch Road between Calle Del Sol and Etiwanda.
- On the north side of Limonite Avenue, between Wineville Street and Etiwanda Avenue.
- On the south side of 68th Street between I-15 and Lucretia Street.
- On the east side of Lucretia Street between 66th and 68th Streets.
- On the south side of 66th Street between Lucretia Street and Etiwanda Avenue.

The City currently has one developed trail that it maintains, the Santa Ana River Trail. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails built and maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between City trails and between County trails and state and federal trails, historic trails, and trails in other jurisdictions will be instrumental in creating a usable trail system. The City has four general types of multi-use, recreational trails:

- **Parkway Trails** are located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.
- **Regional Trails** are the main trails within the County, generally maintained and operated by the County of Riverside's Parks and Open Space District. They are designed to eventually provide linkages between areas that could be quite distant from each other. They are also designed to connect with state and federal trails as well as trails within Jurupa Valley, other cities, and unincorporated areas. Regional trails will have an easement of 14 to 20 feet wide and a trail width of 10 feet.
- **Community Trails** are designed to link areas of a community to the regional trail system and to link areas of a community with each other, as further described below. Such trails are typically maintained and operated by a local parks and recreation district. Typically, community trails have an easement width of 10 to 14 feet wide and a trail width of 4 to 8 feet.
- **Historic Trails** are designated historic routes that recognize the rich history of Jurupa Valley and Riverside County. In Jurupa Valley, the Juan Bautista de Anza National Historic Trail is one segment of a planned 1,200-mile trail connecting historic, cultural, and recreation sites from Nogales, Arizona to the San Francisco Bay Area. Historic trail route designations are graphical representations of the general locations of these historic routes and do not necessarily represent a planned regional or community trail. In some case, the trails have more detailed planning documents that describe interpretive routes for autos and/or non-motorized modes of transportation. There generally are regional or community trail designations that either follow or parallel these routes, thus providing opportunities to

recognize the historic significance of these routes and allowing the possibility of developing interpretive signage and visitor facilities.

Freight

Commercial rail operations, while not as prevalent as they once were, are still common in Jurupa Valley. The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east. A railroad spur track traverses several large areas of Jurupa Valley and still provides valuable railroad access for a wide variety of commercial and industrial uses, thereby reducing dependence on trucking and air transport. With the increase in residential development in Jurupa Valley, railroad compatibility with adjacent uses is a key land use issue. Stack and rail noise, vibration, and the potential for derailing calls for special planning and design considerations where development is proposed adjacent to or near railroads.

Pedestrian Facilities

Walking is a form of non-motorized transportation that provides health benefits, enhances air quality, reduces traffic congestion, and increases community cohesion by keeping a pedestrian level of activity. Walking is often a primary form of transportation for children, the elderly, and those who cannot afford other transportation modes.

Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

The typical pedestrian system could be described as a grid system of streets with sidewalks on both sides that provide easy and direct connections between the trip origin and destination. It should also provide for convenient and safe street crossings and include sidewalks separated from streets and provide shade from trees.

The existing pedestrian facilities were evaluated using five pedestrian measurements described below.

- **Directness:** The directness measure represents the actual pedestrian distance from trip origin to destination. Since pedestrian trips are highly dependent on trip length, the pedestrian infrastructure's ability to provide the shortest and most direct route is critical. The ideal pedestrian network is the grid system, since curved street patterns add distance to the potential trip. Barriers can also affect pedestrian travel. Freeways, rivers, and railroads can divide a community and restrict direct connections between one another except at a limited number of street over/under crossings.
- **Continuity:** Continuity measures the completeness of the pedestrian system. A continuous sidewalk system not only allows the pedestrian to make an uninterrupted trip, it may also be required for a stroller or wheelchair user to utilize the sidewalks. Gaps in continuity can come in the form of missing segments, broken or overgrown vegetation, or physical barriers such discontinuous streets or fences. Continuity is measured by the completeness of the sidewalk/walkway system and by identifying whether or not gaps exist. Other aspects of continuity are whether there are sidewalks along one or both sides of the street and whether there exists an overall continuity of sidewalk that provides a line of sight from block to block.
- **Street Crossings:** The Achilles heel of pedestrian and equestrian systems is the intersections where they must cross streets. Intersections are where the pedestrian and equestrian must interface with automobiles, which can be especially dangerous for equestrians, since response times may be slower, which can result

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

in safety concerns. As streets get wider and carry higher volumes of traffic, potential uses by pedestrians are avoided as safety becomes a concern. There are many factors that affect the pedestrian's real and perceived comfort and safety in crossing the street ranging from traffic control, crosswalks, number and width of travel lanes, travel speeds, and traffic volumes. Major arterial roadways can significantly affect a pedestrian's safety in crossing a street.

- **Visual Interest and Amenity:** This measure of the pedestrian system's attractiveness and appeal is the most difficult to quantify and compare, and the most likely to change as an area matures. Some aspects of this measure are related to facilities that enhance the comfort of the user. These include elements such as shade trees, street lighting, benches, distance from sidewalk or trail to traffic lanes, relationship to buildings and street furniture, existence of curbside parking, and speed of traffic. The latter may be particularly important to pedestrians with mobility or visual impairments. Other elements are important to the visual appeal such as landscaping, planter boxes, trash receptacles, and public art.
- **Pedestrian Security:** The pedestrian environment must feel like a safe place for people to walk. The key pedestrian security facility element is whether the pedestrian is clearly visible to other pedestrians or activities. Whereas this measurement is more appropriate at a site level, one can begin to identify areas where security might be an issue at the neighborhood level. Pedestrians require a sense of security, both through visual line of sight with others and separation from vehicles. Pedestrians feel safer if there is adequate distance from adjacent travel lanes, curbside parking, and minimal conflicts with vehicles exiting driveways. They also require well-lighted pathways and sidewalks for night use.

Figure 2.11 illustrates the existing sidewalks within the City of Jurupa Valley and Table 2.F lists the roadway segments without and with pedestrian facilities. As shown in Figure 2.11, there are many gaps in continuity of sidewalks that would prevent pedestrians from making uninterrupted trips within the City. Also, Van Buren Boulevard, Jurupa Road, Camino Real, Limonite Avenue, and Mission Boulevard have curves that add distance to potential pedestrian trips. Amenities such as shade trees, street lighting, and benches, occur on few segments and have many gaps in continuity. Therefore, the City lacks a comprehensive pedestrian network that connects all areas of the City to parks, libraries, schools, and other local destinations.

Transit

The Riverside Transit Agency (RTA) provides numerous public transportation opportunities for residents and visitors in Jurupa Valley. These public transportation opportunities include fixed-route transit, intercity transit, paratransit, senior transit, rural transit, and private transit services.

Fixed-Route and Demand-Response Services

Transit, paratransit, and private provider services are characterized as being either a fixed-route or demand-response systems. The Community Transit Association of America (CTAA) defines fixed-route service to include any transit service in which vehicles run along an established path at preset times. Demand-response service is any non-fixed-route system of transporting individuals that requires advanced scheduling by the customer including services provided by public entities, non-profits, and private providers.

RTA operates fixed routes providing public transit service throughout western Riverside County and coordinates transit services throughout a 2,500-square mile service area. RTA provides local and regional services throughout the region with 35 fixed routes, eight CommuterLink routes, and Dial-A-Ride services.

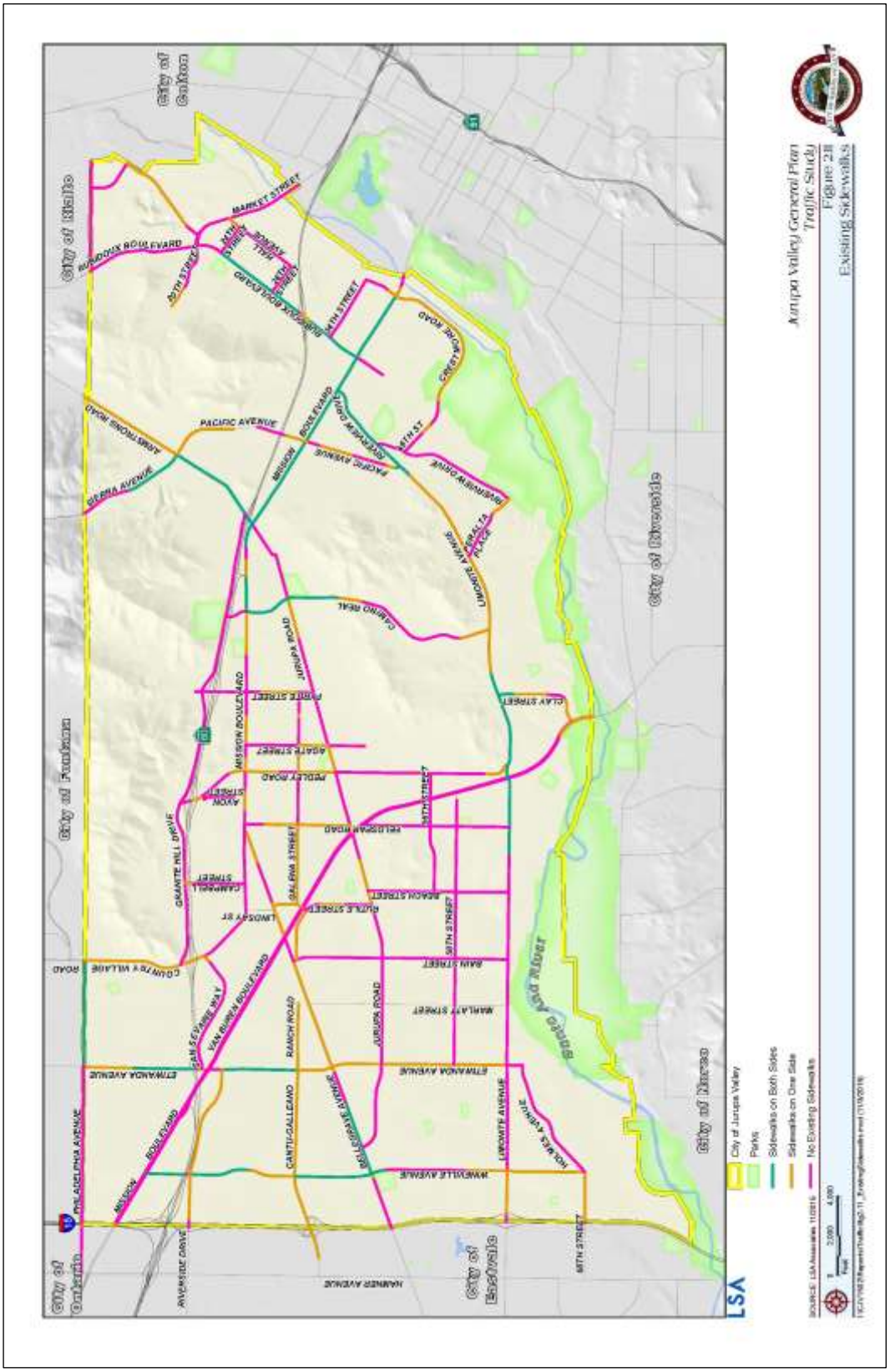
Jurupa Valley General Plan
Traffic Study
Figure 2.11
Existing Sidewalks
City of Jurupa Valley
Parks
Sidewalks on Both Sides
Sidewalks on One Side
No Existing Sidewalks
City of Ontario
City of Eastvale
City of Norco
City of Riverside
City of Fontana
City of Colton
City of Rialto
Santa Ana River
LSA

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Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes: Vehicular LOS	Modes: Pedestrian Facilities	Modes: Bicycle Facilities	Modes: Transit Routes
Segments on Wineville Avenue/Road						
East Mission Boulevard to Riverside Drive	4-Lane	Major	C	YES	NO	NO
Riverside Drive to Cantu-Galleano Ranch Road	4-Lane	Secondary	C	YES	NO	NO
Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane	Secondary	C	YES	NO	NO
Bellegrave Avenue to Limonite Avenue	3-Lane	Major	C	NO	NO	NO
Limonite Avenue to 68th Street	3-Lane	Major	C	YES	NO	NO
Segments on Etiwanda Avenue						
Philadelphia Avenue to SR-60 WB On-Ramp	6-Lane	Urban Arterial	C	YES	NO	NO
SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane	Arterial	C	YES	NO	NO
SR-60 EB Off-Ramp to Van Buren Boulevard	4-Lane	Arterial	C	YES	NO	NO
Van Buren Boulevard to Riverside Drive	4-Lane	Major	C	NO	NO	NO
Riverside Drive to Cantu-Galleano Ranch Road	4-Lane	Major	C	YES	NO	NO
Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane	Major	C	YES	NO	NO
Bellegrave Avenue to Jurupa Road	4-Lane	Arterial	C	YES	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Arterial	C	YES	NO	NO
Segments on Bain Street						
Bellegrave Avenue to Jurupa Road	2-Lane	Collector	C	NO	NO	NO
Jurupa Road to Limonite Avenue	2-Lane	Collector	C	NO	NO	NO
Segments on Country Village Road						
Philadelphia Avenue to SR-60 WB Ramps	3-Lane	Major	F	YES	NO	YES
SR-60 WB Ramps to SR-60 EB Ramps	4-Lane	Major	F	YES	NO	YES
Segments on Pedley Road						
SR-60 WB Ramps to SR-60 EB Ramps	2-Lane	Major	C	NO	NO	NO
SR-60 EB Ramps to Mission Boulevard	2-Lane	Major	D	NO	NO	NO
Mission Boulevard to Jurupa Road	3-Lane	Major	C	YES	NO	NO
Jurupa Road to Limonite Avenue	2-Lane	Major	C	NO	NO	NO

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes: Vehicular LOS	Modes: Pedestrian Facilities	Modes: Bicycle Facilities	Modes: Transit Routes
Segments on Pyrite Street						
SR-60 WB Ramps to SR-60 EB Ramps	2-Lane	Major	C	NO	NO	NO
SR-60 EB Ramps to Mission Boulevard	2-Lane	Collector	C	NO	NO	NO
Segments on Clay Street						
Limonite Avenue to Van Buren Boulevard	4-Lane	Major	C	YES	NO	NO
Segments on Camino Real						
Mission Boulevard to Jurupa Road	4-Lane	Arterial	C	YES	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Major	C	NO	NO	NO
Segments on Philadelphia Avenue						
Etiwanda Avenue to Country Village Road	2-Lane	Major	C	YES	NO	NO
Segments on Van Buren Boulevard-East Mission Boulevard						
Wineville Road to SR-60 WB On-Ramp	4-Lane	Arterial	C	NO	NO	NO
SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane	Arterial	D	NO	NO	NO
SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane	Arterial	C	NO	NO	NO
Etiwanda Avenue to Bellegrave Avenue	4-Lane	Arterial	F	NO	NO	NO
Bellegrave Avenue to Jurupa Road	4-Lane	Arterial	F	NO	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Arterial	F	NO	NO	NO
Limonite Avenue to Clay Street	4-Lane	Arterial	F	NO	NO	YES
Segments on Riverside Drive						
Wineville Road to Etiwanda Avenue	3-Lane	Major	C	YES	NO	NO
Segments on Cantu-Galleano Rancho Road						
I-15 Southbound Ramps to I-15 Northbound Ramps	6-Lane	Urban Arterial	C	YES	NO	NO
I-15 Northbound Ramps to Wineville Avenue/Road	6-Lane	Urban Arterial	C	YES	NO	NO
Wineville Avenue/Road to Etiwanda Avenue	2-Lane	Arterial	C	YES	NO	NO
Segments on Mission Boulevard						
SR-60 EB Ramps to Bellegrave Avenue	4-Lane	Secondary	C	NO	NO	YES

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Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes: Vehicular LOS	Modes: Pedestrian Facilities	Modes: Bicycle Facilities	Modes: Transit Routes
Bellegrave Avenue to Pedley Road	4-Lane	Major	C	NO	NO	YES
Pedley Road to Pyrite Street	4-Lane	Secondary	C	YES	NO	YES
Pyrite Street to Camino Real	4-Lane	Major	C	YES	NO	YES
Camino Real to SR-60 EB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60 EB Ramps to Valley Way	4-Lane	Secondary	C	NO	NO	YES
Valley Way to Riverview Drive	4-Lane	Arterial	C	YES	NO	YES
Riverview Drive to Rubidoux Boulevard	4-Lane	Arterial	C	YES	NO	YES
Segments on Bellegrave Avenue						
Wineville Avenue to Etiwanda Avenue	3-Lane	Major	C	YES	NO	NO
Etiwanda Avenue to Bain Street	4-Lane	Major	C	YES	NO	NO
Bain Street to Van Buren Boulevard	2-Lane	Major	C	NO	NO	NO
Van Buren Boulevard to Mission Boulevard	2-Lane	Major	C	YES	NO	NO
Segments on Jurupa Road						
Etiwanda Avenue to Bain Street	2-Lane	Collector	C	NO	NO	YES
Bain Street to Van Buren Boulevard	2-Lane	Collector	D	NO	NO	YES
Van Buren Boulevard to Pedley Road	2-Lane	Collector	D	YES	NO	YES
Pedley Road to Camino Real	2-Lane	Collector	C	NO	NO	NO
Camino Real to Valley Way	2-Lane	Collector	C	NO	NO	NO
Segments on Valley Way-Armstrong Road						
Jurupa Road to Mission Boulevard	2-Lane	Collector	C	NO	NO	NO
Mission Boulevard to SR-60 EB On-Ramp	4-Lane	Arterial	D	YES	NO	NO
SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane	Arterial	D		NO	NO
SR-60 WB Ramps to Sierra Avenue	4-Lane	Major	D	YES	NO	NO
Segments on Limonite Avenue						
I-15 Southbound Ramps to I-15 Northbound Ramps	4-Lane	Major	E	NO	NO	YES
I-15 Northbound Ramps to Wineville Avenue	4-Lane	Arterial	D	YES	NO	YES

CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes			
			Vehicular LOS	Pedestrian Facilities	Bicycle Facilities	Transit Routes
Wineville Avenue to Etiwanda Avenue	4-Lane	Major	C	NO	NO	YES
Etiwanda Avenue to Bain Street	2-Lane	Major	F	NO	NO	YES
Bain Street to Collins Street	2-Lane	Major	F	NO	NO	YES
Collins Street to Van Buren Boulevard	4-Lane	Major	C	YES	NO	YES
Van Buren Boulevard to Pedley Road	4-Lane	Major	C	YES	NO	YES
Pedley Road to Clay Street	4-Lane	Arterial	C	YES	NO	YES
Clay Street to Riverview Drive	5-Lane	Arterial	C	YES	NO	YES
Riverview Drive to Mission Boulevard	4-Lane	Major	C	YES	NO	YES
Segments on Rubidoux Boulevard						
Mission Boulevard to SR-60 EB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60 EB Ramps to SR-60 WB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60WB Ramps to Market Street	4-Lane	Major	C	YES	NO	YES
Segments on Holmes Avenue						
Wineville Avenue to Etiwanda Avenue	2-Lane	Collector	C	NO	NO	NO

LOS = Level of Service
Shaded Rows Exceed LOS Standard

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CommuterLink routes provide express bus routes to Riverside, Orange, San Diego, and San Bernardino Counties and include RTA's newest generation of express buses.

Dial-A-Ride is an origin to destination reservation transportation service for seniors and persons with disabilities. Dial-A-Ride vehicles travel to areas within three-quarters of a mile of an RTA local fixed-route.

Figure 2.12 illustrates the fixed-route transit services and previously referenced Table 2.F lists the roadway segments without and with transit services in the City. As shown in Figure 2.12, RTA currently provides five fixed routes that operate within and through the City on most major roadways. Adequate connectivity exists on most major roadways; however, there are existing deficiencies on Van Buren Boulevard from Limonite Avenue to the northwestern City limits, Bellegrave Avenue from the western City limits to Mission Boulevard, Jurupa Road from Van Buren Boulevard to Mission Boulevard, Camino Real from Mission Boulevard to Limonite Avenue, and Etiwanda Avenue from Jurupa Road to the northern City limits.

The composition of the existing transit facilities will require change over time due to existing deficiencies and changes in demographics, land use, and population. Because transit facilities within the City are currently operated by RTA, the City should develop goals and policies in the General Plan that encourages more coordination and collaboration with RTA to provide residents with additional mode choices including an expanded transit system.

Commuter Rail

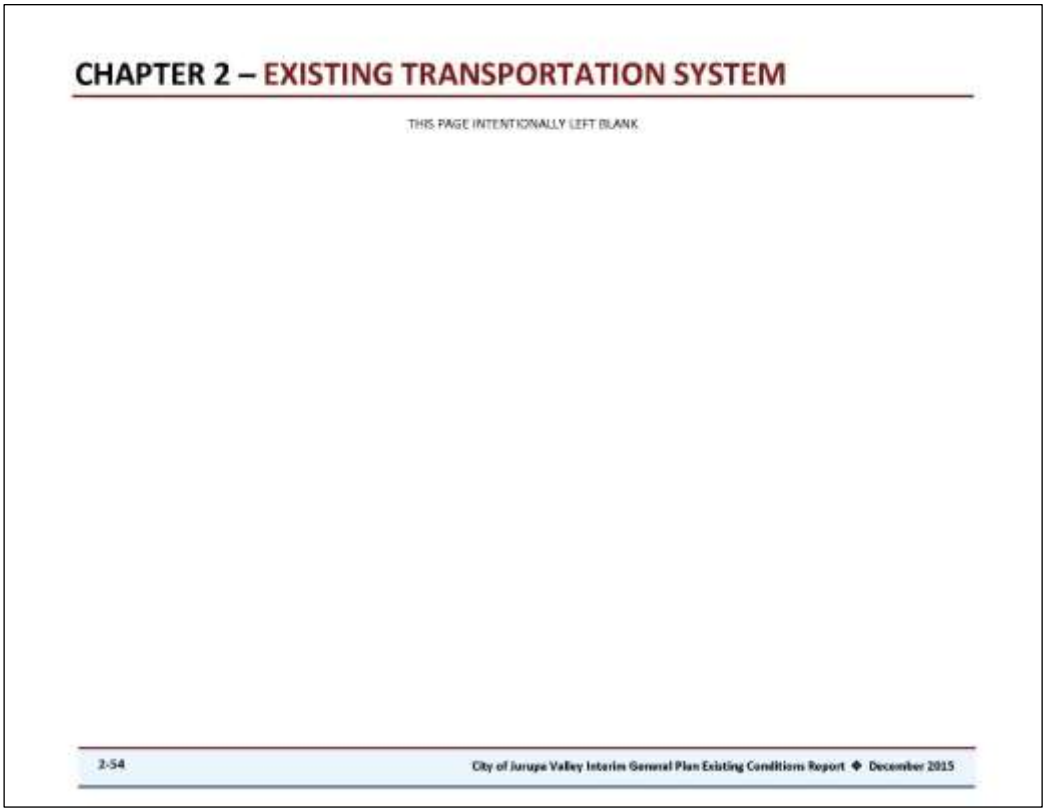
Although railroads are independent operations, the interaction between rail and other modes of transportation does affect the transportation system. Motorized vehicles, pedestrians, and freight movement are all affected by delay caused by trains at at-grade crossings.

Commuter rail service through the City of Jurupa Valley is provided by Metrolink and is illustrated in Figure 2.13. The Pedley Metrolink Station is located on Pedley Road in Jurupa Valley and connects to the Riverside-Downtown station to the east and the East Ontario station to the west. RTA fixed route 29 provides a transit connection to the Pedley Metrolink station.

The Pedley Metrolink Station is served by Metrolink's Riverside Line, which provides rail service from Riverside to Downtown Los Angeles. The Riverside line includes stops at Downtown Riverside, Pedley, East Ontario, Downtown Pomona, City of Industry, Montebello, and Downtown Los Angeles. Figure 2.13 illustrates Metrolink's Riverside Line.

Airports

There is one airport located within the City of Jurupa Valley and six regional airports in the vicinity. Previously referenced Figure 2.1 illustrates the airports. Flabob Airport and Riverside Municipal Airport offer general aviation facilities and Ontario International Airport provides scheduled commercial service.



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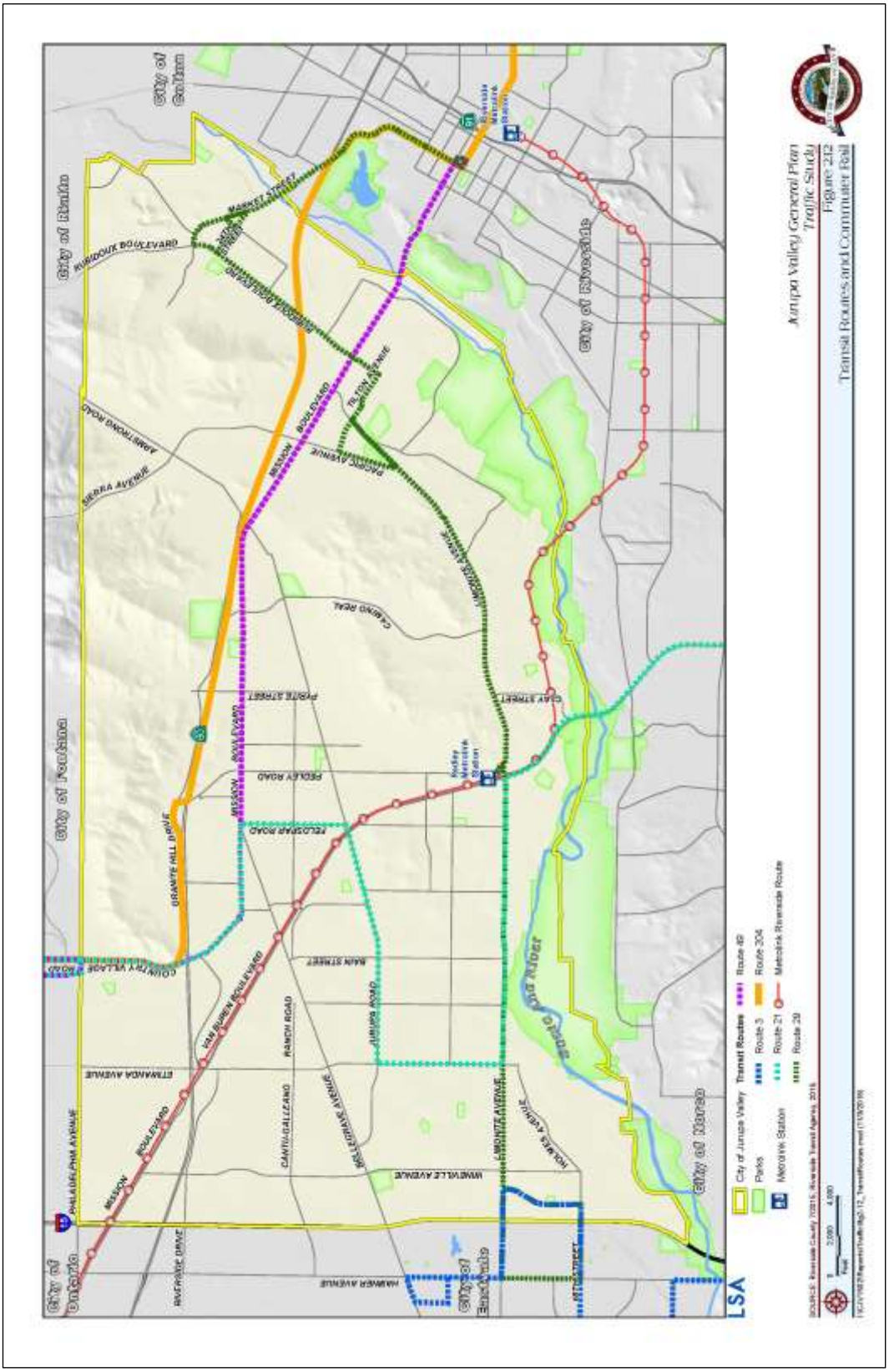
Jurupa Valley General Plan
Traffic Study
Figure 212
Transit Routes and Commuter Rail
City of Jurupa Valley
Parks
Metrolink Station
Transit Routes
Route 3
Route 21
Route 29
Route 204
Metrolink Riverside Route
City of Ontario
City of Eastvale
City of Norco
City of Fontana
City of Rialto
City of Colton
City of Riverside
LSA

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FIGURE 2.13: METROLINK ROUTES



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

The City of Jurupa Valley's long-term mobility system goals and policies are closely correlated to the Land Use Element. These goals and policies are intended to provide a balance between the City's future growth and land use development, roadway size, and traffic levels of service. This chapter describes the roadway network traffic volumes under forecast build-out conditions.

CHAPTER CONTENTS

- Analysis Scenarios
- Future No Project Conditions
- General Plan Build-out Conditions

Analysis Scenarios

To provide the transportation infrastructure and describe the future transportation conditions, two General Plan scenarios were evaluated; Future No Project and General Plan Build-out conditions. The Future No Project scenario includes land use data and the roadway network from the County of Riverside's Circulation Element adopted in 2003 through the Riverside County Integrated Project (RCIP). The General Plan Build-out includes the land use data and roadway network from the City of Jurupa Valley Land Use Element. For both scenarios, build-out conditions are assumed for year 2035.

Future No Project

To forecast future traffic volumes within the City of Jurupa Valley, a travel demand model (TDM) was applied. The Riverside County Transportation Analysis Model (RivTAM) is a focused model developed using the Southern California Association of Governments (SCAG) Regional Model and refined to include updates such as additional zones, roadways, and transit networks. RivTAM was used to forecast the Future No Project traffic volumes using data including population, households, school enrollments, household income, employment, and the roadway network adopted in the County of Riverside's Circulation Element. This data were then converted to socioeconomic data and input into the model prior to running the four-step modeling process (trip generation, trip distribution, mode choice, and trip assignment) to develop future no project traffic volumes.

General Plan Build-out

The General Plan Build-out was conducted using future traffic projections from RivTAM. In consultation with City staff, RivTAM was refined to include data from the City of Jurupa Valley Land Use Element, which was converted into socioeconomic data and input to the RivTAM General Plan Build-out conditions. The Traffic Analysis Zone (TAZ) structure within the City of Jurupa Valley was refined to include updated zone boundaries based on current and future land uses, and existing and future roadways. The refined forecasts were used to conduct a citywide analysis to determine areas of congestion, and levels of service.

Future No Project Conditions

Roadway Network

The Future No Project scenario roadway network incorporates all roadways shown in the Riverside County Circulation Element and included in the RivTAM network. Figures 3.1-1 and 3.1-2 illustrate the Future No Project intersection geometrics and stop control.

Intersection Traffic Volumes

The intersection traffic volumes for Future no Project conditions were developed using the RivTAM base year and future year model networks. Raw traffic model data from RivTAM base and future year model runs were post-processed using National Cooperative Highway Research Program (NCHRP) 255 methodologies to develop peak-hour turning movement volumes at each study area intersection and roadway segments. The following describes the methodology used to post-process model volumes to develop peak hour intersection volumes for Future No Project conditions.

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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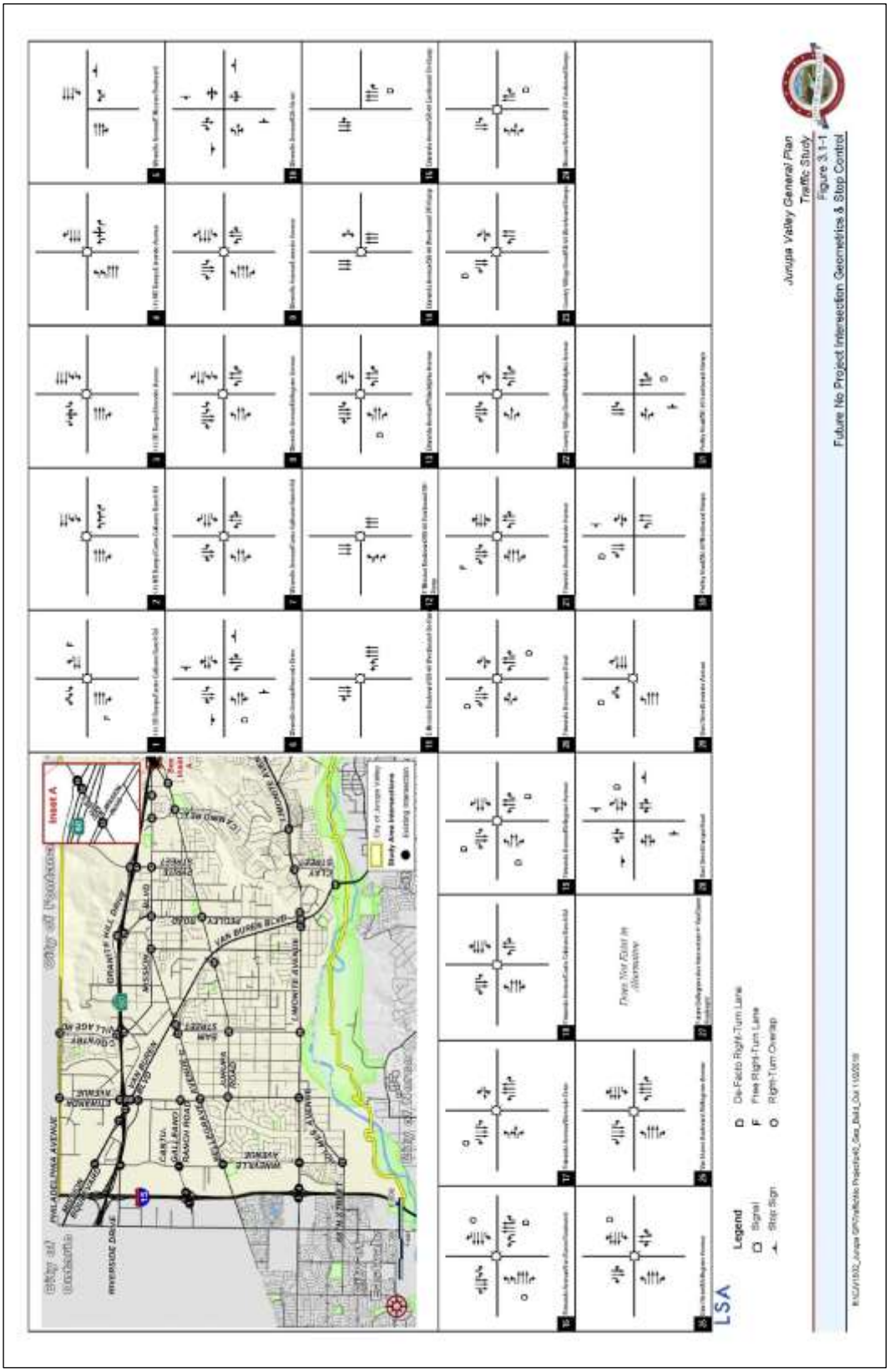
Jurupa Valley General Plan
Traffic Study
Figure 3.1-1
Future No Project Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
De-Facto Right-Turn Lane
Free Right-Turn Lane
Right-Turn Overlap
LSA
Inset A
City of Jurupa Valley
Study Area Intersections
Existing Intersection
Does Not Exist in Alternative

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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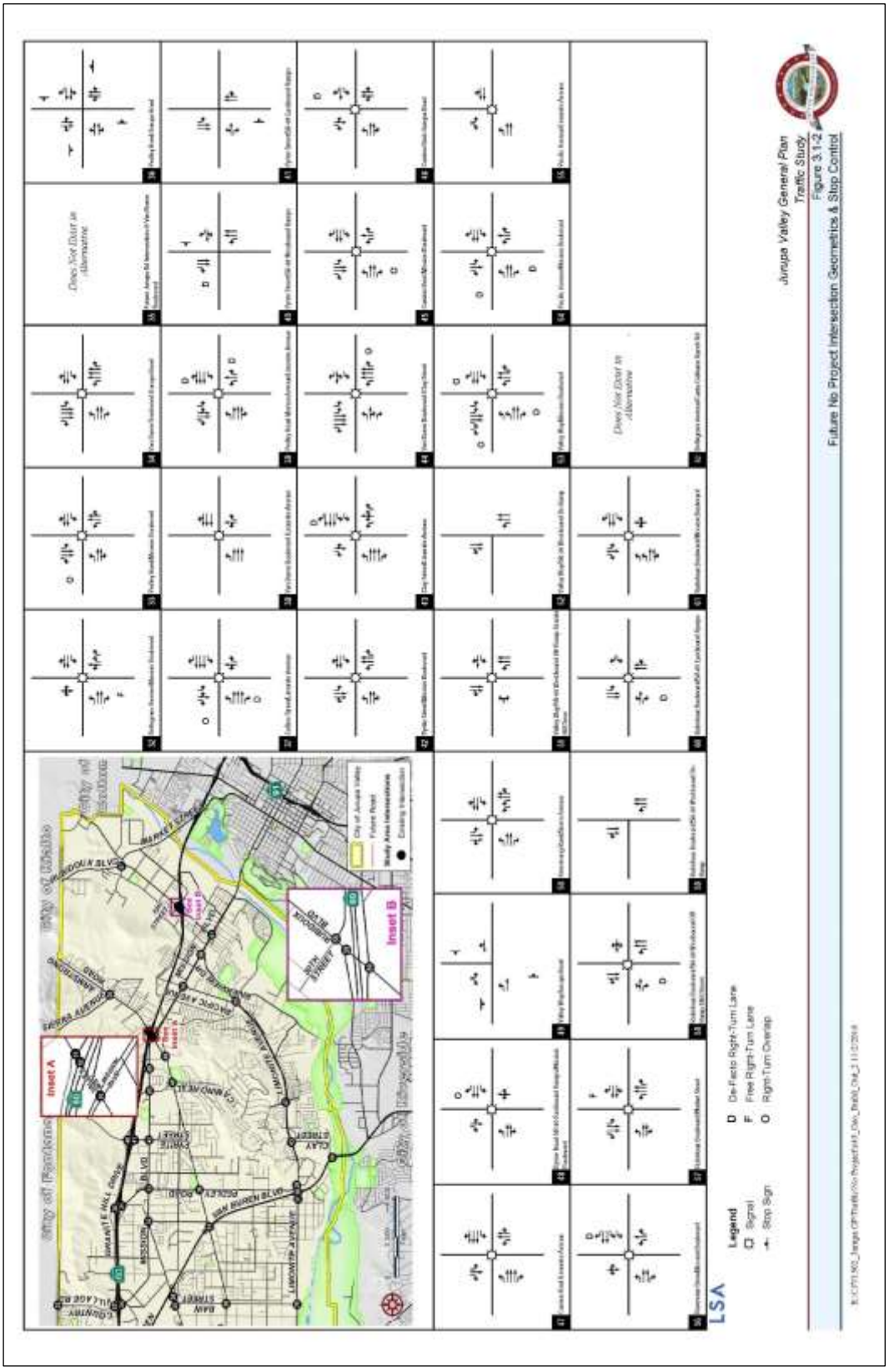
Jurupa Valley General Plan
Traffic Study
Figure 3.1-2
Future No Project Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
D De-Facto Right-Turn Lane
F Free Right-Turn Lane
O Right-Turn Overlap
LSA
Inset A
Inset B

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

1. The difference between the modeled 2007 and 2035 peak period directional arterial traffic volumes in PCEs (for each intersection approach and departure) was identified from loaded network plots. This difference defines growth in traffic over the 28-year period.
2. The incremental growth in peak period approach and departure volumes between 2007 and 2035 was factored to develop the incremental change in peak-hour volumes. RivTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. The Southern California Association of Governments (SCAG) has established that the a.m. peak hour comprises 36 percent of the peak period and the p.m. peak hour comprises 28 percent of the peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factors to develop incremental changes in peak-hour volumes.
3. The incremental growth in approach and departure volumes between 2007 and 2035 was factored to reflect the forecast growth between the year of the ground counts (2015) and 2035. For this purpose, linear growth between the 2007 base condition and the forecast 2035 condition was assumed. As the increment between existing (2015) and build-out (2035) is 20 years of the 28-year time span, a factor of 0.71 (i.e., 20/28) was used.
4. The forecast growth in approach and departure volumes through build-out year (2035) conditions was added to the 2015 ground counts, resulting in "post-processed" build-out year (2035) link volumes.
5. Forecast year 2035 turn volumes were developed using existing (2015) turn volumes and the future approach and departure volumes, based on the methodologies contained in *National Cooperative Highway Research Program Report* (NCHRP) 255: *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982).

Detailed volume development worksheets are contained in Appendix B. The Future No Project a.m. and p.m. peak hour intersection traffic volumes are illustrated in Figures 3.2-1 and 3.2-2.

Roadway Segment Traffic Volumes

The roadway segment volumes for Future No Project were developed using the same methodology described under "Intersection Traffic Volumes." Table 3.A illustrates the Future No Project daily traffic volumes at study area roadway segments. Volume development worksheets are contained in Appendix B.

Intersections Levels of Service

A level of service analysis for Future No Project was conducted at study area intersections to determine the projected intersection performance. Table 3.B illustrates the results of this analysis and shows that all intersections are projected to operate at satisfactory levels of service (D or better), with the exception of the following intersections:

- I-15 Northbound Ramps/Limonite Avenue (p.m. peak hour);
- Wineville Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Wineville Avenue/Riverside Drive (p.m. peak hour);
- Wineville Avenue/Road/Cantu-Galleano Ranch Road (p.m. peak hour);
- Wineville Avenue/Limonite Avenue (p.m. peak hour);
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/SR-60 Eastbound On-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Van Buren Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Bellegrave Avenue (a.m. and p.m. peak hours);

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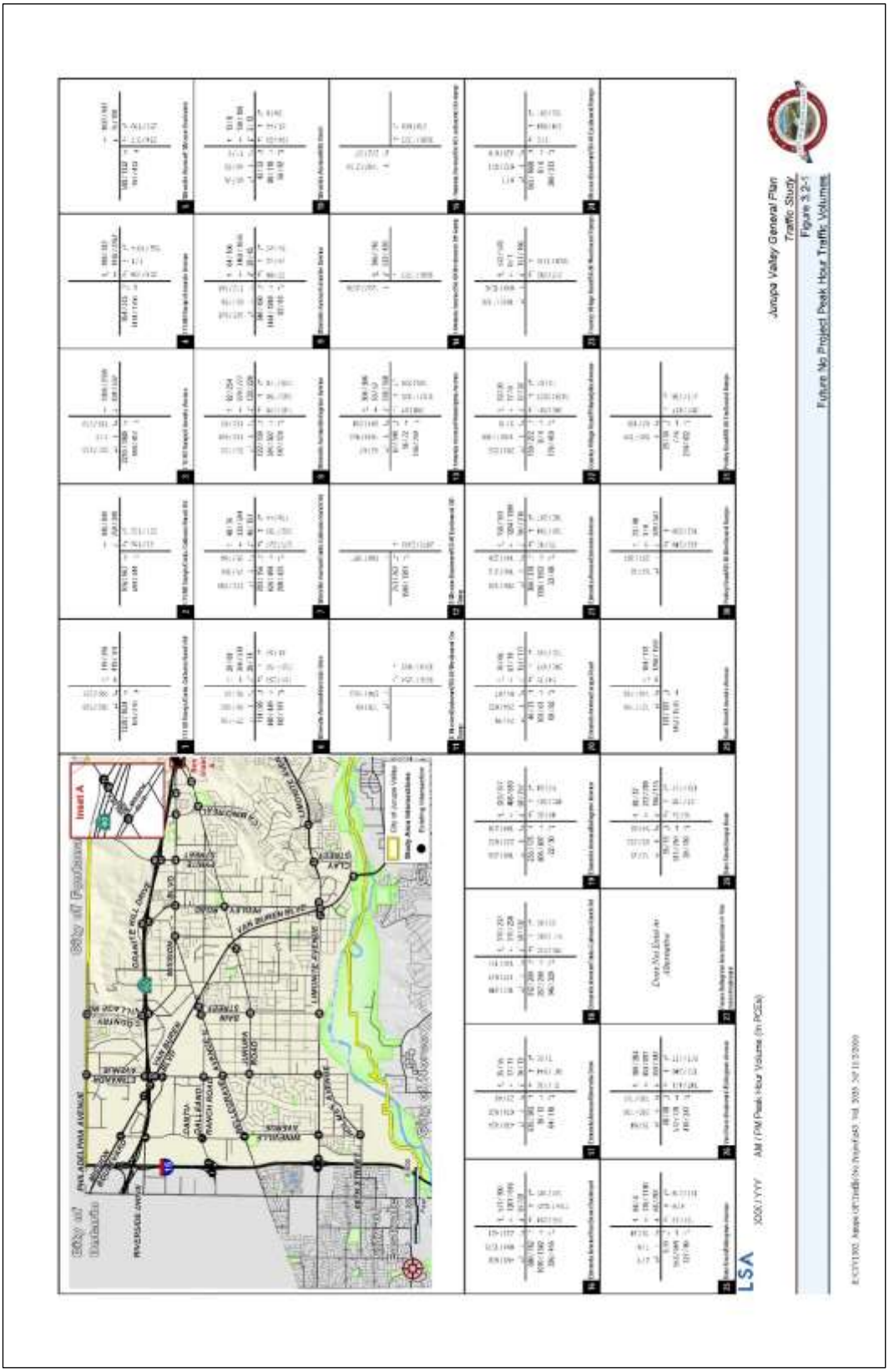
Jurupa Valley General Plan
Traffic Study
Figure 3.2-1
Future No Project Peak Hour Traffic Volumes
LSA
AM / PM Peak Hour Volume (in PCEs)
Inset A

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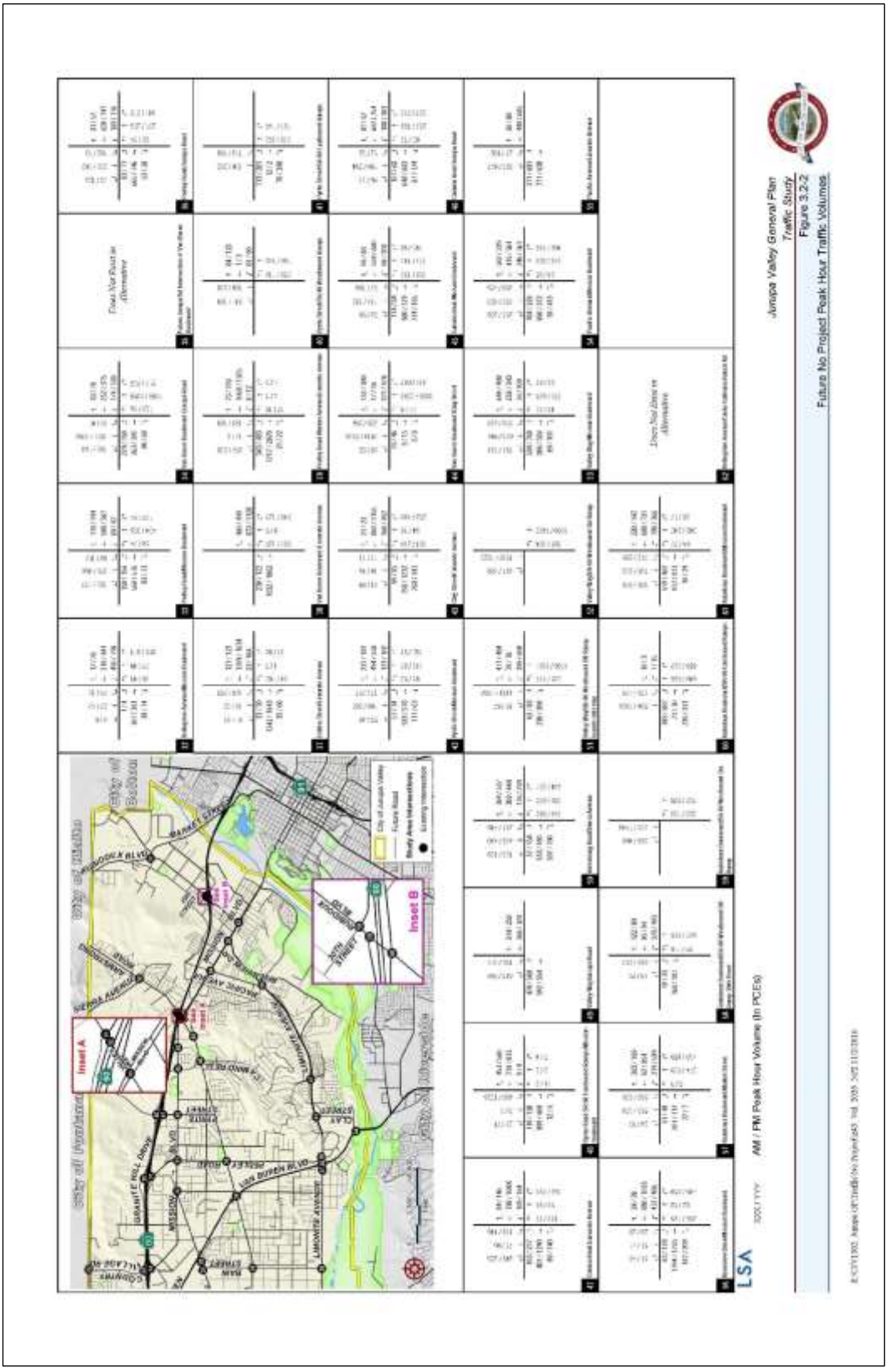
Jurupa Valley General Plan
Traffic Study
Figure 3.2-2
Future No Project Peak Hour Traffic Volumes
AM / PM Peak Hour Volume (In PCEs)
LSA
Inset A
Inset B

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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	8,329	0.24	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	10,381	0.30	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Arterial	9,792	0.27	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Arterial	12,915	0.36	C
5	Limonite Avenue to 68th Street	4-Lane Major	3,771	0.11	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	47,594	0.88	D
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	6-Lane Urban Arterial	45,807	0.85	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	6-Lane Urban Arterial	40,198	0.75	C
9	Van Buren Boulevard to Riverside Drive	6-Lane Urban Arterial	28,040	0.52	C
10	Riverside Drive to Cantu-Galleano Ranch Road	6-Lane Urban Arterial	19,142	0.36	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	17,667	0.52	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	15,210	0.42	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	16,647	0.46	C
Segments on Bain Street					
14	Bellegrave Avenue to Jurupa Road	4-Lane Major	6,676	0.20	C
15	Jurupa Road to Limonite Avenue	4-Lane Major	7,789	0.23	C
Segments on Country Village Road					
16	Philadelphia Avenue to SR-60 WB Ramps	6-Lane Urban Arterial	53,714	1.00	E
17	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	52,092	1.45	F
Segments on Pedley Road					
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	11,885	0.33	C
19	SR-60 EB Ramps to Mission Boulevard	4-Lane Arterial	18,368	0.51	C
20	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,057	0.39	C
21	Jurupa Road to Limonite Avenue	4-Lane Major	20,373	0.60	C

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
Segments on Pyrite Street					
22	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	7,941	0.23	C
23	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	9,241	0.27	C
Segments on Clay Street					
24	Limonite Avenue to Van Buren Boulevard	4-Lane Secondary	30,208	1.17	F
Segments on Camino Real					
25	Mission Boulevard to Jurupa Road	4-Lane Major	12,980	0.38	C
26	Jurupa Road to Limonite Avenue	4-Lane Major	13,022	0.38	C
Segments on Philadelphia Avenue					
27	Etiwanda Avenue to Country Village Road	2-Lane Collector	10,470	0.81	D
Segments on Van Buren Boulevard-East Mission Boulevard					
28	Wineville Road to SR-60 WB On-Ramp	6-Lane Urban Arterial	28,067	0.52	C
29	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	6-Lane Urban Arterial	44,832	0.83	D
30	SR-60 EB Off Ramp to Etiwanda Avenue	6-Lane Urban Arterial	42,024	0.78	C
31	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	55,826	1.04	F
32	Bellegrave Avenue to Jurupa Road	6-Lane Urban Arterial	78,475	1.46	F
33	Jurupa Road to Limonite Avenue	6-Lane Urban Arterial	72,965	1.35	F
34	Limonite Avenue to Clay Street	6-Lane Urban Arterial	91,917	1.71	F
Segments on Riverside Drive					
35	Wineville Road to Etiwanda Avenue	4-Lane Major	11,872	0.35	C
Segments on Cantu-Galleano Ranch Road					
36	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	29,159	0.54	C
37	I-15 NB Ramps to Wineville Avenue/Road	4-Lane Arterial	25,126	0.70	C
38	Wineville Avenue/Road to Etiwanda Avenue	6-Lane Urban Arterial	21,618	0.40	C
39	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	12,665	0.23	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Arterial	17,306	0.48	C

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Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
41	Bellegrave Avenue to Pedley Road	4-Lane Arterial	23,586	0.66	C
42	Pedley Road to Pyrite Street	4-Lane Arterial	22,052	0.61	C
43	Pyrite Street to Camino Real	4-Lane Arterial	25,092	0.70	C
44	Camino Real to SR-60 EB Ramps	4-Lane Arterial	24,675	0.68	C
45	SR-60 EB Ramps to Valley Way	4-Lane Arterial	33,154	0.92	E
46	Valley Way to Riverview Dr	4-Lane Arterial	29,278	0.82	D
47	Riverview Dr to Rubidoux Boulevard	6-Lane Urban Arterial	33,131	0.65	C
48	East of Rubidoux Boulevard	4-Lane Arterial	35,157	0.98	E
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	4-Lane Major	29,388	0.86	D
50	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,359	0.89	D
51	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	34,839	1.02	F
52	Cantu-Galleano Ranch Road to Van Buren Boulevard	6-Lane Arterial	33,050	0.92	E
53	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	23,790	0.44	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Collector	6,150	0.47	C
55	Etiwanda Avenue to Bain Street	4-Lane Secondary	15,155	0.59	C
56	Bain Street to Van Buren Boulevard	4-Lane Arterial	15,155	0.42	C
57	Van Buren Boulevard to Pedley Road	4-Lane Arterial	16,540	0.46	C
58	Pedley Road to Camino Real	4-Lane Arterial	20,752	0.58	C
59	Camino Real to Valley Way	4-Lane Arterial	21,081	0.59	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	4-Lane Major	25,658	0.75	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Major	49,330	1.45	F
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Major	43,411	1.27	F
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	34,567	1.01	F
64	North of Sierra Avenue	4-Lane Major	26,579	0.78	C

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Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions Daily Volume	V/C	LOS
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	59,875	1.11	F
66	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	56,242	1.04	F
67	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	47,113	0.87	D
68	Etiwanda Avenue to Bain Street	6-Lane Urban Arterial	45,481	0.84	D
69	Bain Street to Collins Street	6-Lane Urban Arterial	39,529	0.73	C
70	Collins Street to Van Buren Boulevard	6-Lane Urban Arterial	44,148	0.82	D
71	Van Buren Boulevard to Pedley Road	6-Lane Urban Arterial	42,068	0.78	C
72	Pedley Road to Clay Street	6-Lane Urban Arterial	37,923	0.70	C
73	Clay Street to Camino Real	6-Lane Urban Arterial	36,554	0.68	C
74	Lakeside Drive to Mission Boulevard	4-Lane Major	15,298	0.45	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Arterial	23,834	0.66	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Arterial	24,318	0.68	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	25,325	0.74	C
78	North of Market Street	4-Lane Arterial	22,975	0.64	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	2,003	0.16	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Arterial	34,941	0.97	E
Segments on Market St					
81	East of Rubidoux Boulevard	4-Lane Arterial	28,767	0.80	D
Segments on Agua Mansa Road					
82	North of Market Street	4-Lane Major	24,227	0.71	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	18.1	18.1	B	25.6	25.6	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.3	11.3	B	10.7	10.7	B
3	I-15 SB Ramps/Limonite Avenue	Signal	31.8	31.8	C	31.9	31.9	C
4	I-15 NB Ramps/Limonite Avenue	Signal	38.0	38.0	D	>100	106.6	F
5	Wineville Avenue/E Mission Boulevard	TWSC	>100	249.7	F	>100	192.3	F
6	Wineville Avenue/Riverside Drive	AWSC	19.0	19.0	C	65.6	65.6	F
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.6	43.6	D	63.0	63.0	E
8	Wineville Avenue/Bellegrave Avenue	Signal	48.1	48.1	D	52.8	52.8	D
9	Wineville Avenue/Limonite Avenue	Signal	55.0	55.0	D	95.3	95.3	F
10	Wineville Avenue/68th Street	AWSC	9.8	9.8	A	10.5	10.5	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.9	10.9	B	11.5	11.5	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	129.7	F	84.1	84.1	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	39.6	39.6	D	39.4	39.4	D
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.3	50.3	D	21.4	21.4	C
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	580.1	F	>100	560.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	58.0	58.0	E	85.5	85.5	F
17	Etiwanda Avenue/Riverside Drive	Signal	38.0	38.0	D	38.4	38.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	42.7	42.7	D	40.5	40.5	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	59.0	59.0	E	56.5	56.5	E
20	Etiwanda Avenue/Jurupa Road	Signal	>100	196.6	F	>100	108.0	F
21	Etiwanda Avenue/Limonite Avenue	Signal	95.8	95.8	F	>100	163.6	F
22	Country Village Road/Philadelphia Avenue	Signal	22.4	22.4	C	>100	131.2	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	150.8	F	>100	136.0	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.6	24.6	C	58.7	58.7	E
25	Bain Street/Bellegrave Avenue	Signal	34.0	34.0	C	89.6	89.6	F
26	Van Buren Boulevard/Bellegrave Avenue	Signal	>100	247.0	F	>100	142.3	F

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
28	Bain Street/Jurupa Road	AWSC	15.8	15.8	C	20.0	20.0	C
29	Bain Street/Limonite Avenue	Signal	14.7	14.7	B	26.5	26.5	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	622.7	F	>100	690.8	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	21.7	21.7	C	32.0	32.0	D
32	Bellegrave Avenue/Mission Boulevard	Signal	56.4	56.4	E	>100	179.3	F
33	Pedley Road/Mission Boulevard	Signal	38.1	38.1	D	40.2	40.2	D
34	Van Buren Boulevard/Jurupa Road	Signal	57.2	57.2	E	73.4	73.4	E
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
36	Pedley Road/Jurupa Road	AWSC	>100	155.5	F	>100	229.9	F
37	Collins Street/Limonite Avenue	Signal	29.1	29.1	C	33.7	33.7	C
38	Van Buren Boulevard/Limonite Avenue	Signal	36.6	36.6	D	57.9	57.9	E
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	68.4	68.4	E	>100	115.1	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	23.8	23.8	C	20.4	20.4	C
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	16.5	16.5	C	32.6	32.6	D
42	Pyrite Street/Mission Boulevard	Signal	35.3	35.3	D	43.3	41.6	D
43	Clay Street/Limonite Avenue	Signal	54.3	54.3	D	58.8	58.8	E
44	Van Buren Boulevard/Clay Street	Signal	75.7	75.7	E	>100	112.4	F
45	Camino Real/Mission Boulevard	Signal	42.2	42.2	D	43.0	43.0	D
46	Camino Real/Jurupa Road	Signal	53.5	53.5	D	86.1	86.1	F
47	Camino Real/Limonite Avenue	Signal	53.4	53.4	D	57.4	57.4	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	46.3	46.3	D	>100	140.8	F
49	Valley Way/Jurupa Road	AWSC	>100	129.7	F	>100	118.7	F
50	Armstrong Road/Sierra Avenue	Signal	85.7	85.7	F	>100	169.6	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	104.9	F	>100	154.3	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	83.2	83.2	F	>100	167.2	F

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Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	47.6	47.6	D	46.5	46.5	D
54	Pacific Avenue/Mission Boulevard	Signal	75.4	75.4	E	>100	139.3	F
55	Pacific Avenue/Limonite Avenue	Signal	17.3	17.3	B	58.5	58.5	E
56	Riverview Drive/Mission Boulevard	Signal	>100	141.3	F	>100	142.7	F
57	Rubidoux Boulevard/Market Street	Signal	86.1	86.1	F	>100	244.8	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	17.5	17.5	B	26.3	26.3	C
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	16.0	16.0	C	20.9	20.9	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	68.6	68.6	E	63.9	63.9	E
61	Rubidoux Boulevard/Mission Boulevard	Signal	>100	130.6	F	>100	143.2	F
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	*Not Analyzed*			*Not Analyzed*		

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

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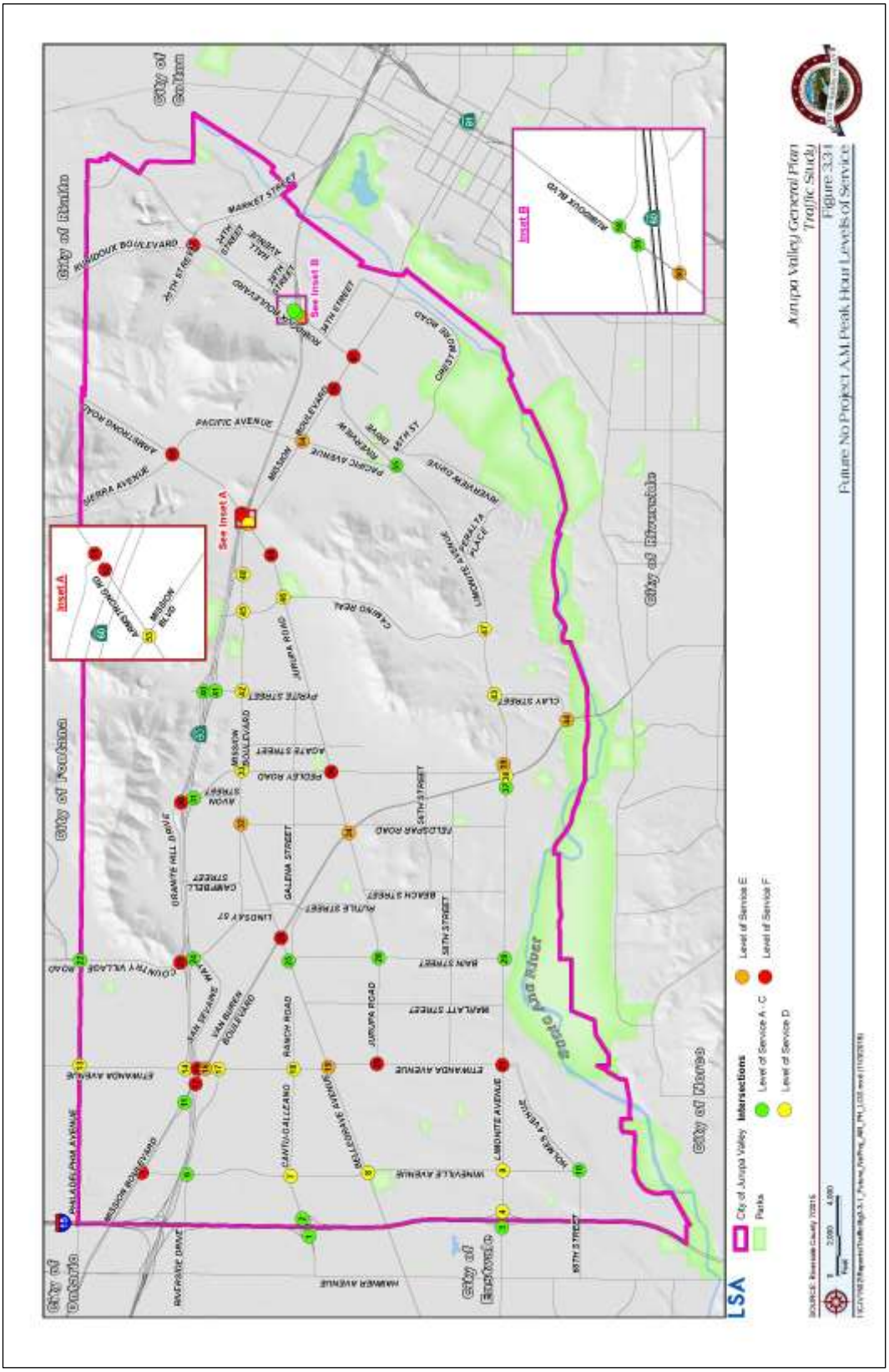
- Etiwanda Avenue/Jurupa Road (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/Philadelphia Avenue (p.m. peak hour);
- Country Village Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Mission Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Bain Street Bellegrave Avenue (p.m. peak hour);
- Van Buren Boulevard/Bellegrave Avenue (a.m. and p.m. peak hours);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Bellegrave Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Limonite Avenue (p.m. peak hour);
- Pedley Road-Morton Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Clay Street/Limonite Avenue (p.m. peak hour);
- Van Buren Boulevard/Clay Street (a.m. and p.m. peak hours);
- Camino Real/Jurupa Road (p.m. peak hour);
- Camino Real/Limonite Avenue (p.m. peak hour);
- Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard (p.m. peak hour);
- Valley Way/Jurupa Road (a.m. and p.m. peak hours);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound On-Ramp (a.m. and p.m. peak hours);
- Pacific Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Pacific Avenue/Limonite Avenue (p.m. peak hour);
- Riverview Drive/Mission Boulevard (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Rubidoux Boulevard/Mission Boulevard (a.m. and p.m. peak hours).

Figures 3.3-1 and 3.3-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service under Future No Project conditions. LOS worksheets are included in Appendix C.

Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine the projected roadway segment performance under Future No Project conditions. As shown in previously referenced Table 3.A, all roadway segments are projected to operate at satisfactory levels of service (D or better), with the exception of the following roadway segments:

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Clay Street from Limonite Avenue to Van Buren Boulevard;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;


Jurupa Valley General Plan
Traffic Study
Figure 3.34
Future No Project A.M. Peak Hour Levels of Service
City of Jurupa Valley
Parks
Intersections
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F
LSA
City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Riverside
City of Norco
City of Eastvale
Inset A
Inset B
See Inset A
See Inset B
Santa Ana River

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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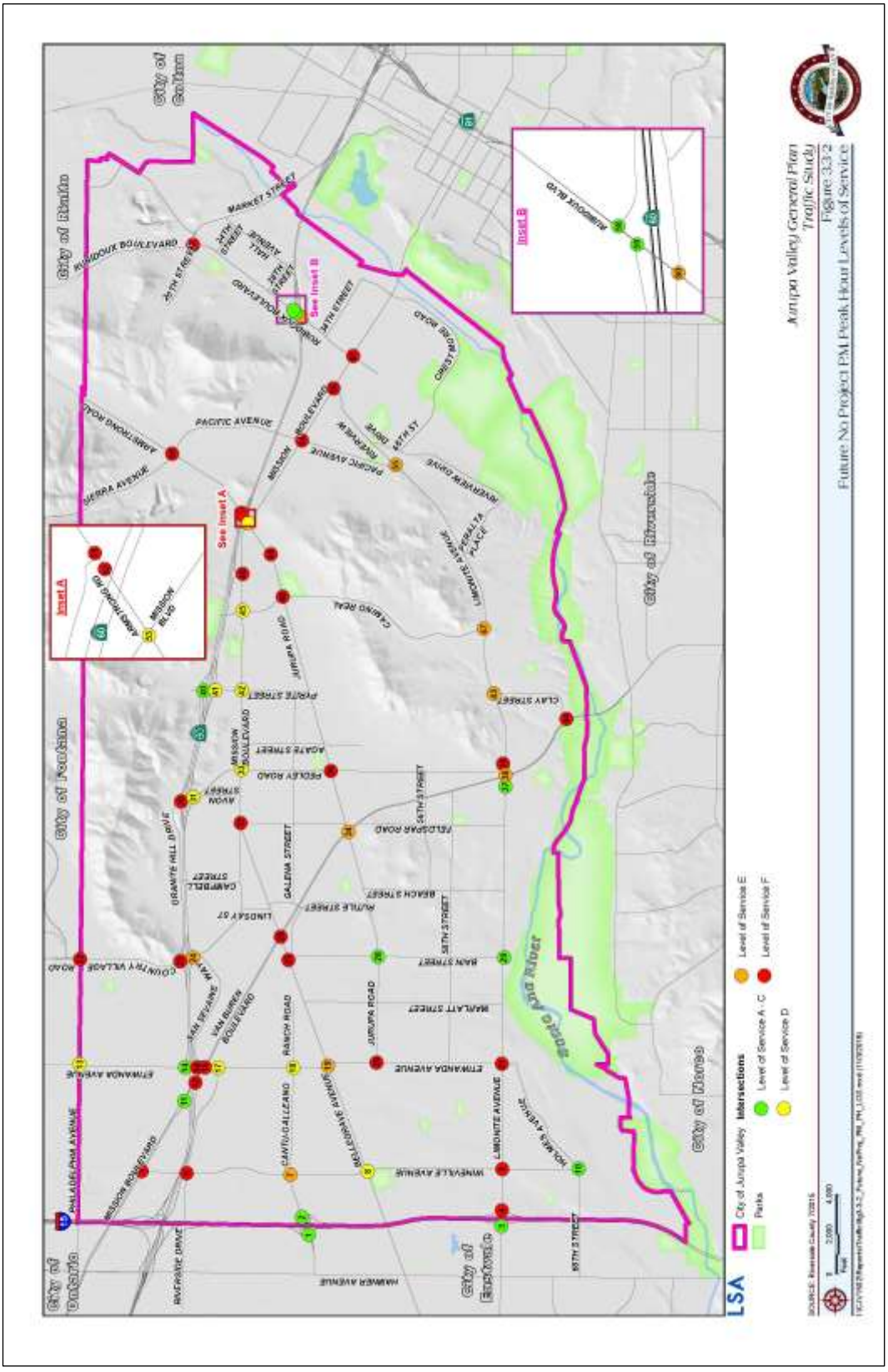
Jurupa Valley General Plan
Traffic Study
Figure 3.3-2
Future No Project PM Peak Hour Levels of Service
City of Jurupa Valley
Parks
Intersections
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F
LSA
City of Ontario
City of Eastvale
City of Norco
City of Fontana
City of Rialto
City of Colton
Inset A
Inset B
See Inset A
See Inset B
Santa Ana River

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

- Clay Street from Limonite Avenue to Van Buren Boulevard;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Mission Boulevard from SR-60 Eastbound Ramps to Valley Way;
- Mission Boulevard east of Rubidoux Boulevard;
- Bellegrave Avenue from Etiwanda Avenue to Cantu-Galleano Ranch Road;
- Bellegrave Avenue from Cantu-Galleano Ranch Road to Van Buren Boulevard;
- Valley Way from SR-60 Eastbound On-Ramp to SR-60 Westbound Ramps;
- Valley Way from SR-60 Westbound Ramps to Sierra Avenue;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from I-15 Northbound Ramps to Wineville Avenue; and
- Sierra Avenue west of Armstrong Road.

Figure 3.4 illustrates the locations of the roadway segments and corresponding levels of service under Future No Project conditions.

General Plan Build-out Conditions

Roadway Network

The General Plan Build-out scenario includes modifications to the existing roadway network based on input from the City of Jurupa Valley to reflect the Jurupa Valley Mobility goals. Following are recommended improvements to the City's roadway network:

Etiwanda Avenue: The roadway segment south of Limonite Avenue is proposed to include a two-lane Secondary roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue.

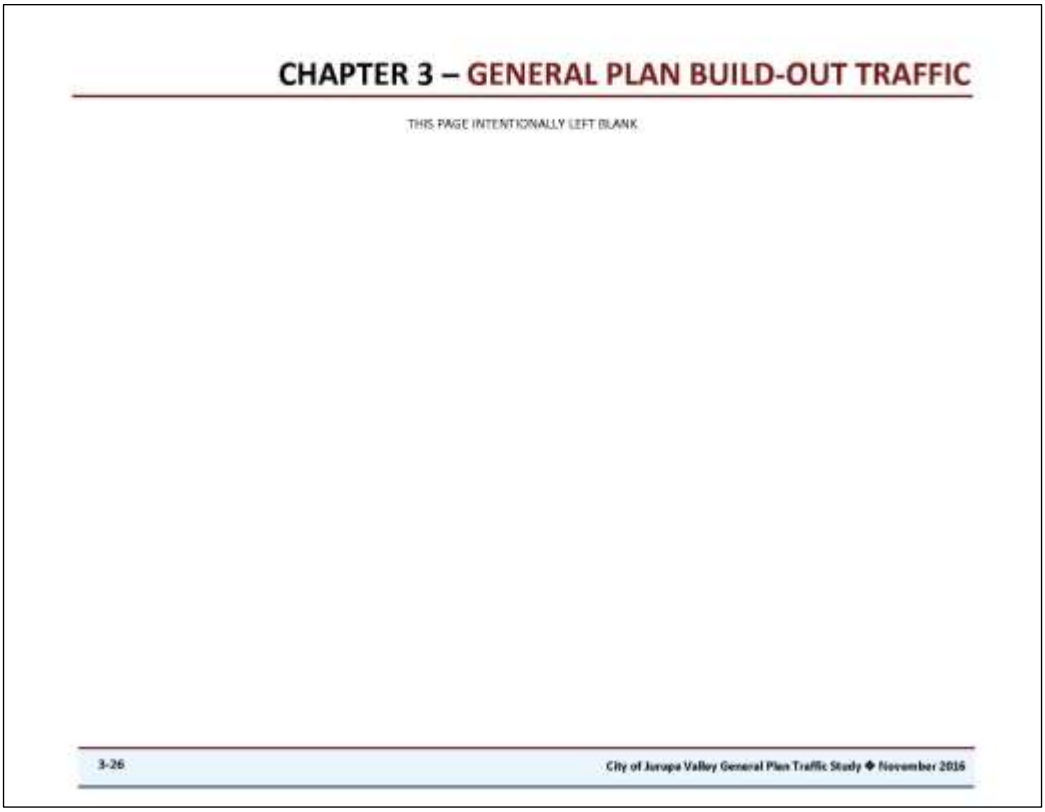
Van Buren Boulevard: The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/ Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector.

Cantu-Galleano Ranch Road: The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road.

Bellegrave Avenue: The roadway segment between Mariatt Street and Dodd Street is proposed to realign with Cantu-Galleano Ranch Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue.

Market Street: The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a three-lane Major Roadway.

Figures 3.5-1 and 3.5-2 illustrate the General Plan Build-out intersection geometrics and stop control with the proposed roadway modifications.



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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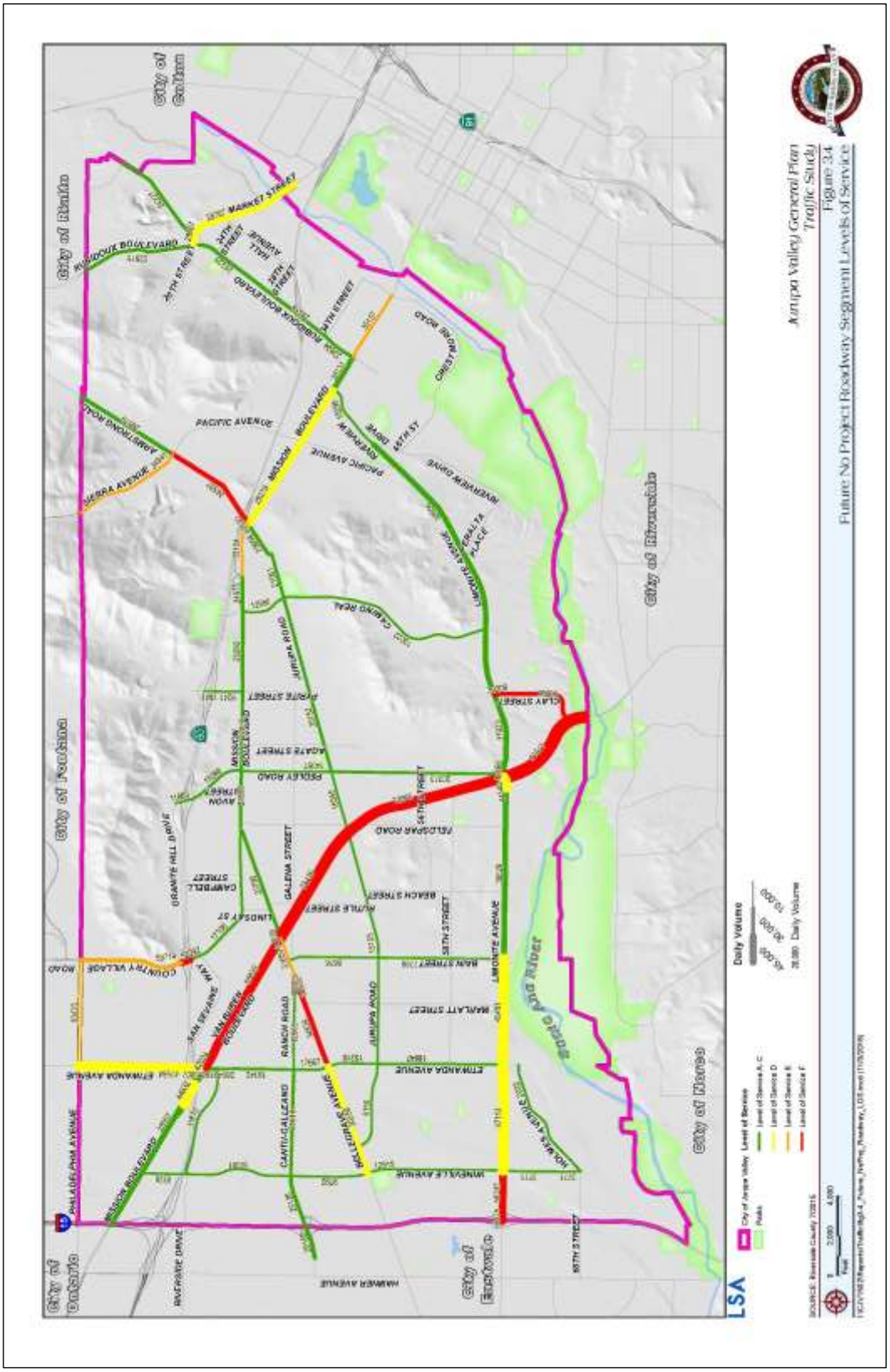
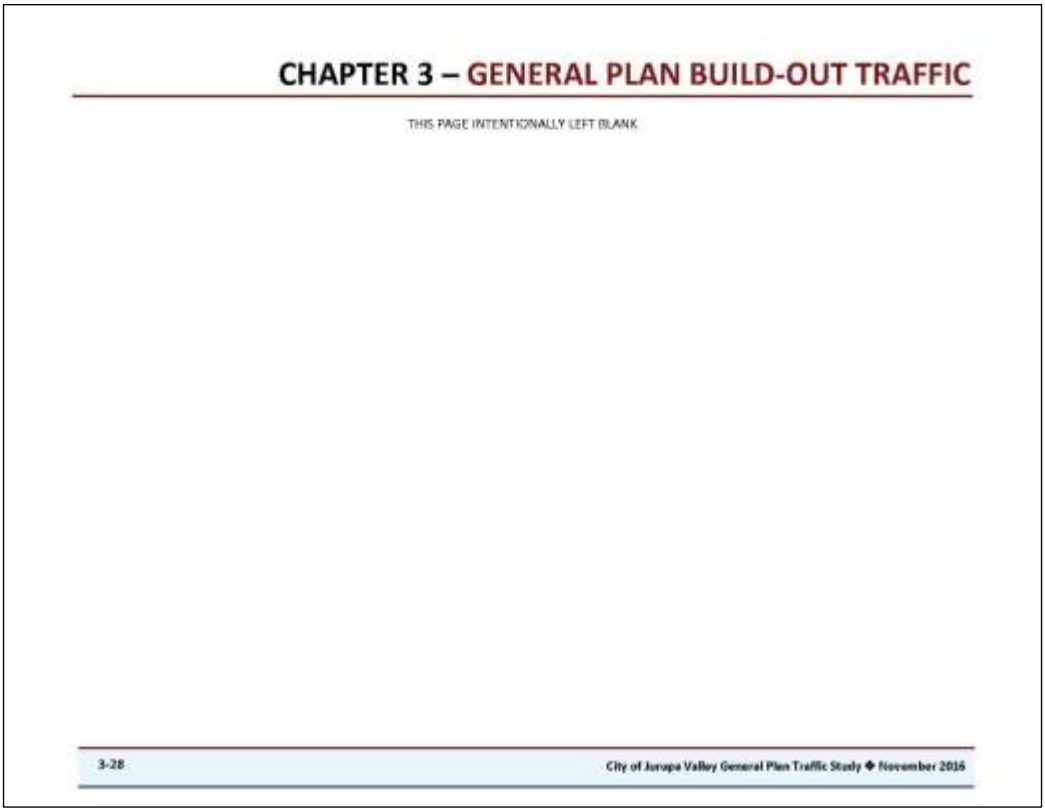
3-26 City of Jurupa Valley General Plan Traffic Study ◆ November 2016


Jurupa Valley General Plan
Traffic Study
Figure 3.4
Future No Project Roadway Segment Levels of Service
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Norco
City of Ontario
City of Eastvale
Santa Ana River
LSA
Daily Volume



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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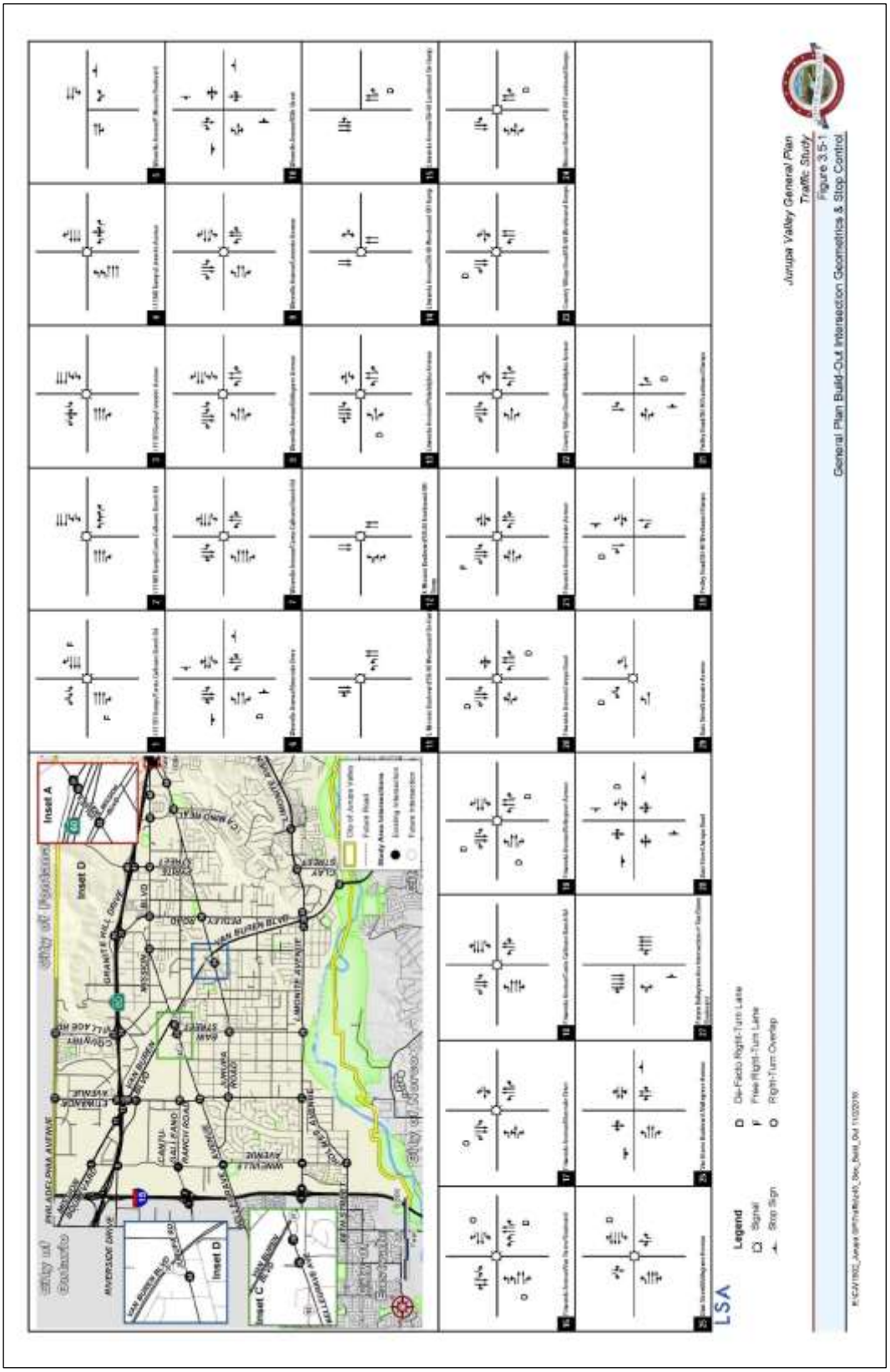
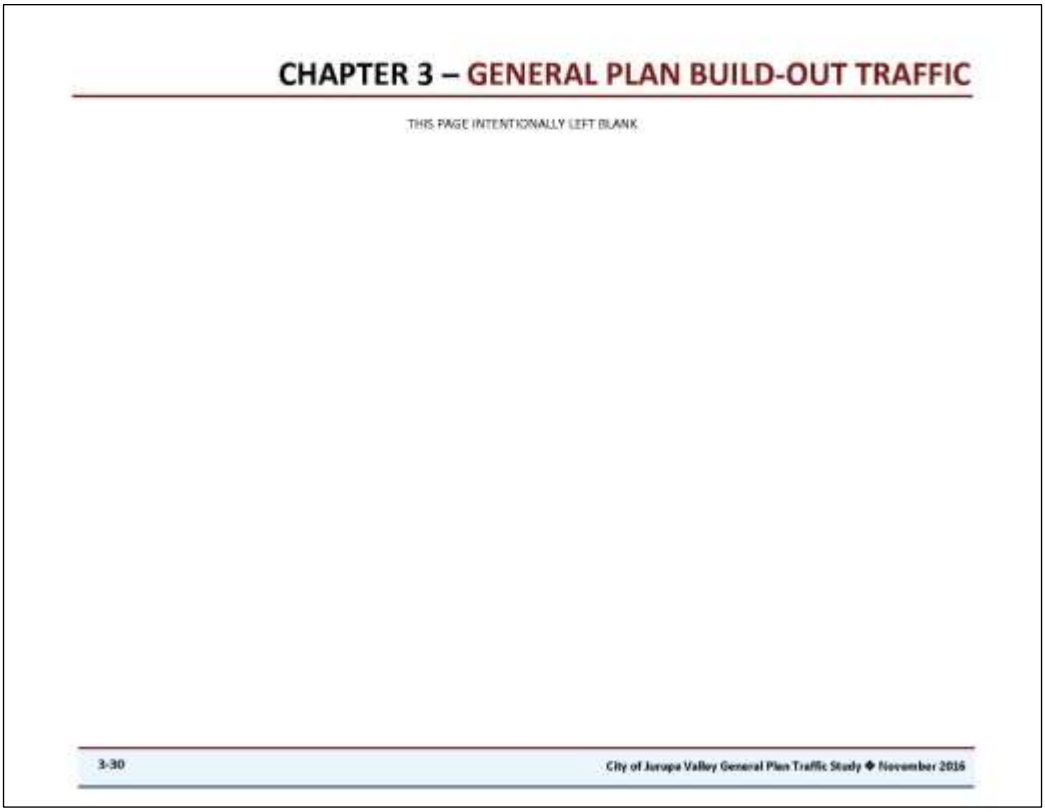
3-28 City of Jurupa Valley General Plan Traffic Study ◆ November 2016


Jurupa Valley General Plan
Traffic Study
Figure 3.5-1
General Plan Build-Out Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
Do-Facto Right-Turn Lane
Free Right-Turn Lane
Right-Turn Overlap
LSA
Inset A
Inset D
Inset C



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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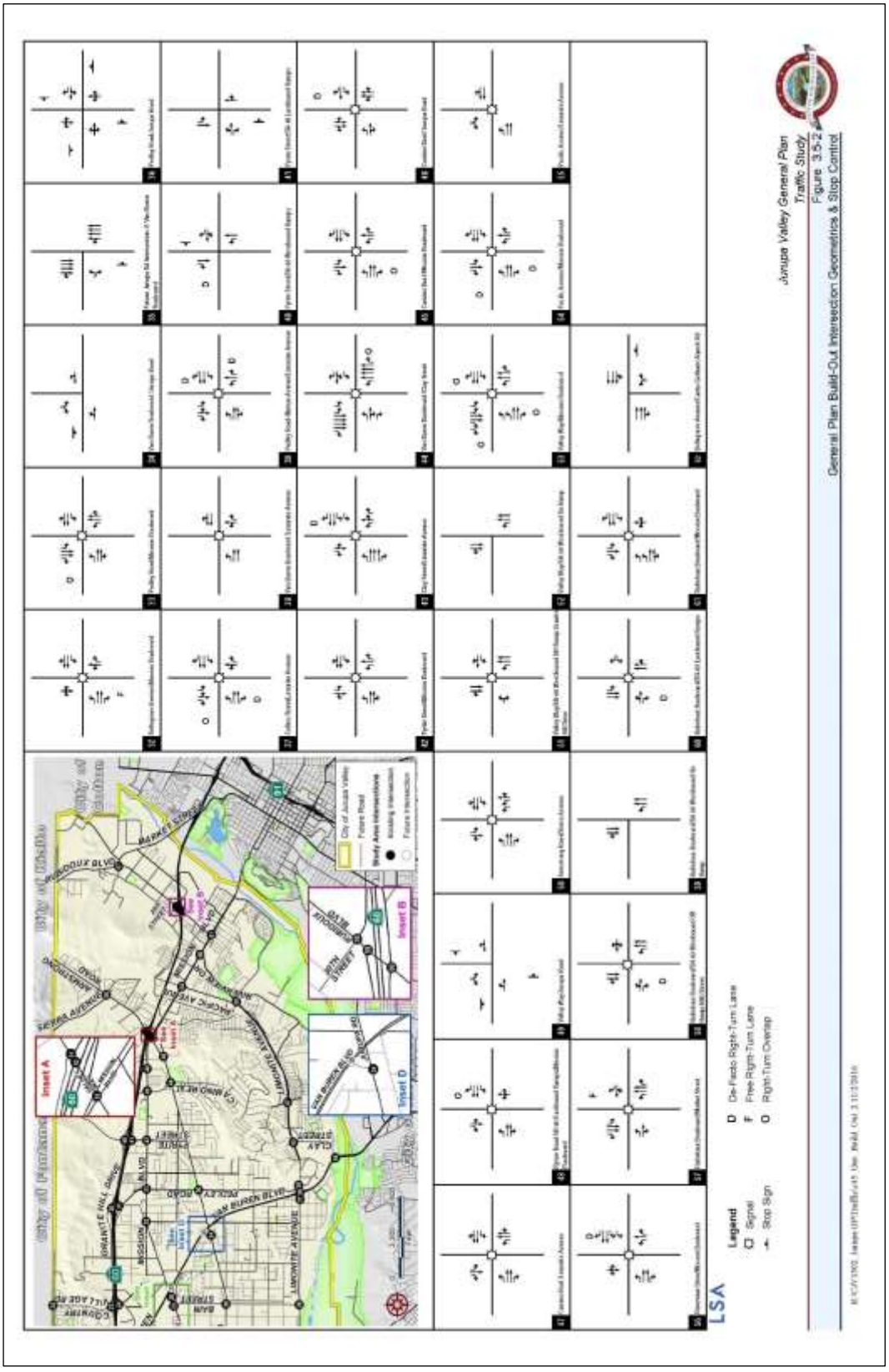
3-30 City of Jurupa Valley General Plan Traffic Study ◆ November 2016


Jurupa Valley General Plan
Traffic Study
Figure 3.5-2
General Plan Build-Out Intersection Geometrics & Stop Control
LSA
Legend
Signal
Stop Sign
D De-Facto Right-Turn Lane
F Free Right-Turn Lane
O Right-Turn Overlap
Inset A
Inset B
Inset C
Inset D

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Intersection Traffic Volumes

The development of future intersection traffic volumes for General Plan Build-out conditions is similar to the Future No Project conditions with the exception of the roadway network modifications that were described previously for General Plan Build-out. These modifications are not considered significant enough to divert or reroute traffic in large volume. Therefore, the same volume development methodology used for Future No Project conditions was used for General Plan Build-out.

Detailed volume development worksheets are contained in Appendix B. The General Plan Build-out a.m. and p.m. peak hour intersection traffic volumes are illustrated in Figures 3.6-1 and 3.6-2.

Roadway Segment Traffic Volumes

The roadway segment volumes were developed using the same methodology described under "Intersection Traffic Volumes." Table 3.C illustrates the General Plan Build-out daily traffic volumes at study area roadway segments.

Intersection Levels of Service

A level of service analysis for General Plan Build-out was conducted at study area intersections to determine the projected intersection performance. Table 3.D illustrates the results of this analysis, and shows that all intersections are projected to operate at satisfactory levels of service D or better, with the exception of the following intersections:

- I-15 Southbound Ramps/Limonite Avenue (p.m. peak hour);
- I-15 Northbound Ramps/Limonite Avenue (p.m. peak hour);
- Wineville Road/Mission Boulevard (a.m. and p.m. peak hours);
- Wineville Road/Riverside Drive (p.m. peak hour);
- Wineville Avenue/Road/Cantu-Galleano Ranch Road (p.m. peak hour)
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Philadelphia Avenue (a.m. and p.m. peak hours);
- Etiwanda Avenue/SR-60 Eastbound On-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Van Buren Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Bellegrave Avenue (a.m. peak hour);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/Philadelphia Avenue (p.m. peak hour);
- Country Village Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Van Buren-Bellegrave Connector/Bellegrave Avenue (a.m. and p.m. peak hours);
- Van Buren Boulevard/Van Buren-Bellegrave Connector (a.m. and p.m. peak hours);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Jurupa Road/Van Buren-Jurupa Connector (a.m. and p.m. peak hours);
- Van Buren Boulevard/Van Buren-Jurupa Connector (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road-Morton Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Pyrite Street/SR-60 Westbound Ramps (p.m. peak hour);
- Pyrite Street/SR-60 Eastbound Ramps (p.m. peak hour);
- Clay Street/Limonite Avenue (a.m. and p.m. peak hours);

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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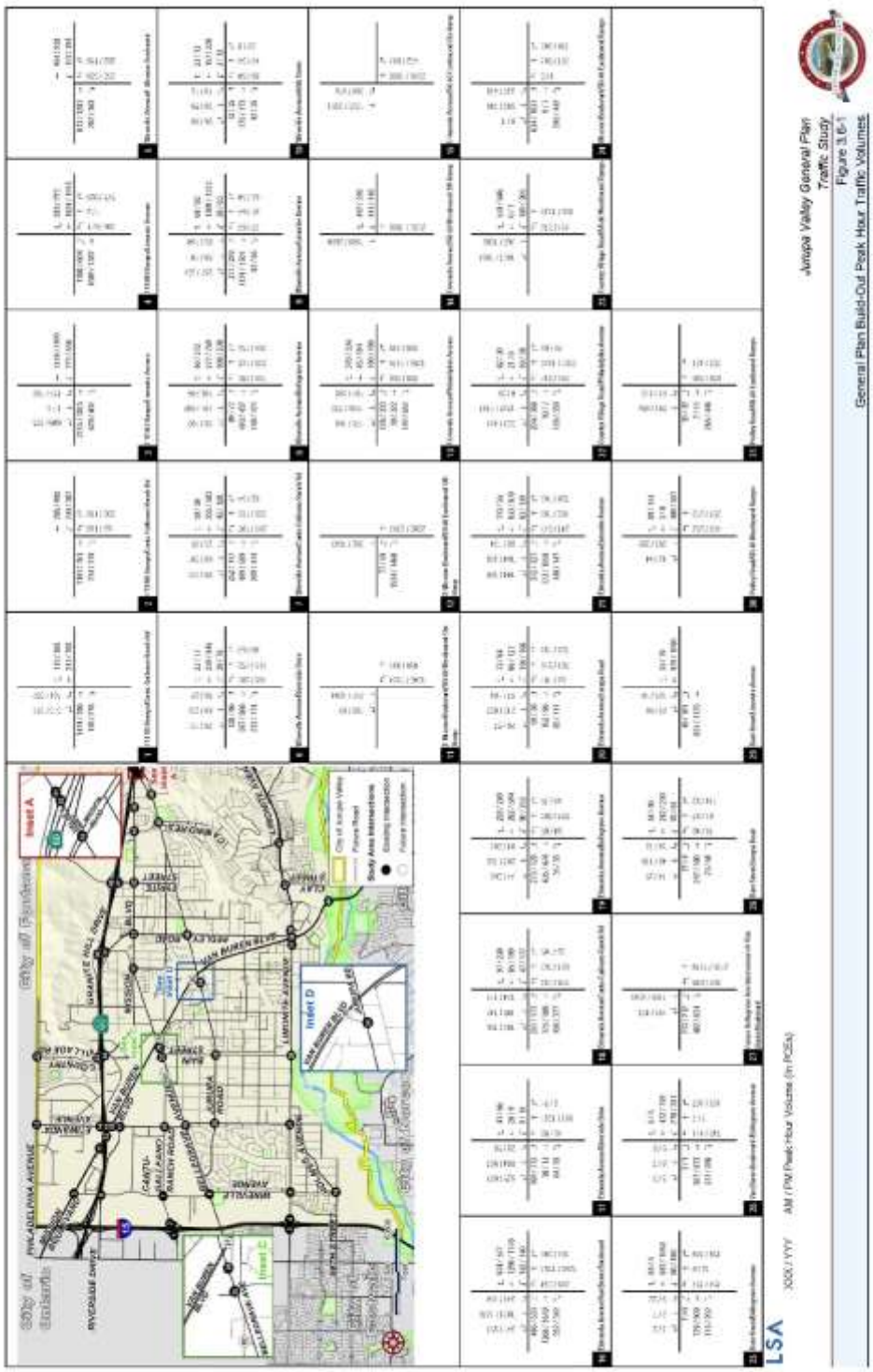
Jurupa Valley General Plan
Traffic Study
Figure 3.6-1
General Plan Build-Out Peak Hour Traffic Volumes
LSA
Inset A
Inset C
Inset D

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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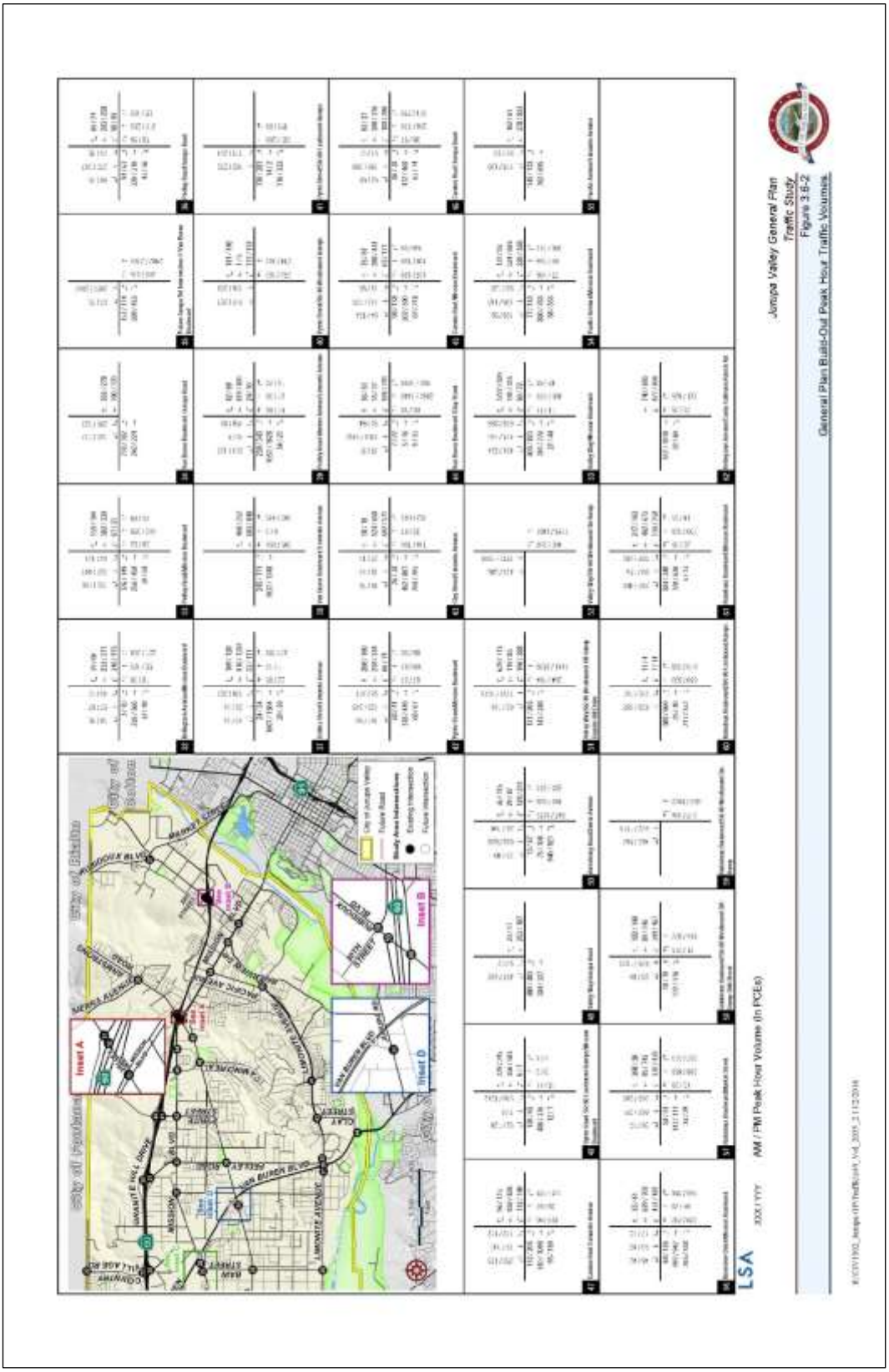
Jurupa Valley General Plan
Traffic Study
Figure 3.6-2
General Plan Build-Out Peak Hour Traffic Volumes
AM / PM Peak Hour Volume (in PCEs)
LSA
Inset A
Inset B
Inset D
City of Jurupa Valley
Future Road
Study Area Intersections
Existing Intersection
Future Intersection

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	7,554	0.22	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	8,748	0.34	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Secondary	7,852	0.30	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Major	9,989	0.29	C
5	Limonite Avenue to 68th Street	3-Lane Major	3,781	0.15	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	52,991	0.98	E
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	52,562	1.46	F
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	46,764	1.30	F
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	34,857	1.02	F
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	21,637	0.63	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	13,676	0.40	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	12,808	0.36	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	14,017	0.39	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	29,966	2.31	F
15	South of Holmes Avenue	2-Lane Secondary	29,339	2.27	F
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	5,363	0.41	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	4,425	0.34	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	4-Lane Major	50,687	1.49	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	49,803	1.46	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	12,440	0.79	C
20	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	20,013	0.59	C
21	Mission Boulevard to Jurupa Road	3-Lane Major	12,952	0.51	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	14,152	0.83	D

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions Daily Volume	V/C	LOS
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	10,486	0.61	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	10,469	0.81	D
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	24,701	0.72	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,994	0.42	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	13,871	0.41	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	14,399	0.84	D
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Avenue to SR-60 WB On-Ramp	4-Lane Arterial	26,952	0.75	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	44,836	1.25	F
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	42,738	1.19	F
32	Etiwanda Avenue to Bellegrave Avenue	8-Lane Expressway	65,960	0.81	D
33	Bellegrave Avenue to Jurupa Road	8-Lane Expressway	86,873	1.06	F
34	Jurupa Road to Limonite Avenue	8-Lane Expressway	80,774	0.99	E
35	Limonite Avenue to Clay Street	8-Lane Expressway	87,216	1.07	F
Segments on Riverside Drive					
36	Wineville Avenue to Etiwanda Avenue	3-Lane Major	14,772	0.58	C
Segments on Cantu-Galleano Ranch Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	33,635	0.62	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	29,177	0.54	C
39	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	21,996	0.41	C
40	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	16,344	0.30	C
Segments on Mission Boulevard					
41	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	13,864	0.54	C
42	Bellegrave Avenue to Pedley Road	4-Lane Major	16,421	0.48	C
43	Pedley Road to Pyrite Street	4-Lane Secondary	13,730	0.53	C

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions Daily Volume	V/C	LOS
44	Pyrite Street to Camino Real	4-Lane Major	16,604	0.49	C
45	Camino Real to SR-60 EB Ramps	4-Lane Major	15,310	0.45	C
46	SR-60 EB Ramps to Valley Way	4-Lane Secondary	26,767	1.03	F
47	Valley Way to Riverview Drive	4-Lane Arterial	30,436	0.85	D
48	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	26,363	0.73	C
49	East of Rubidoux Boulevard	4-Lane Arterial	26,625	0.74	C
Segments on Bellegrave Avenue					
50	West of Wineville Avenue	4-Lane Major	27,589	0.81	D
51	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,666	0.90	D
52	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	17,899	0.52	C
53	Cantu-Galleano Ranch Road to Van Buren Boulevard	6-Lane Urban Arterial	31,912	0.59	C
54	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	30,994	0.58	C
Segments on Jurupa Road					
55	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,696	0.36	C
56	Etiwanda Avenue to Baln Street	2-Lane Collector	6,844	0.53	C
57	Baln Street to Van Buren Boulevard	2-Lane Collector	12,504	0.39	E
58	Van Buren Boulevard to Pedley Road	2-Lane Collector	14,538	1.12	F
59	Pedley Road to Camino Real	2-Lane Collector	11,871	0.91	E
60	Camino Real to Valley Way	2-Lane Collector	17,051	1.31	F
Segments on Valley Way-Armstrong Road					
61	Jurupa Road to Mission Boulevard	2-Lane Collector	13,265	1.01	F
62	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	49,987	1.39	F
63	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	45,751	1.27	F
64	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	42,613	1.25	F
65	North of Sierra Avenue	2-Lane Major	20,311	1.19	F
Segments on Limonite Avenue					
66	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	61,665	1.81	F
67	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	47,147	1.31	F
68	Wineville Avenue to Etiwanda Avenue	4-Lane Major	38,039	1.12	F

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions Daily Volume	V/C	LOS
69	Etiwanda Avenue to Bain Street	2-Lane Major	25,533	1.50	F
70	Bain Street to Collins Street	4-Lane Major	28,737	0.84	D
71	Collins Street to Van Buren Boulevard	4-Lane Major	33,732	0.99	E
72	Van Buren Boulevard to Pedley Road	4-Lane Major	26,947	0.79	C
73	Pedley Road to Clay Street	4-Lane Arterial	24,935	0.69	C
74	Clay Street to Riverview Drive	5-Lane Urban Arterial	33,075	0.97	C
75	Riverview Drive to Mission Boulevard	4-Lane Major	21,570	0.63	C
Segments on Rubidoux Boulevard					
76	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	23,386	0.69	C
77	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	26,948	0.79	C
78	SR-60 WB Ramps to Market Street	4-Lane Major	29,685	0.87	D
79	North of Market Street	4-Lane Major	23,123	0.68	C
Segments on Holmes Avenue					
80	Wineville Avenue to Etiwanda Avenue	3-Lane Collector	4,520	0.35	C
Segments on Sierra Avenue					
81	West of Armstrong Road	4-Lane Secondary	29,469	1.14	F
Segments on Market Street					
82	East of Rubidoux Boulevard	2-Lane Major	25,930	1.52	F
Segments on Agua Mansa Road					
83	North of Market Street	3-Lane Secondary	23,420	1.21	F

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions A.M. Peak Hour Delay (sec.)	LOS	P.M. Peak Hour Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	48.9	D
4	I-15 NB Ramps/Limonite Avenue	Signal	51.5	D	>100	F
5	Wineville Road/E Mission Boulevard	TWSC	>100	F	>100	F
6	Wineville Road/Riverside Drive	AWSC	33.4	D	>100	F
7	Wineville Avenue/Road/Cantu-Galleano Ranch Road	Signal	49.2	D	55.4	E
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	67.4	E	>100	F
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	F	>100	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	>100	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	61.7	E	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	>100	F	>100	F
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	90.3	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	F	>100	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	26.1	C	43.5	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	TWSC	>100	F	>100	F

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions A.M. Peak Hour Delay (sec.)	LOS	P.M. Peak Hour Delay (sec.)	LOS
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	TWSC	>100	F	>100	F
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	F	>100	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	37.5	E	38.6	E
32	Bellegrave Avenue/Mission Boulevard	Signal	28.8	C	50.6	D
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
35	Van Buren Boulevard/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
36	Pedley Road/Jurupa Road	AWSC	>100	F	>100	F
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard/Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	55.3	E	99.7	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	31.3	D	56.0	F
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	28.8	D	>100	F
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	58.8	E	81.3	E
44	Van Buren Boulevard/Clay Street	Signal	47.6	D	64.9	E
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	56.8	E	72.0	E
47	Camino Real/Limonite Avenue	Signal	58.0	E	60.5	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	40.8	D	>100	F
49	Valley Way/Jurupa Road	AWSC	>100	F	82.0	F
50	Armstrong Road/Sierra Avenue	Signal	>100	F	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	>100	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions A.M. Peak Hour Delay (sec.)	LOS	P.M. Peak Hour Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	57.3	F	68.0	E
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	57.2	F	89.7	F
57	Rubidoux Boulevard/Market Street	Signal	82.0	F	>100	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	86.2	F	>100	F
61	Rubidoux Boulevard/Mission Boulevard	Signal	67.4	E	76.0	E
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	>100	F	>100	F

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (for TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

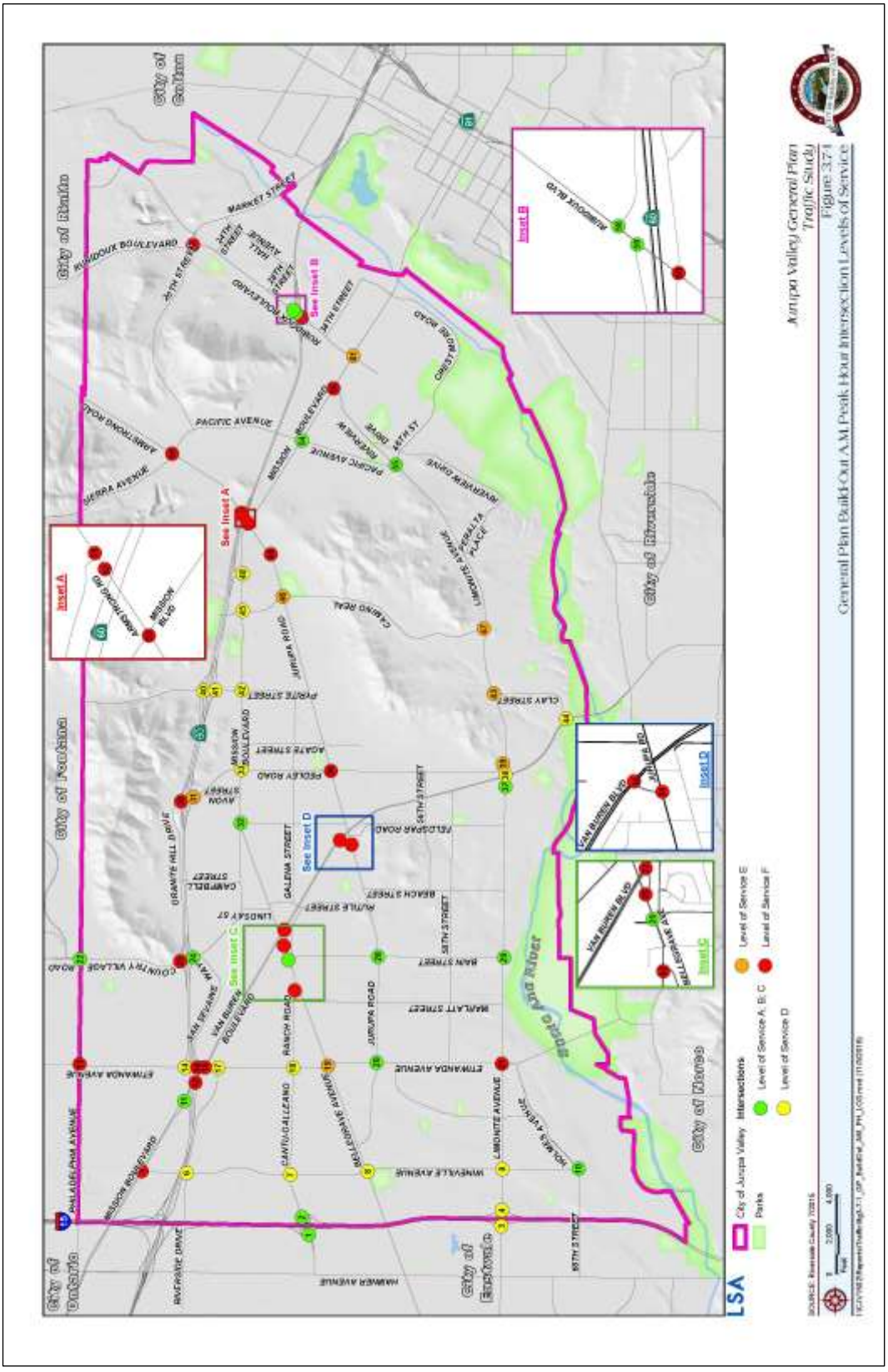
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. and p.m. peak hours);
- Camino Real/Limonite Avenue (a.m. and p.m. peak hours);
- Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard (p.m. peak hour);
- Valley Way/Jurupa Road (a.m. and p.m. peak hours);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound On-Ramp (a.m. and p.m. peak hours);
- Valley Way/Mission Boulevard (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Mission Boulevard (a.m. and p.m. peak hours); and
- Bellegrave Avenue/Cantu-Galleano Ranch Road (a.m. and p.m. peak hours).

Figures 3.7-1 and 3.7-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service under General Plan Build-out conditions. LOS worksheets are in Appendix C.

Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine the projected roadway segment performance under General Plan Build-out conditions. As shown in previously referenced Table 3.C, all roadway segments are projected to operate at satisfactory levels of service (D or better), with the exception of the following roadway segments:

- Etiwanda Avenue from Philadelphia Avenue to SR-60 Westbound Off-Ramp;
- Etiwanda Avenue from SR-60 Westbound Off-Ramp to SR-60 Eastbound On-Ramp;
- Etiwanda Avenue from SR-60 Eastbound On-Ramp to Van Buren Boulevard;
- Etiwanda Avenue from Van Buren Boulevard to Riverside Drive;
- Etiwanda Avenue from Limonite Avenue to Holmes Avenue;
- Etiwanda Avenue south of Holmes Avenue;
- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from SR-60 Westbound On-Ramp to SR-60 Eastbound Off-Ramp;
- Van Buren Boulevard from Eastbound Off-Ramp to Etiwanda Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Mission Boulevard from SR-60 Eastbound Ramps to Valley Way;
- Jurupa Road from Bain Street to Van Buren Boulevard;
- Jurupa Road from Van Buren Boulevard to Pedley Road;
- Jurupa Road from Pedley Road to Camino Real;


Jurupa Valley General Plan Traffic Study
Figure 3.7
General Plan Build Out AM Peak Hour Intersection Levels of Service
City of Jurupa Valley
Parks
Level of Service A, B, C
Level of Service D
Level of Service E
Level of Service F
Intersections
LSA
Inset A
Inset B
Inset C
Inset D
See Inset A
See Inset B
See Inset C
See Inset D
City of Eastvale
City of Riverside
City of Norco
City of Corona
City of Riverside
City of Moreno Valley
Santa Ana River
MARKET STREET
RUBIDOUX BOULEVARD
PACIFIC AVENUE
SIERRA AVENUE
ARMSTRONG ROAD
MISSION BOULEVARD
CRESTMORE ROAD
RIVERVIEW DRIVE
VALLEY PLACE
LINCOLN AVENUE
CLAY STREET
CAMINO REAL
JURUPA ROAD
PEDLEY ROAD
AGATE STREET
AVON STREET
FELSPAR ROAD
GRANITE HILL DRIVE
CAMPBELL STREET
GALENA STREET
BEACH STREET
MAPLE STREET
LINDSAY ST
COUNTRY VILLAGE ROAD
VAN BUREN BOULEVARD
RANCHO CALLEANO
ETIWANDA AVENUE
MAIN STREET
MARYLAT STREET
VAN BUREN BLVD
VAN BUREN AVE
WILLOW RIVER AVE
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
HAMNER AVENUE
MINESVILLE AVENUE
HOLMES AVENUE
LIMONITE AVENUE
ROBERTS AVENUE
MAPLE AVENUE
ALDER AVENUE
6TH STREET
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CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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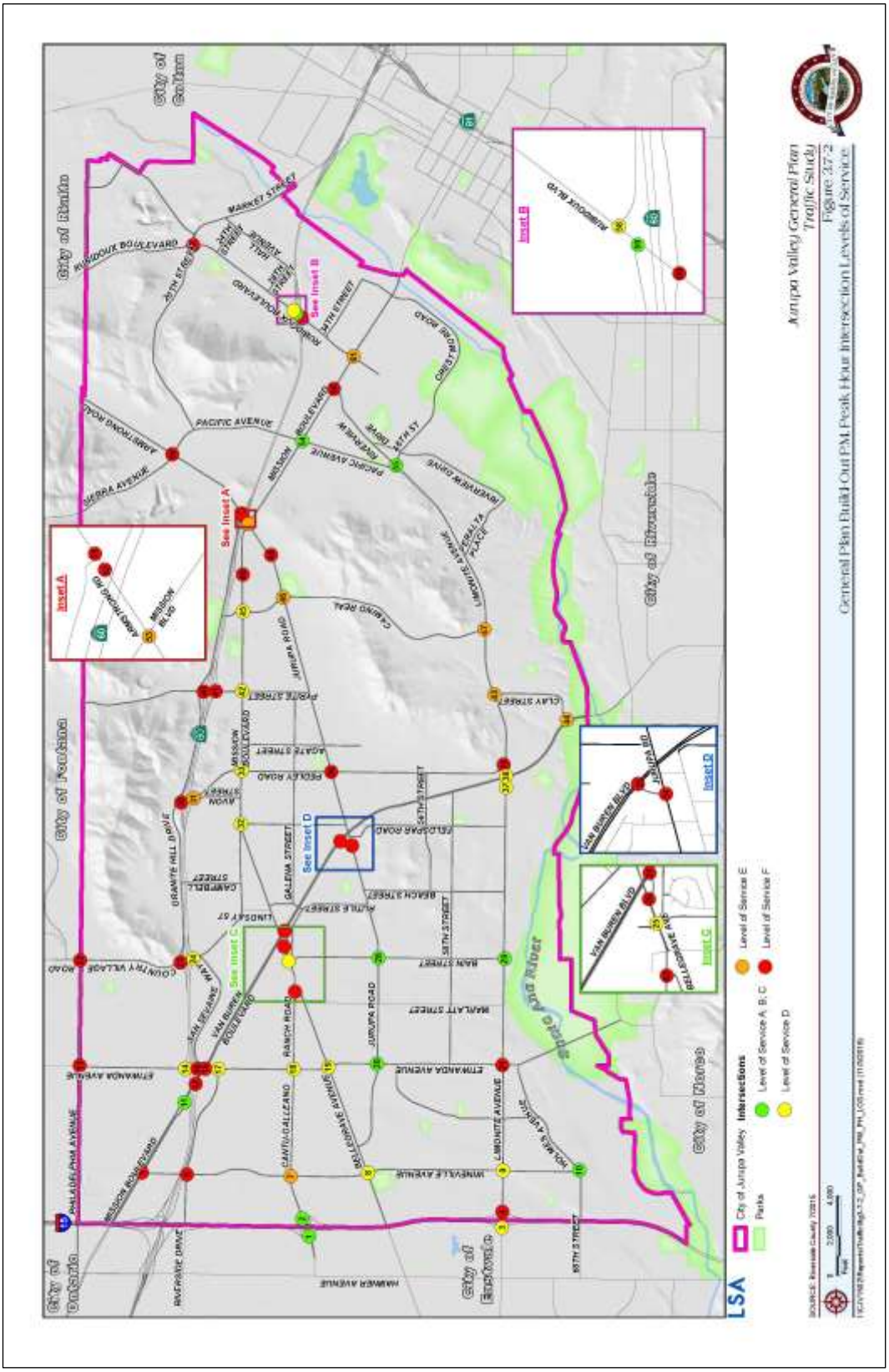
Jurupa Valley General Plan
Traffic Study
Figure 3.7-2
General Plan Build-Out PM Peak Hour Intersection Levels of Service
City of Jurupa Valley
Parks
Intersections
Level of Service A, B, C
Level of Service D
Level of Service E
Level of Service F
LSA
City of Ontario
City of Rialto
City of Fontana
City of Colton
City of Riverside
City of Norco
City of Eastvale
Inset A
Inset B
Inset C
Inset D
See Inset A
See Inset B
See Inset C
See Inset D
Santa Ana River

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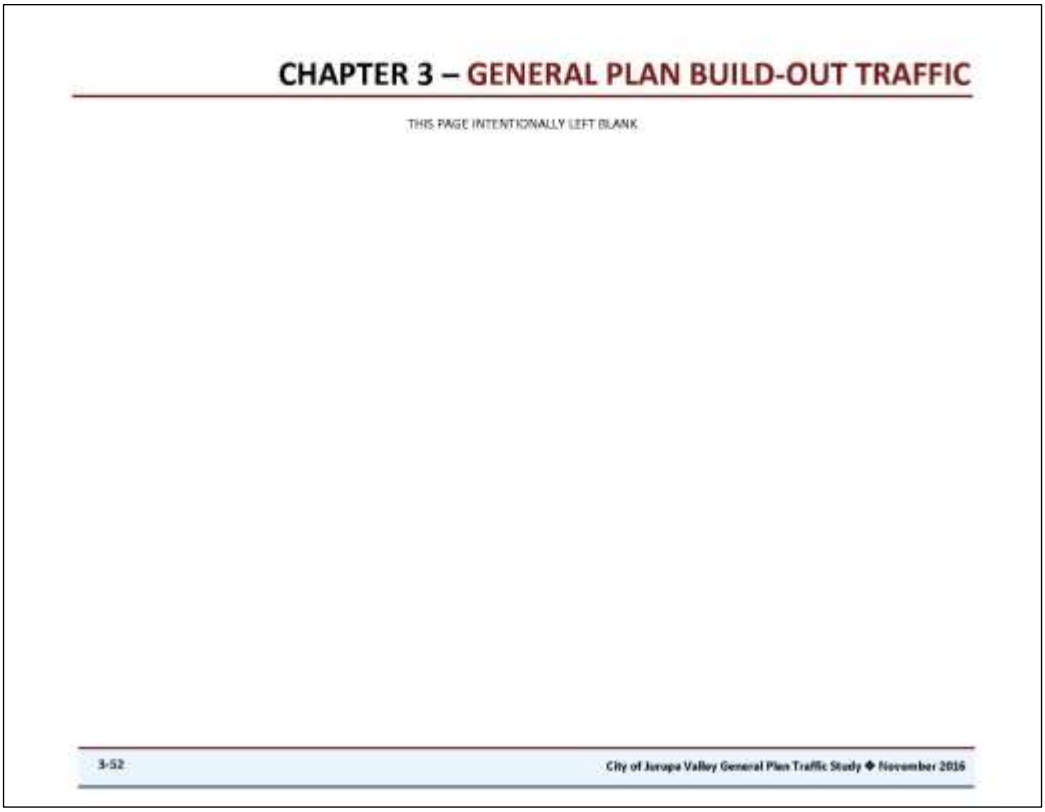
- Jurupa Road from Camino Real to Valley Way;
- Valley Way from Jurupa Road to Mission Boulevard;
- Valley Way from Mission Boulevard to SR-60 Eastbound On-Ramp;
- Valley Way from SR-60 Eastbound On-Ramp to SR-60 Westbound Ramps;
- Valley Way from SR-60 Westbound Ramps to Sierra Avenue;
- Valley Way north of Sierra Avenue;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from I-15 Northbound Ramps to Wineville Avenue;
- Limonite Avenue from Wineville Avenue to Etiwanda Avenue;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Collins Street to Van Buren Boulevard;
- Sierra Avenue west of Armstrong Road;
- Market Street east of Rubidoux Boulevard; and
- Agua Mansa Road north of Market Street.

Figure 3.8 illustrates the locations of the roadway segments and corresponding levels of service under General Plan Build-out conditions.



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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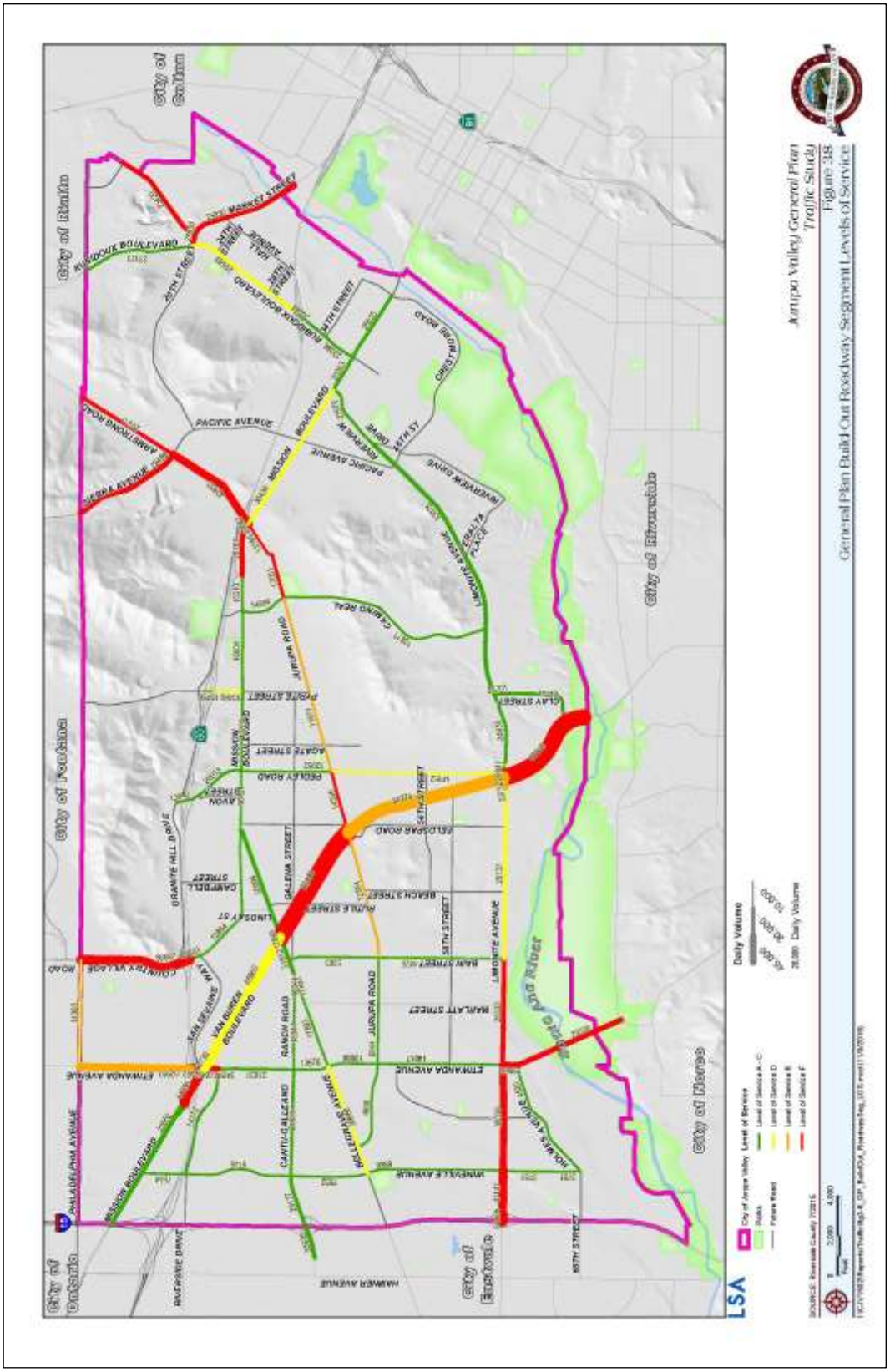
Jurupa Valley General Plan
Traffic Study
Figure 3.8
General Plan Build-Out Roadway Segment Levels of Service
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Norco
City of Ontario
City of Eastvale
Daily Volume
LSA

CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

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CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

One of the City of Jurupa Valley's primary mobility goals is *"To create a multi-modal mobility network which is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which protects Jurupa Valley's semi-rural character and lifestyle, and reduces dependence on the use of single-occupant automobiles."* To achieve this goal, it is important to design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, minimize cut-through traffic, maintain the rural character of the City, and address future growth and development. Therefore, this section describes the proposed circulation network improvements and explores strategies that could help reduce the anticipated congestion while attempting to minimize cut-through traffic on main corridors throughout the City. It is recognized that these two objectives may mutually exclusive.

CHAPTER CONTENTS

- Cut-Through Traffic Analysis
- Potential Transportation System Improvements to Reduce Congestion
- Intersection Improvements
- Roadway Segment Improvements
- Traffic Calming Measures
- Speed Reduction Measures
- Volume Control Measures
- Intelligent Transportation Systems (ITS)
- Adaptive Traffic Control Systems (ATCS)
- Transportation Demand Management
- Transit Pass Programs
- Safe Routes to School
- Complete Streets
- Transit Strategies
- Equestrian/Multi-Purpose Trails
- Truck Traffic

Cut-Through Traffic Analysis

A significant portion of Jurupa Valley's motor vehicle traffic is "cut-through" traffic; that is, trips where the origin and destination are both outside of the City limits. The City of Jurupa Valley would like to minimize cut-through traffic on main corridors such as Van Buren Boulevard and Cantu-Galleano Ranch Road as much as feasibly possible. Table 4.A shows the percentage of the total traffic volume on selected local street segments with projected levels of service of D, E, or F under General Plan Build-out preferred alternative conditions. As shown in Table 4.A, 49 percent of traffic on major thoroughfares is cut-through, bypassing the main highways I-15, SR-60, and the Van Buren expressway.

Generally, strategies to reduce cut-through traffic involve capital improvements to slow, divert, or dissuade motorists from traveling along particular corridors. This has the initial effect of creating greater congestion until a new equilibrium is established. That new equilibrium may in fact create congestion on new routes. Road diets, chokers, speed tables, and other devices/strategies will affect vehicular traffic flow, decreasing speed and increasing congestion. Therefore, strategies to address cut-through traffic may be mutually exclusive and contradictory to a goal of mobility congestion relief. However, the objective of congestion relief and achieving LOS D conditions is sought in the subsequent analysis. If solely charged with LOS improvement, it may result in conflicts with cut-through traffic reduction or implementation of complete streets and multi-modal mobility systems.

Potential Transportation System Improvements to Reduce Congestion

As new land uses build out locally and regionally, additional traffic will be added to the local circulation network, resulting in more congestion and more roadways and intersections exceeding City LOS standards. As noted earlier, much of the existing and projected future congestion is the result of cut-through traffic from regional (i.e., non-City) sources, which will also increase in the future. The following improvements will reduce the anticipated traffic congestion.

Intersection Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 38 intersections will not meet the minimum level

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

Table 4.A: Select Link Analysis for High Volume Roadway Corridors under General Plan Build-Out Conditions

	Roadway Segment	Functional Classification	% of Traffic Internal to the City	% of Traffic External to the City (Cut-through Traffic)
Segments on Etiwanda Avenue				
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	57%	43%
Segments on Country Village Road				
16	Philadelphia Avenue to SR-60 WB Ramps	4-Lane Major	46%	54%
Segments on Van Buren Boulevard-East Mission Boulevard				
32	Bellegrave Avenue to Jurupa Road	8-Lane Expressway	21%	79%
Segments on Mission Boulevard				
46	Valley Way to Riverview Drive	4-Lane Arterial	81%	19%
Segments on Bellegrave Avenue				
50	Wineville Avenue to Etiwanda Avenue	4-Lane Major	60%	40%
Segments on Valley Way-Armstrong Road				
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	66%	34%
Segments on Limonite Avenue				
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	58%	42%
Segments on Rubidoux Boulevard				
77	SR-60 WB Ramps to Market Street	4-Lane Major	80%	20%
Segments on Sierra Avenue				
80	West of Armstrong Road	4-Lane Secondary	42%	58%
Segments on Market Street				
81	East of Rubidoux Boulevard	2-Lane Major	50%	50%

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

of service standard. To support the current Land Use Element, the following improvements to the intersections are recommended:

- **I-15 Southbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **I-15 Northbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **Wineville Road/Mission Boulevard:** Install a traffic signal.
- **Wineville Road/Riverside Drive:** Install a traffic signal.
- **Wineville Avenue/Road/Cantu-Galleano Ranch Road:** Optimize the signal timing.
- **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Bellegrave Avenue:** Optimize the signal timing.
- **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
- **Country Village Road/Philadelphia Avenue:** Optimize the signal timing.
- **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
- **Van Buren Boulevard/Van Buren-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.
- **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
- **Pedley Road/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
- **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
- **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
- **Pedley Road/Jurupa Road:** Install a traffic signal.

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- **Pedley Road-Morton Avenue/Limonite Avenue:** Optimize the signal timing.
- **Pyrite Street/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pyrite Street/SR-60 Eastbound Ramps:** Install a traffic signal.
- **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane.
- **Van Buren Boulevard/Clay Street:** Optimize the signal timing.
- **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
- **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.
- **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
- **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
- **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-phasing to protected phasing. No other improvements are feasible due to right-of-way constraints.
- **Rubidoux Boulevard/Market Street:** Add overlap phasing to the northbound right-turn lane, reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Rubidoux Boulevard/SR-60 Eastbound Ramps:** Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
- **Rubidoux Boulevard/Mission Boulevard:** Restripe the south leg to accommodate separate northbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.

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- **Bellegrave Avenue/Cantu-Galleano Ranch Road:** Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

Table 4.8 illustrates the General Plan Build-out conditions with the recommended intersection improvements. Level of service worksheets are included in Appendix C. Figures 4.1-1 and 4.1-2 illustrate the resulting intersection geometrics. With implementation of the above improvements, 9 intersections will continue to operate at deficient LOS.

Roadway Segment Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, nine roadway segments will not meet the minimum level of service standard. Based on discussion with City staff, no additional improvements are recommended other than the ones listed in chapter 3 under General Plan Build-out conditions. This is due to right-of-way constraints and the City's endeavor to maintain its rural character as well as to discourage cut-through traffic on local streets.

Traffic Calming Measures

The City has expressed a goal of reducing cut-through volume and calming traffic on many corridors throughout the City. Traffic calming is defined as a "combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." The goals of traffic calming may include creating safe and attractive streets, helping to reduce the negative effects of motor vehicles on the environment, incorporating the preferences and requirements of the people using the streets/intersections, and promoting pedestrian, bicycle, and transit use. Traffic calming can slow speeds for motor vehicles, reduce collision frequency, reduce cut-through motor vehicle traffic, and increase access for all modes of transportation. These traffic calming measures can be physical, such as bulbouts or speed bumps, or can they can be programs to warn, guide, or inform. Some basic measures include:

- Safety Education Programs;
- High-Visibility Crosswalks;
- Pavement Striping;
- Gateways;
- High-Visibility Signs; and
- Bulbouts.

It is noted that implementation of these strategies and devices can slow speeds and increase congestion. Therefore, a balance needs to be determined by corridor on the primary objective; congestion reduction versus traffic calming.

Safety Education Programs

Safety education programs are an important component of a traffic calming program because they include efforts to make the public more aware of its own driving behavior and the impact it has on others. Pedestrian and bicycle safety programs alert and educate pedestrians and bicyclists on road safety. Driver safety information and education can help improve driver behavior.



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Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	24.2	C
4	I-15 NB Ramps/Limonite Avenue	Signal	34.8	C	36.0	D
5	Wineville Avenue/E Mission Boulevard	Signal	11.9	B	25.5	C
6	Wineville Avenue/Riverside Drive	Signal	18.3	B	24.8	C
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.2	D	30.4	C
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	49.6	D	79.3	E
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	Signal	38.2	C	92.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	88.3	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	48.0	D	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	54.6	D	50.4	D
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	47.2	D
23	Country Village Road/SR-60 Westbound Ramps	Signal	42.6	D	39.0	D
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.2	C	40.3	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	Signal	45.3	D	53.0	D

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	Signal	31.4	C	38.6	D
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	Signal	30.3	C	27.6	C
31	Pedley Road/SR-60 Eastbound Ramps	Signal	14.4	B	19.3	B
32	Bellegrave Avenue/Mission Boulevard	Signal	28.6	C	50.6	D
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	Signal	27.5	C	26.1	C
35	Van Buren Boulevard/Van Buren-Jurupa Connector	Signal	19.3	B	26.9	C
36	Pedley Road/Jurupa Road	Signal	10.8	B	9.9	A
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard /Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	42.4	D	54.0	D
40	Pyrite Street/SR-60 Westbound Ramps	Signal	20.6	C	17.0	B
41	Pyrite Street/SR-60 Eastbound Ramps	Signal	17.2	B	25.3	C
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	54.7	D	52.1	D
44	Van Buren Boulevard /Clay Street	Signal	46.7	D	48.5	D
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	37.1	D	48.1	D
47	Camino Real/Limonite Avenue	Signal	49.9	D	49.9	D
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	34.0	C	43.7	D
49	Valley Way/Jurupa Road	Signal	21.3	C	22.1	C
50	Armstrong Road/Sierra Avenue	Signal	71.1	E	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	88.1	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F

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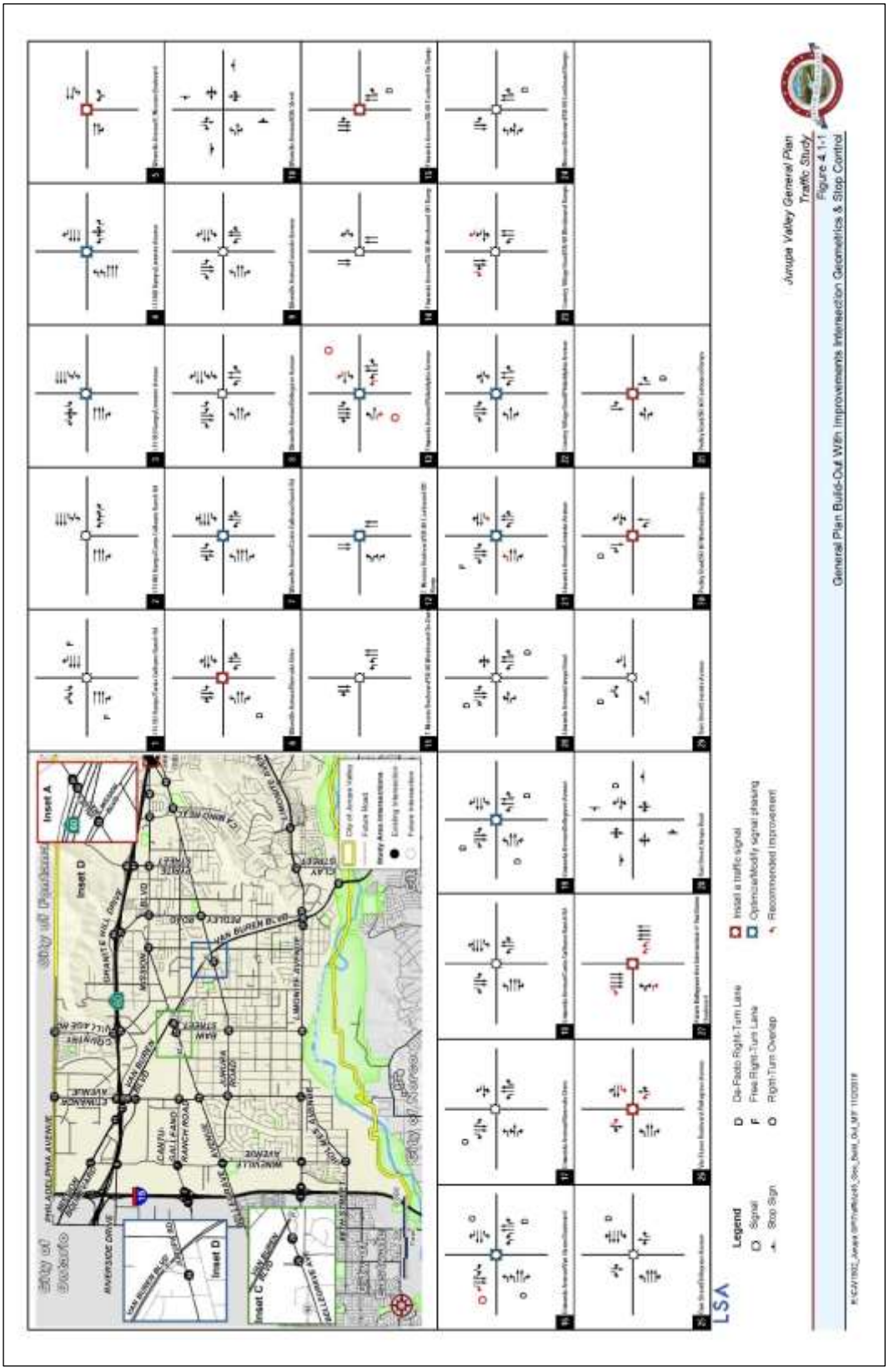
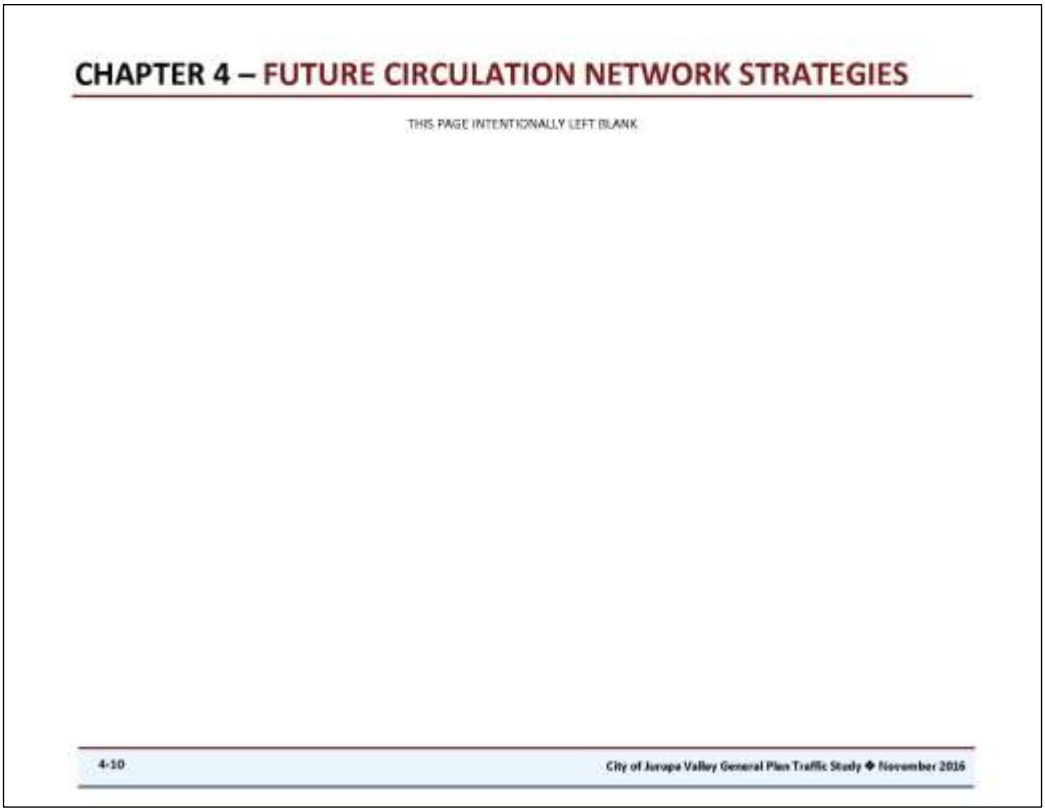
Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
53	Valley Way/Mission Boulevard	Signal	97.2	F	49.8	D
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	53.4	D	54.0	D
57	Rubidoux Boulevard/Market Street	Signal	40.3	D	66.6	E
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	41.3	D	35.7	D
61	Rubidoux Boulevard/Mission Boulevard	Signal	55.0	D	54.3	D
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	Signal	30.2	C	43.2	D

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard


Jurupa Valley General Plan
Traffic Study
Figure 4.1-1
General Plan Build-Out With Improvements Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
De-Facto Right-Turn Lane
Free Right-Turn Lane
Right-Turn Overlap
Install a traffic signal
Optimize/Modify signal phasing
Recommended Improvement
LSA
Inset A
Inset D
Inset C
City of Jurupa Valley
City of Jurupa Valley
Future Road
Study Area Intersections
Existing Intersection
Future Intersection



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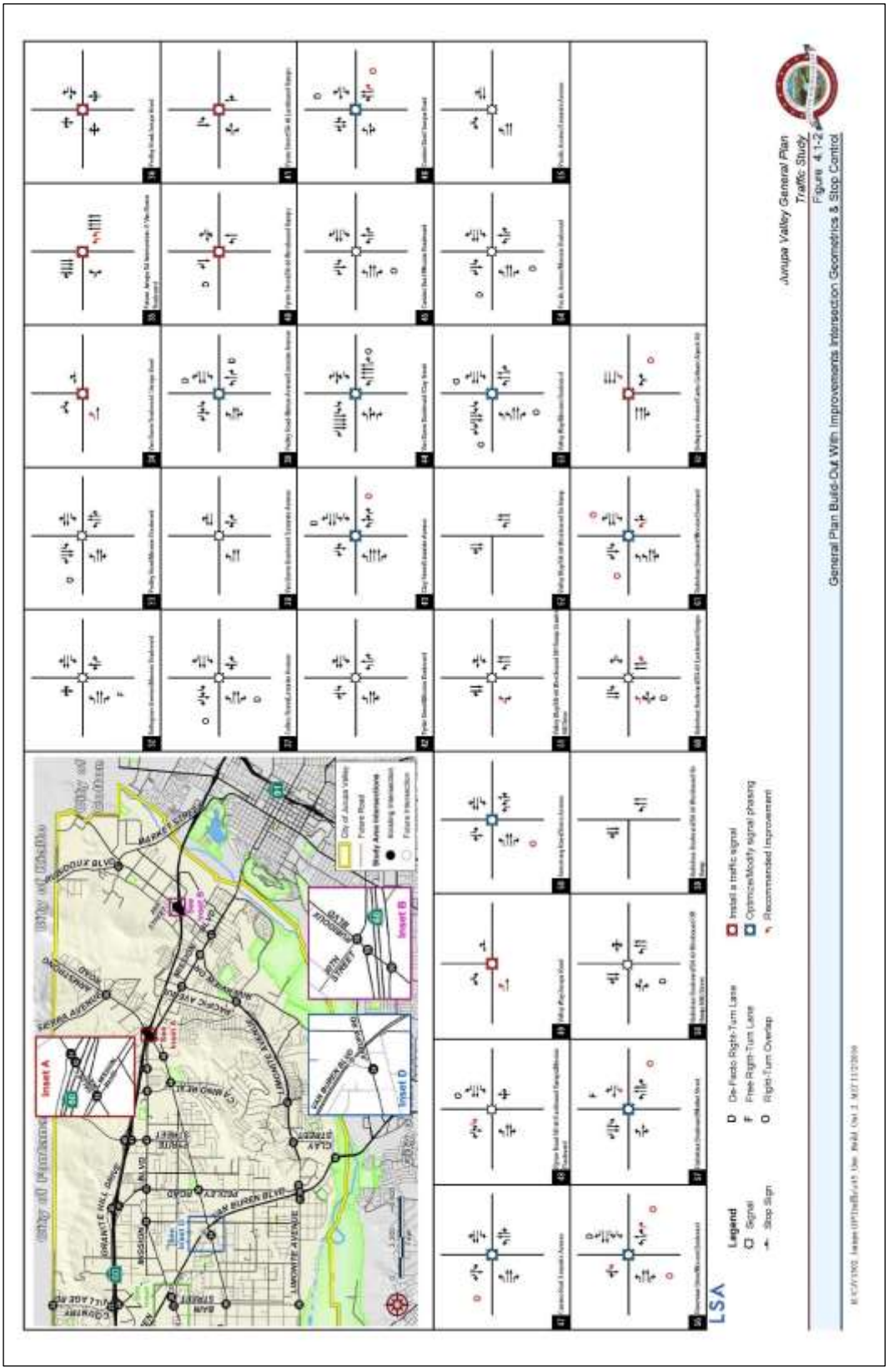
4-10 City of Jurupa Valley General Plan Traffic Study ◆ November 2016


Jurupa Valley General Plan
Traffic Study
Figure 4.1-2
General Plan Build-Out With Improvements Intersection Geometrics & Stop Control
Legend
Signal
Stop Sign
D De-Facto Right-Turn Lane
F Free Right-Turn Lane
O Right-Turn Overlap
Install a traffic signal
Optimize/Modify signal phasing
Recommended Improvement
LSA
Inset A
Inset B
Inset C
Inset D

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High Visibility Crosswalks

High Visibility Crosswalks include striped patterns, pavement lights, improved signing, and/or advance flashing beacons to improve the visibility of the crosswalk. These crosswalks are applicable on local streets where speed control and pedestrian crossing designation is desired. The benefits can include discouraging cut-through traffic since they may slow traffic and increase driver awareness of crosswalks; they also require minimal maintenance.





Gateways

Gateways are special entrances that reduce the width of the travel way through the use of islands and are usually placed on roadways to narrow each direction of travel and interrupt the path along the center of the roadway. Gateways tend to be highly visible to motorists to notify a change in the roadway, may discourage cut-through traffic, and can help slow traffic.



Pavement Striping

Pavement Striping is used to create narrow lanes, which gives the impression of a narrow street. This makes motorists feel restricted, which helps reduce speeds. Striping can be at curb end or in the middle of the street to create a median. It is most applicable to long, wide residential streets where speeding traffic could occur. Pavement striping is easy to install and modify with relatively low cost implementation.

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High Visibility Signs

High visibility signs may include larger speed limit signs on the streets to ensure visibility to motorists. This measure is a basic method aimed at slowing traffic through visual reminders of the speed limits or other regulations. They can be applied to most streets that may have speeding issues and provide context for enforcement efforts.





Bulbouts

Bulbouts can reduce traffic speed and improve pedestrian safety. Bulbouts are simply intersection curb extensions that extend past the parking lanes, but not into the bicycle or through lanes. Bulbouts provide an entry or gateway statement into activity areas or where high volumes of pedestrians are present. Entering an area where a bulbout is present provides a clear difference between the arterial function and a local pedestrian activity area.

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Bulbouts also enhance the visibility of the pedestrian because they physically permit the pedestrian closer to the travel lanes, especially where parking is permitted, and allow the pedestrian to be seen more easily by the driver. They also constrict traffic flow through reduced lateral clearance. This reduction affects travel speed along the corridors and improves safety for both pedestrians and vehicles.

Bulbouts change the turning radius at the intersection, which reduces turning speed and vehicle and pedestrian conflicts. They also reduce the time it takes pedestrians to cross from curb to curb. This reduction in pedestrian crossing time consequently reduces the time the pedestrian is exposed to moving vehicles.

Bulbouts can be an extremely positive visual and aesthetic enhancement. Features such as pedestrian lighting, planters, and benches create a focal point for pedestrian activity and change the character of the intersection from automobile to pedestrian. It should be noted that care must be taken when aesthetically enhancing bulbouts so that the enhancements do not block sight distances and create accident problems.

Speed Reduction Measures

Speed Reduction measures are traffic control devices and roadway design features primarily designed to slow traffic. They are employed when the use of basic measures cannot effectively address speeding issues. Speed reduction measures are often used in conjunction with basic measures, and may have a limited effect on traffic volume as well.

Some speed reductions measures include:

- Speed Humps;
- Raised Crosswalks;
- Raised Intersections;
- Roundabouts;
- Mid-Block Chokers;
- Medians;
- Major Bulbouts; and
- Chicanes.

Speed Humps

Speed Humps are areas of pavement raised 3–4 inches in height over a minimum of 12 feet in length. The combination of different heights, lengths, and approach ramps will affect the speed a vehicle can comfortably go over the hump. Speed humps are marked with signs and pavement markings. Speed humps are applicable on local streets where speed control is desired or where cut-through traffic is to be discouraged and can help slow traffic. Speed humps are not recommended for use on streets designated as primary response routes for emergency vehicles.



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Raised Crosswalks

Raised crosswalks are flat-topped speed humps, built as pedestrian crosswalks, with vehicle ramps on the approaches. This type of crosswalk is applicable to local streets where speed control and pedestrian crossing designation are desired. It can be an effective safety tool near schools and recreation facilities and can also be used to discourage cut-through traffic. Raise crosswalks are well-marked and may contain special paving or textures.



Raised Intersections

Raised intersections are flat-topped speed humps built over the entire area of intersecting streets at curb height, creating a flat surface over the entire intersection area. Raised intersections are constructed with ramps on all vehicle approaches. They are often constructed with textured materials on the flat sections and approach ramps are commonly used in area-wide traffic calming installations. Raised intersections can be applicable to arterial and collector streets where speed control and pedestrian crossing designation are desired. They can be an effective safety tool near schools and recreation facilities and can also be used to discourage cut-through traffic.



Roundabouts

The use of roundabouts as an alternative to conventional stop and signal control intersections is becoming increasingly popular in the United States. Studies conducted by the insurance industry have determined that these types of intersections result not only in a significant decrease in automobile traffic at an intersection, but also a reduction in pedestrian accidents as well.

At a conventional intersection, the pedestrian faces four potential vehicle conflicts:

- Crossing movements on red (typically high-speed, illegal);
- Right turns on green (legal);
- Left turns on green (legal for protected-permitted or permitted left-turn phasing); and
- Right turns on red (typically legal).

Pedestrians at roundabouts, on the other hand, face two conflicting movements on each approach:

- Conflict with entering vehicle; and
- Conflict with exiting vehicle.

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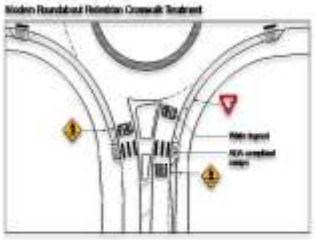
The crossing of the roundabout is relatively simple. The pedestrian waits for a gap in traffic and crosses from the curb to the splitter island that provides protection, and then crosses from the splitter island to the far curb when another gap in traffic occurs. Crossing in two steps halves the vehicle exposure for each segment. In addition, safety is improved because the vehicles are forced to go slower through the roundabout than at a conventional intersection. The modern roundabout pedestrian crosswalk treatment consists of:

- ADA Compliant Ramps;
- Conventional Crosswalk Striping;
- Raised Splitter Island Pedestrian Pass Through and Refuge;
- Pedestrian Crossing Sign;
- Yield Street Markings; and
- Yield Signs.



Typically, the crosswalk is placed approximately one car length from the yield bar to permit the pedestrian to safety walk behind a vehicle that is awaiting a merge into the roundabout when traffic permits.

Mid-Block Chokers

Chokers are raised islands in the parking zone that can be detached from the curb line to allow for drainage. Mid-block chokers narrow the roadway and are most applicable on wide streets with speeding and cut-through traffic concerns.



Medians

Medians are raised islands in the center of the roadway that separate traffic directions. Medians are used on wide streets to narrow the travel lanes and slow vehicle speeds, interrupt sight distances down the center of the roadway, and ease pedestrian crossings.

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Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. To prevent drivers from taking a straight line through the feature, it is recommended to shift the alignment of at least one lane width and to have deflection angles of at least 45 degrees. This type of alignment can be applied to any street where speed control is desire, provided the street is wide enough to accommodate the curvilinear design.



Volume Control Measures

Volume Control Measures are traffic control devices and roadway design features primarily designed to discourage residential street cut-through traffic. They are used when it has been found that traffic volumes exceed established thresholds. Volume reduction devices can be used by themselves or in conjunction with basic and/or speed measures. Some common volume reduction measures include:

- Diverters;
- Partial Closures; and
- Full Street Closures.

Diverters

Diverters are raised barriers placed diagonally across an intersection blocking through movement. They are usually staggered to create circuitous routes through neighborhoods. Diverters are most applicable to local streets where cut-through traffic is a major concern.



Partial Closures

Partial closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are used in sets to make

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travel through neighborhoods with gridded streets circuitous rather than direct. That is, they are not lined up along a border that would preclude through movement, but instead are staggered, which leaves through movement possible but less attractive than alternative routes.



Full Street Closures

Full street closures are barriers to close the street completely to through traffic, with access limited to pedestrians and bicyclists. They are usually called cul-de-sacs or dead ends and can consist of landscaped islands, walls, gates, or other obstructions that leave an opening smaller than the width of a car. Street closures are most commonly used for eliminating cut-through traffic, but can have an adverse effect on emergency response.



Intelligent Transportation Systems (ITS)

ITS are technology improvements that improve traffic flow and minimize disruptions to travel. ITS type projects can include sophisticated traffic signal systems designed to manage speed, dynamic message signs, incident management cameras, weather stations, highway advisory radio, transit automatic vehicle location, and video surveillance.

Adaptive Traffic Control Systems (ATCS)

Improving traffic operations on major thoroughfares within the City of Jurupa Valley through implementation of ITS could help alleviate traffic congestion. ATCS attempts to modify the coordination of many traffic signals to prevailing traffic conditions in real-time. All techniques rely on traffic-detection equipment and a central computer monitoring station that uses the collected data to optimize traffic signal coordination and timings to provide more efficient cycle-lengths and green-times.

Several jurisdictions nationwide have implemented their own ATCS in recent years. The most notable implementation in Southern California is the system developed by Los Angeles Department of Transportation (LADOT) for the City of Los Angeles. The ATCS automatically adjusts traffic signal timing at 375 intersections within the City of Los Angeles in

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response to real-time traffic demands. The evaluation results published by LADOT show that the ATCS reduced travel time by 12.7 percent, decreased average stops by 31 percent, and lowered average delay by 21.4 percent (*Preliminary Evaluation Study of Adaptive Traffic Control System, Banerjee, Frances T, City of Los Angeles Department of Transportation, July 2001*). ATCS can be used by the City of Jurupa Valley for improvement of traffic congestion along major thoroughfares within the City.

Transportation Demand Management

Transportation Demand Management (TDM) is a strategy to increase the efficiency of a transportation system by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. The goal of TDM is to reduce auto trips by increasing travel options through incentives to encourage individuals to modify their travel behavior. The cumulative impact of TDM strategies can have an impact on travel behavior, system efficiency, and SOV rates. TDM programs can be implemented by employers or public agencies. Employer based TDM strategies can reduce vehicle trips by providing employees with incentives, information, and additional transportation options to commute through other modes than SOV, to commute during off-peak times of day, or eliminate certain work trips altogether. Employer based strategies may include:

- Instituting parking charges;
- Unbundling free or subsidized parking from employee benefits;
- Providing free days of parking for employees who carpool/vanpool;
- Transit Subsidies: Provision of subsidized transit passes/vanpool fares, or shuttle services;
- Bike/Walk Facilities: Secure workplace parking for bikes, and shower and locker facilities;
- Preferred Parking for Carpools: Provision of preferred parking spaces for Carpool/Vanpool vehicles;
- Vanpools, Shuttles, and Car-sharing: Provision of free vanpool vehicles, shuttle services, or car sharing programs for employees to reduce private vehicles;
- Telecommuting: Allow employees to work from home or a non-office location one or more days a week;
- Compressed Workweek: Enabling employees to compress regularly scheduled hours into fewer work days per week; and
- Flexible Schedule: Allowing employees to offset work hours from the typical 9–5 standard and shift commute travel to off-peak hours.

Establishment of a trip reduction ordinance by the City could encourage non-SOV modes such as public transit, vanpools, carpools, and bicycles, rather than SOV. Also, a trip reduction ordinance could encourage alternate work hours that serve to reduce the typical peak demand upon the street network, parking facilities, and transit systems. The trip reduction ordinance could apply to non-residential development projects, which would be required to reserve and designate preferential parking spaces for carpool vehicles, provide employees with commuter-matching services and trip reduction information, and provide bicycle parking facilities and other non-automobile enhancements.

Transit Pass Programs

A growing number of transit agencies have been teaming with employers, universities, developers, and residential neighborhoods to provide universal transit passes. These passes provide unlimited rides on local or regional transit providers for low monthly fees, often absorbed by employers, schools, or developers. This strategy could increase the number of transit ridership and reduce SOV and congestion.

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

Safe Routes to School

The Safe Routes to School program focuses the development of safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, thereby reducing vehicle traffic during the peak pick-up/drop-off times throughout the City. The City can work with local school districts to identify potential safe routes to schools and establish safe drop-off/pick-up zones. The City could also inform and involve local residents to aid in researching the most viable routes and inventorying existing facilities to identify deficiencies and safety problems. The result is the identification of public improvements to enhance safe and effective walking and bicycling activity to and from each school and can include the maps for each school that shows the preferred routes.

Complete Streets

A complete street is one that works for all travel modes, including motorists, transit, bicyclists, and pedestrians. A complete street policy ensures that the entire right-of-way is routinely designed and operated to enable safe access for all users. While the definition of a complete street is universally applicable, the design of complete streets is variable. Each street has unique characteristics that make it distinctive from another. Therefore, a complete street in a rural area will look quite different from a complete street in a highly urban area. However, both streets are designed to balance safety and convenience for everyone using the road.

Elements that may be found on a complete street include sidewalks, bike lanes, crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulbouts, and more. The following outlines the characteristics of "typical" complete streets in an urban and rural setting.

- **Rural.** Rural roadways provide unique design challenges to develop complete streets. Rural streets typically have low traffic volume and the traffic lanes serve as multi-modal pathways often accommodating pedestrians, bicyclists, and motorists. These types of streets typically lack sidewalks and few pedestrians use these routes. Streets may be striped in order to provide the best use of the right-of-way and not limit mobility. Rural complete streets provide adequate shoulders (at least 5 feet) for use by bicyclists. Ideally, the shoulder should be 8 feet wide to allow a vehicle to pull off the roadway in an emergency.





- **Urban.** Urban streets are utilized to access mixed use and commercial areas. These streets typically carry a higher volume of traffic and have more pedestrians and bicyclists present. Transit is an active component of these areas and intermodal connections are prioritized.

  There are many different types of streets found in urban settings. Recommended standards for different types of urban streets are outlined below. These standards include provisions for narrow street widths where low speeds are appropriate, detached sidewalks, bicycle facilities, and shorter block lengths.

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Local Streets

- The maximum width of local residential streets is 30–32 feet (two 7-foot parking lanes and two 8–9 foot travel lanes) depending on the expected travel volume.
- Landscape strips, separating curb from the sidewalk, are required on local residential streets.
- Maximum block length is 600 feet for low-volume residential streets and 800 feet for medium-volume residential streets.
- Six-inch vertical curbs are required.







Collector Streets

- Landscape strips, separating curb from the sidewalk, would be required on most new streets.
- Maximum block length is 1,000 feet for collector streets.
- On streets with on-street parking, bulbouts are encouraged at intersections to reduce the crossing distance for pedestrians and discourage speeding through intersections.
- Roundabouts should be considered where residential streets intersect and ultimate combined volume will exceed 1,000 vehicles daily or where the unimpeded distance on any of the approaches not subject to stop control exceeds 600 feet.
- Bicycle lanes should be provided on all collector streets.

Arterial Streets

- Bulbouts would be encouraged at some intersections to reduce the crossing distance for pedestrians and discourage speeding through intersections.
- Maximum block length is 1,320 feet (four intersections per mile). This could be lengthened if bike/pedestrian paths shorten the effective block length for non-auto users.
- Raised medians with turn pockets should be provided.
- Bicycle lanes should be provided on all arterial streets.

Street designs should also take into account the context of the street, that is, the adjacent land uses. Some basic designations include:

- **Commercial Streets:** These streets are typically dominated by autos maneuvering into and out of parking lot driveways in conflict with other flows. The design goal should be to keep these movements orderly by separating the flows using detached sidewalks and marked crosswalks, bicycle lanes and medians with turn pockets.
- **Mixed-Use Streets:** These slower streets have wider sidewalks and parking lanes.
- **Main Streets:** The design goal of these streets is to make pedestrians comfortable so as to encourage them to make use of adjacent land uses.
- **Residential Streets:** The design goal is to allow people to feel comfortable in their neighborhoods. This means keeping speeds low while allowing motorists to get to and from their houses without undue delay.
- **Industrial Streets:** These streets are designed for the movement of trucks and so require wider travel lanes than residential or other roads.

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

Transit Strategies

One of the City of Jurupa Valley's goals is to provide an integrated land use and multi-modal transportation system that meets sustainable regional growth expectations, supports economic vitality, and improves quality of life. To achieve this goal, transit must play a much greater role in providing travel choice within the City. It is recognized that transit service per capita must increase as the region's population increases. Future transit goals within the City should address needs such as increased service frequency and expanded coverage.

The frequency of transit service (the time between buses) is often referred to as headway. The headway for most current transit service in the City is approximately 45 minutes to one hour. With one hour headways, there are very few options for those people who choose to take transit over driving a car. Instead, current transit service primarily serves only the transit dependent, those who do not have any other means of travel. To capture choice riders, the frequency of service must increase to a minimum of half hour headways during peak periods, and preferably 15 minute headways for high demand corridors. If service is direct and available every 15 minutes, then shifts in mode from automobile to transit are likely to occur.

Extended Service Hours

Currently, transit service is available from 6:30 a.m. to 8:00 p.m. on Route 21 and from 5:30 a.m. to 8:30 p.m. on Route 29 during weekdays. Many jobs in the region begin at 6:00 a.m. or earlier. These workers do not have the option to take transit on specific routes. Furthermore, transit-dependent workers may not be able to accept jobs that start early in the morning. Conversely, there are many who work and need transit service after 8:00 p.m. A person may be asked to stay late and not be able to because of the transit schedule. Based on transit service in other cities, extended hours of service from 5:00 a.m. to 10:00 p.m. would be desirable for weekdays. Extending hours to midnight on Friday would also be desirable.

Equestrian/Multi-Purpose Trails

Due to need for a citywide, regionally-integrated trails system, the City intends to prepare a Master Trails Plan following General Plan adoption. This effort will involve a broad cross-section of the community, including other key agencies, such as Riverside County, Jurupa Area Recreation and Parks District (JARPD), Riverside County Flood Control, and the National Park Service. It will build upon an existing vision for a citywide trails system.

A vision has been developed for a Jurupa Valley Multi-Purpose Community Trails System. The system is anticipated to be a network of pedestrian, equestrian and bicycle trails that link Jurupa Valley's eight distinct communities and its many neighborhoods with open space areas, schools, recreation facilities, regional trail connections and local landmarks (e.g., The Discovery Center, Mt. Rubidoux). This vision has been shaped by many community groups and individuals, including the GPAC, Jurupa Valley residents and property owners, the City of Jurupa Valley decision-makers and staff, JARPD, Riverside County Regional Park and Open-Space District, Riverside County Flood Control and Water Conservation District, Inland Empire Resource Conservation District, and others. This vision was initially described by the JARPD, as shown in Appendix 16.0 and includes the following general goals as identified by the JARPD:

a. Review, maintain, and expand community multi-purpose trails system;
b. Develop a safe and interconnected area-wide network of trails that link together destinations and people both locally and regionally;
c. Develop a trails network that provides facilities and programs designed to expand and encourage active recreation and alternative transportation;
d. Enhance, protect, and preserve the environmental quality of open space, waterways, and wildlife habitats;

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

e. Conserve and tell the story of local culture, history, and heritage through interpretive signage;

f. Stimulate economic growth through increased tourism and real property value by developing a region-wide trails network;

g. Promote agency coordination among JARPD and the Cities of Jurupa Valley and Eastvale;

h. Identify street intersections where vehicular traffic and trail user (equestrian/hiking/trail biking) conflicts are present;

i. Coordinate safety solutions for trail street crossings with City of Jurupa Valley Traffic Engineering and Planning Departments;

j. Create an "equestrian friendly" environment the maintains Jurupa Valley's "equestrian lifestyle;"

k. Identify residential neighborhoods where streets are narrow with equestrian trails, and designate them as "equestrian routes" where horses have priority and utilize the street as a trail;

l. Designate trails as two types: Recreational Use trails owned by public agencies and Equestrian Routes that are not developed trails but have been historically used as such;

m. Establish public trail designation through on-site signage program that identifies trail alignments throughout the community by posting signs for all multi-purpose trails, as appropriate;

n. Establish natural trails interpretive signage program;

o. Adopt a Community Multi-Purpose Trails Development Ordinance;

p. Create a trail maintenance and operations program; and

q. Establish a separate funding account for Multi-Purpose Community Trails development.

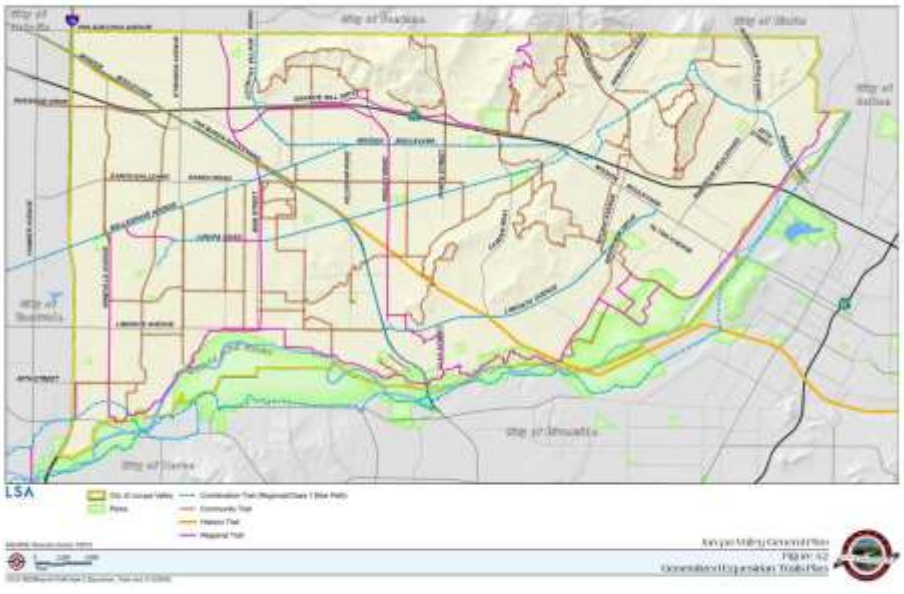
Figure 4.2 illustrates the Equestrian Trails Plan.

Truck Traffic

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City streets.

Figure 4.3 illustrates the existing daily truck traffic on major corridors within the City and shows most of the truck traffic within the City is located in the northern and eastern areas of the City, near the SR-60 corridor. It is anticipated that this trend will likely continue into General Plan Build-out conditions due to the Land Use Element's continued support of heavy industrial areas in the northwestern part of the City. The City is responsible for maintaining an extensive network of low-volume streets and roads in industrial and semi-rural areas to accommodate the transport and delivery of goods.

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES



CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

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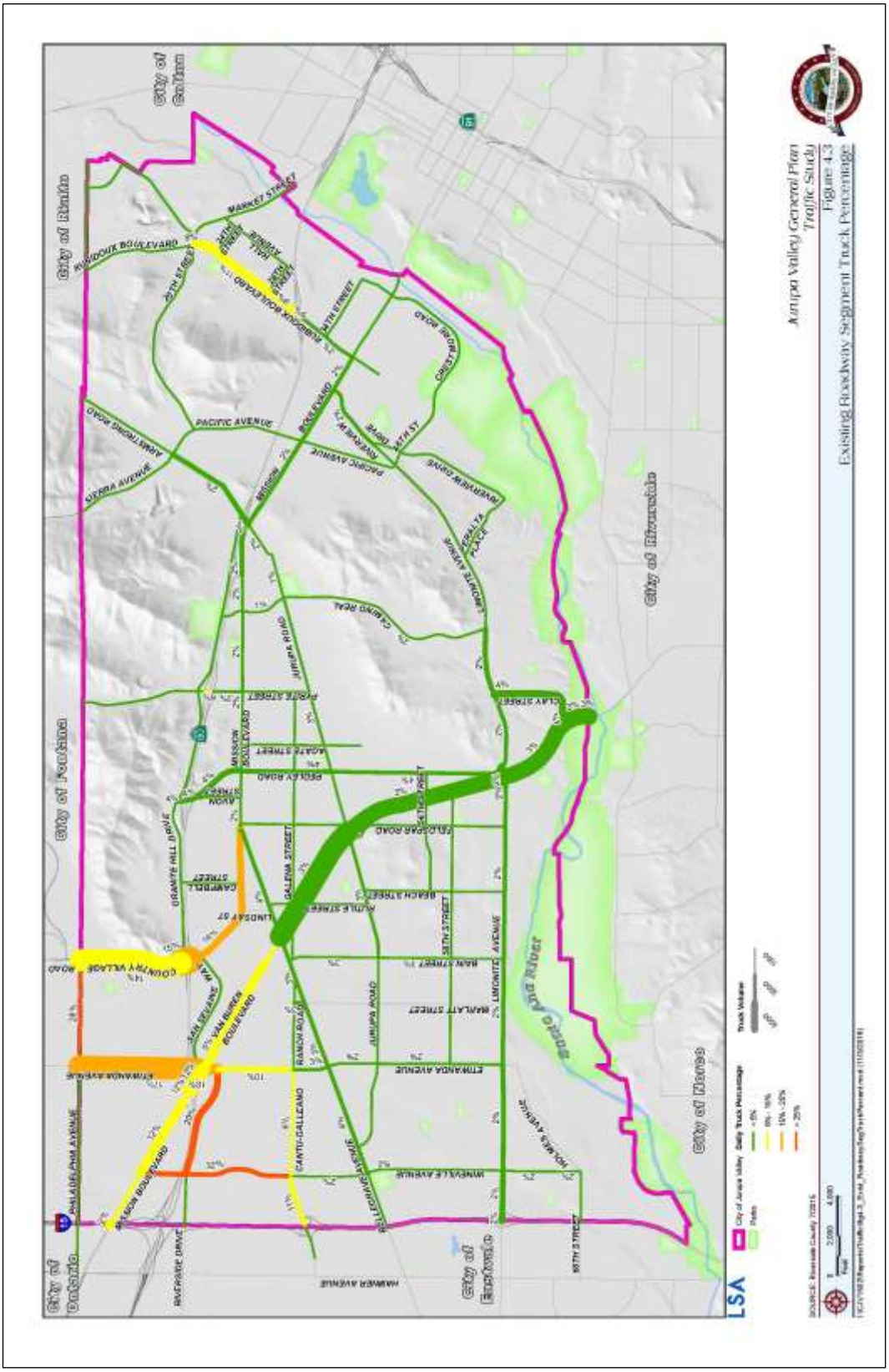
Jurupa Valley General Plan
Traffic Study
Figure 4.3
Existing Roadway Segment Truck Percentage
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Norco
City of Ontario
City of Eastvale
Santa Ana River
LSA

CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

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CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

The proposed Jurupa Valley General Plan Build-out roadway network includes the infrastructure that is feasible to accommodate the vision of the Land Use Element. Figure 5.1 illustrates the City's recommended General Plan Build-out Circulation System based on the General Plan Build-out Traffic Study. Due to constraints that have been identified earlier in this report, improvement to the roadway network has been limited to five major roads as described below.

CHAPTER CONTENTS

- General Plan Build-out Roadway Recommended Improvements
- Recommended General Plan Build-Out Circulation

General Plan Build-out Recommended Roadway Improvements

The General Plan Build-out scenario includes roadway modifications to the existing roadway network based on input from the City of Jurupa Valley to reflect the Jurupa Valley Mobility goals. Following are recommended improvements to the City's roadway network:

- **Etiwanda Avenue:** The roadway segment south of Limonite Avenue is proposed to include a two-lane Secondary roadway bridge extension from 68th Street over the Santa Ana River to Arlington Avenue.
- **Van Buren Boulevard:** The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector.
- **Cantu-Galleano Ranch Road:** The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road.
- **Bellegrave Avenue:** The roadway segment between Mariatt Street and Dodd Street is proposed to realign with Cantu-Galleano Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue.
- **Market Street:** The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a three-lane Major Roadway.

Based on discussion with City staff, no additional improvements are recommended other than the ones listed in Chapter 3 under General Plan Build-out conditions. This is due to right-of-way constraints and the City's endeavor to maintain its rural character as well as to discourage cut-through traffic on local streets.

Recommended General Plan Build-Out Circulation

Roadway Segments

Figure 5.1 illustrates the City's recommended General Plan Build-out Circulation System based on the General Plan Build-out Traffic Study. Following is a description of recommended roadway configuration under General Plan Build-out conditions for all major roadways within the City:

Wineville Avenue/Road is oriented in a north-south direction. Wineville Road from Mission Boulevard to Riverside Drive is a four-lane Major roadway and from Riverside Drive to Bellegrave Avenue is a four-lane Secondary roadway. From Bellegrave to Limonite Avenue, Wineville Avenue is a four-lane Major roadway and from Limonite Avenue to 68th Street it is a three-lane Major roadway.

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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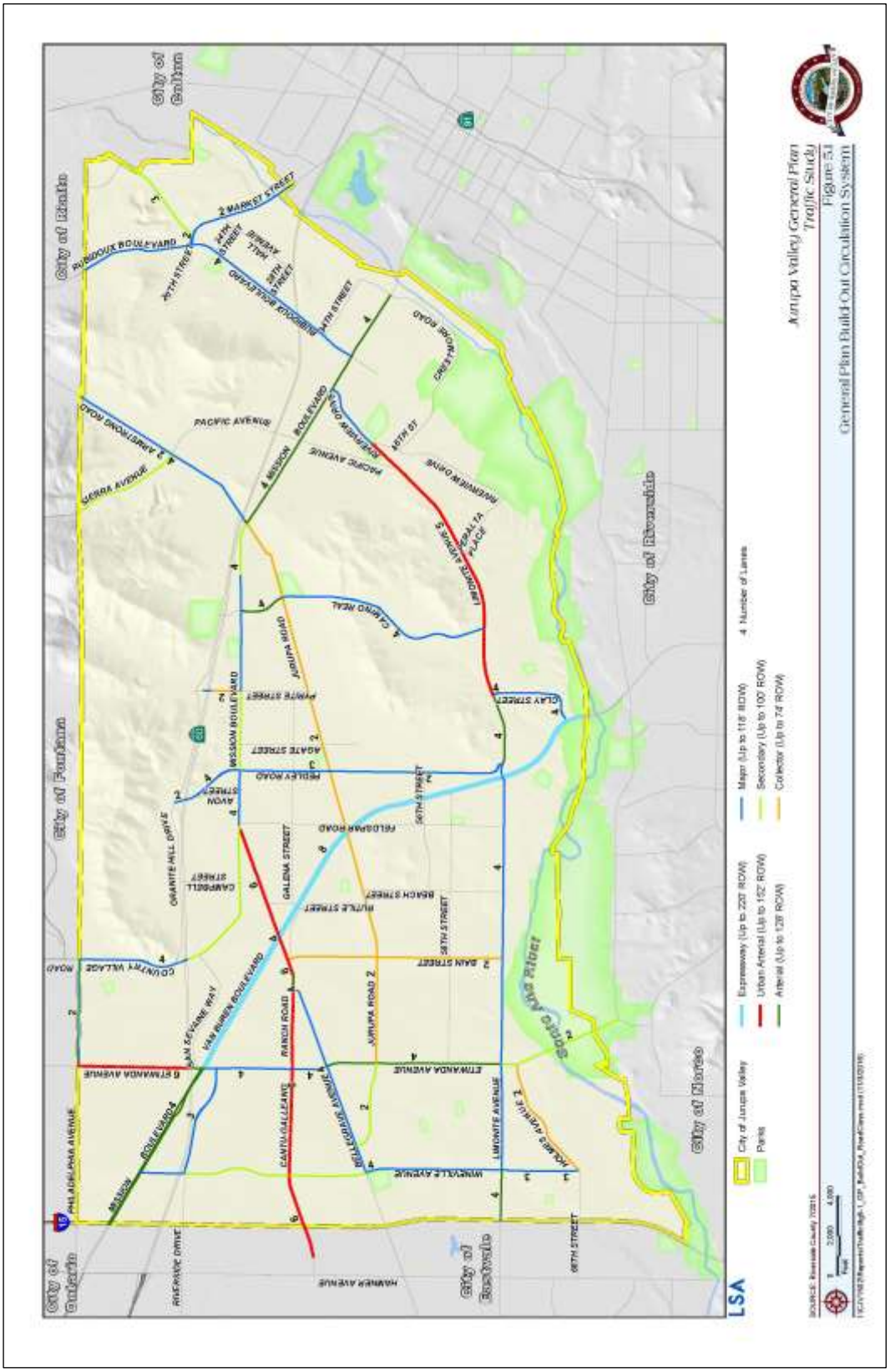
Jurupa Valley General Plan
Traffic Study
Figure 5.1
General Plan Build-Out Circulation System
City of Jurupa Valley
Parks
Expressway (Up to 220' ROW)
Urban Arterial (Up to 152' ROW)
Arterial (Up to 128' ROW)
Major (Up to 118' ROW)
Secondary (Up to 100' ROW)
Collector (Up to 74' ROW)
4 Number of Lanes
City of Jurupa Valley
City of Eastvale
City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Riverside
City of Moreno
Santa Ana River
LSA

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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Etiwanda Avenue is oriented in a north-south direction and is a six-lane Urban Arterial from the northern City limits to SR-60; from SR-60 to Van Buren Boulevard is a four-lane Arterial roadway, from Van Buren Boulevard to Bellegrave Avenue is a four-lane Major roadway, from Bellegrave Avenue to Limonite Avenue is a four-lane Arterial roadway, and from Limonite Avenue to Holmes Avenue is a two-lane Secondary roadway.

Bain Street is oriented in a north-south direction and is a two-lane Collector roadway from Bellegrave Avenue to Limonite Avenue.

Country Village Road is oriented in a north-south direction and is a four-lane Major roadway from Philadelphia Avenue to SR-60.

Pedley Road is oriented in a north-south direction and is a two-lane Major roadway from SR-60 Westbound Ramps to SR-60 Eastbound Ramps, from SR-60 Eastbound Ramps to Mission Boulevard is a four-lane Major roadway, from Mission Boulevard to Jurupa Road is a three-lane Major roadway, and from Jurupa Road to Limonite Avenue is a two-lane Major roadway.

Pyrite Street is oriented in a north-south direction and is a two-lane Major roadway from SR-60 Westbound Ramps to SR-60 Eastbound Ramps, from SR-60 Eastbound Ramps to Mission Boulevard is a four-lane Major roadway, from Mission Boulevard to Jurupa Road is a three-lane Major roadway, and from Jurupa Road to Limonite Avenue is a two-lane Major roadway.

Clay Street is oriented in a north-south direction from Limonite Avenue to General Road and transitions to an east-west direction from General Road to Van Buren Boulevard. Clay Street is a four-lane Major roadway.

Camino Real is oriented in a north-south direction and is a four-lane Arterial roadway from Mission Boulevard to Jurupa Road, and from Jurupa Road to Limonite Avenue is a four-lane Major roadway.

Philadelphia Avenue is oriented in an east-west roadway and is a two-lane Major roadway from Etiwanda Avenue to Country Village Road.

Van Buren Boulevard is oriented in a north-south direction and is a four-lane Arterial roadway from Wineville Avenue to Etiwanda Avenue, and from Etiwanda Avenue to Clay Street is an eight-lane Expressway.

Riverside Drive is oriented in an east-west direction and is a three-lane Major roadway from Wineville Road to Etiwanda Avenue.

Cantu-Galleano Ranch Road is oriented in an east-west direction and is a six-lane Urban Arterial from the I-15 Northbound Ramps to Bellegrave Avenue.

Mission Boulevard is oriented an east-west direction and is a four-lane Secondary roadway from SR-60 Eastbound Ramps to Bellegrave Avenue, from Bellegrave Avenue to Pedley Road is a four-lane Major roadway, from Pedley Road to Pyrite street is a four-lane Secondary roadway, from Pyrite Street to SR-60 Eastbound Ramps is a four-lane Major roadway, from SR-60 Eastbound Ramps to Valley Way is a four-lane Secondary roadway, and from Valley Way to Rubidoux Boulevard is a four-lane Arterial roadway.

Bellegrave Avenue is oriented in an east-west direction and is a four-lane Major roadway from west of Wineville Avenue to Cantu-Galleano Ranch Road, and from Cantu-Galleano Ranch Road to Mission Boulevard is a six-lane Urban Arterial roadway.

Jurupa Road is oriented in an east-west direction and is two-lane Secondary roadway from Bellegrave Avenue to Etiwanda Avenue, and from Etiwanda Avenue to Valley Way is a two-lane Collector roadway.

Valley Way is oriented in a north-south direction and is two-lane Collector roadway from Jurupa Road to Mission Boulevard, from Mission Boulevard to SR-60 is a four-lane Arterial roadway, from SR-60

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

Westbound Ramps to Sierra Avenue is a four-lane Major roadway, and north of Sierra Avenue is a two-lane Major roadway.

Limonite Avenue is oriented in an east-west direction and is a four-lane Major roadway from I-15 Southbound Ramps to I-15 Northbound Ramps, from I-15 Northbound Ramps to Wineville Avenue is a four-lane Arterial roadway, from Wineville Avenue to Etiwanda Avenue is a four-lane Major roadway, from Etiwanda Avenue to Bain Street is a two-lane Major roadway, from Bain Street to Pedley Road is a four-lane Major roadway, from Pedley Road to Clay Street is a four-lane Arterial roadway, from Clay Street to Riverview Drive is a five-lane Urban Arterial roadway, and from Riverview Drive to Mission Boulevard is a four-lane Major roadway.

Rubidoux Boulevard is oriented in a north-south direction and is a four-lane Major roadway from Mission Boulevard to Market Street.

Intersections

As discussed in Chapter 4, the following improvements to the intersections are recommended to support the City's General Plan Land Use Element:

- **I-15 Southbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **I-15 Northbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **Wineville Road/Mission Boulevard:** Install a traffic signal.
- **Wineville Road/Riverside Drive:** Install a traffic signal.
- **Wineville Road/Cantu-Galleano Ranch Road:** Optimize the signal timing.
- **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add a second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Bellegrave Avenue:** Optimize the signal timing.
- **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
- **Country Village Road/Philadelphia Avenue:** Optimize the signal timing.
- **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
- **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.

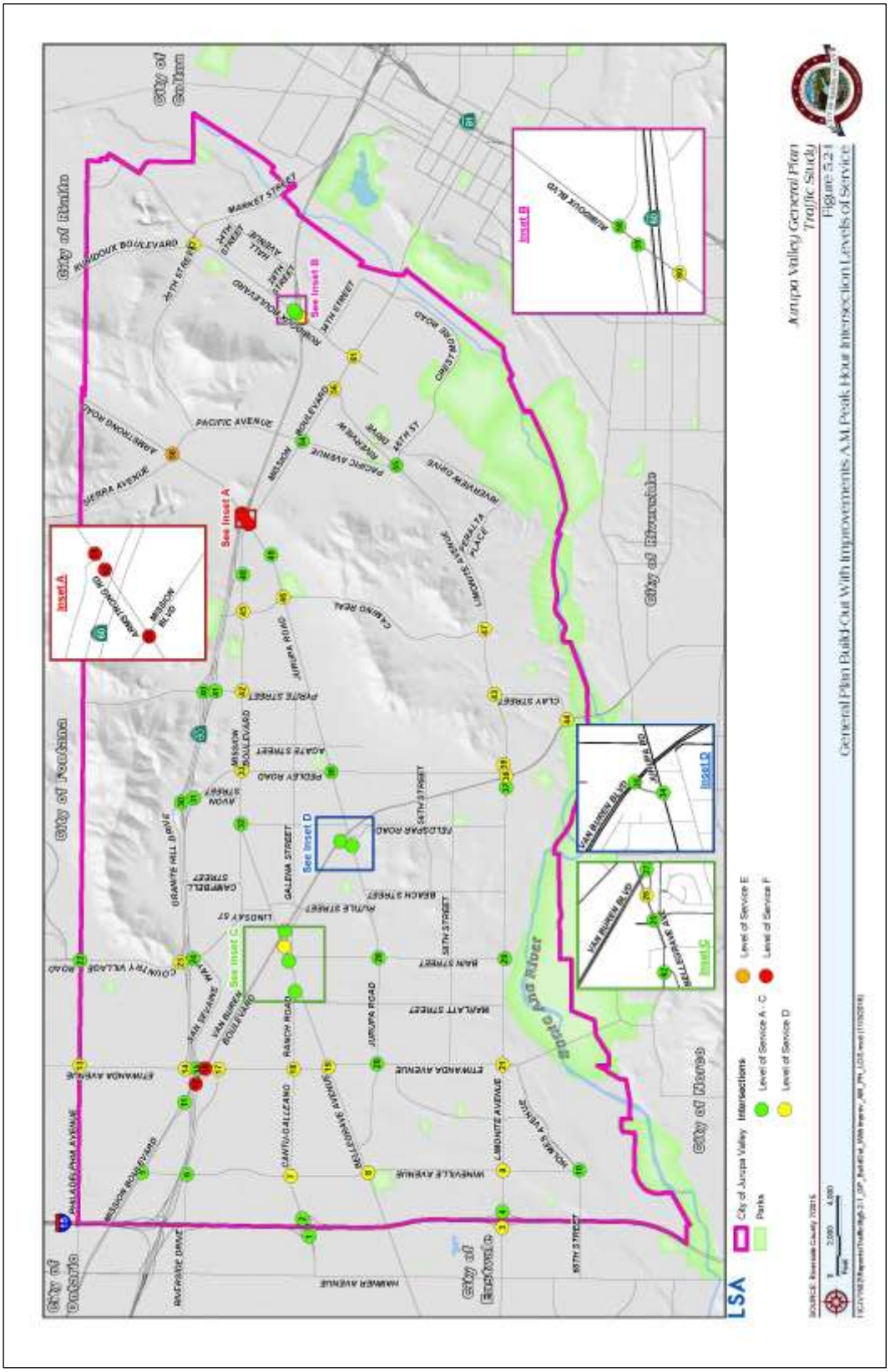
- **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
- **Pedley Road/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
- **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
- **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
- **Pedley Road/Jurupa Road:** Install a traffic signal.
- **Pedley Road-Morton Avenue/Limonite Avenue:** Optimize the signal timing.
- **Pyrite Street/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pyrite Street/SR-60 Eastbound Ramps:** Install a traffic signal.
- **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane.
- **Van Buren Boulevard/Clay Street:** Optimize the signal timing.
- **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
- **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.
- **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
- **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
- **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

phasing to protected phasing. No other improvements are feasible due to right-of-way constraints.

- **Rubidoux Boulevard/Market Street:** Add overlap phasing to the northbound right-turn lane and reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Rubidoux Boulevard/SR-60 Eastbound Ramps:** Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
- **Rubidoux Boulevard/Mission Boulevard:** Restripe the south leg to accommodate separate northbound left-turn lane and through-right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.
- **Bellegrave Avenue/Cantu-Galleano Ranch Road:** Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

Previously referenced Table 4.B illustrates the General Plan Build-Out conditions with the recommended intersection improvements. Previously referenced Figures 4.1-1 and 4.1-2 illustrate the resulting intersection geometrics. Figure 5.2-1 and 5.2-2 illustrate the resulting intersection levels of service with the addition of the above listed improvements at study intersections. With implementation of the above improvements, 9 intersections will continue to operate at deficient LOS.


Jurupa Valley General Plan
Traffic Study
Figure 5.21
General Plan Build-Out With Improvements A.M. Peak Hour Intersection Levels of Service
City of Jurupa Valley
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Level of Service E
Level of Service F
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City of Fontana
City of Rialto
City of Colton
City of Riverside
City of Norco
City of Eastvale
Santa Ana River
Inset A
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CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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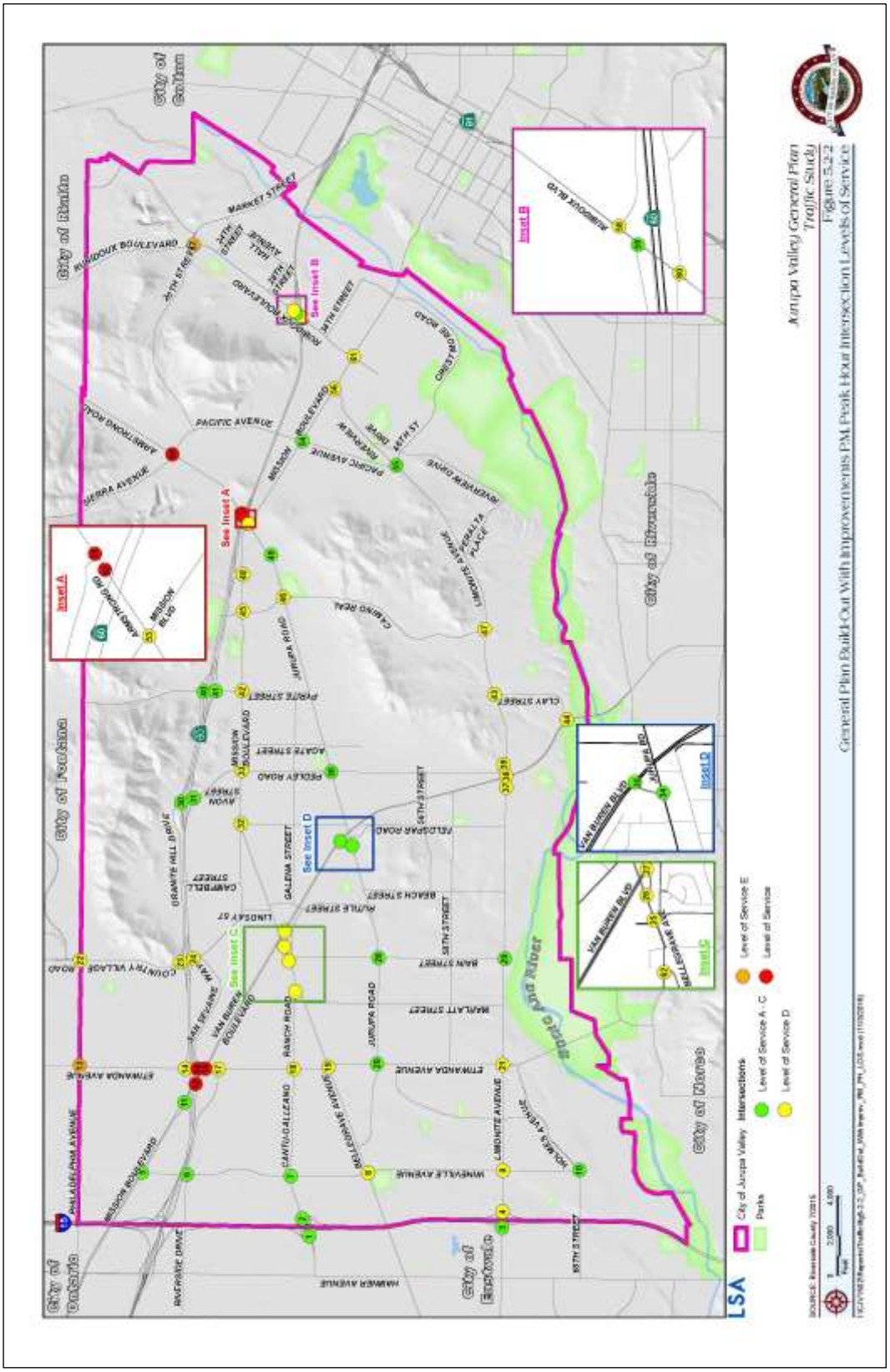
Jurupa Valley General Plan
Traffic Study
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PACIFIC AVENUE
SIERRA AVENUE
ARMSTRONG ROAD
MISSION BOULEVARD
JURUPA ROAD
PEDLEY ROAD
PIERCE STREET
AGATE STREET
CLAY STREET
CRESTMORE ROAD
CASINO REAL
FELDSPAR ROAD
GALENA STREET
BEACH STREET
MAPLE STREET
RAMP STREET
BAKER STREET
VAN BUREN BOULEVARD
RANCHO ROAD
ETIWANDA AVENUE
LIMONITE AVENUE
MERVILLE AVENUE
CANTU-GALLEANO RANCH ROAD
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CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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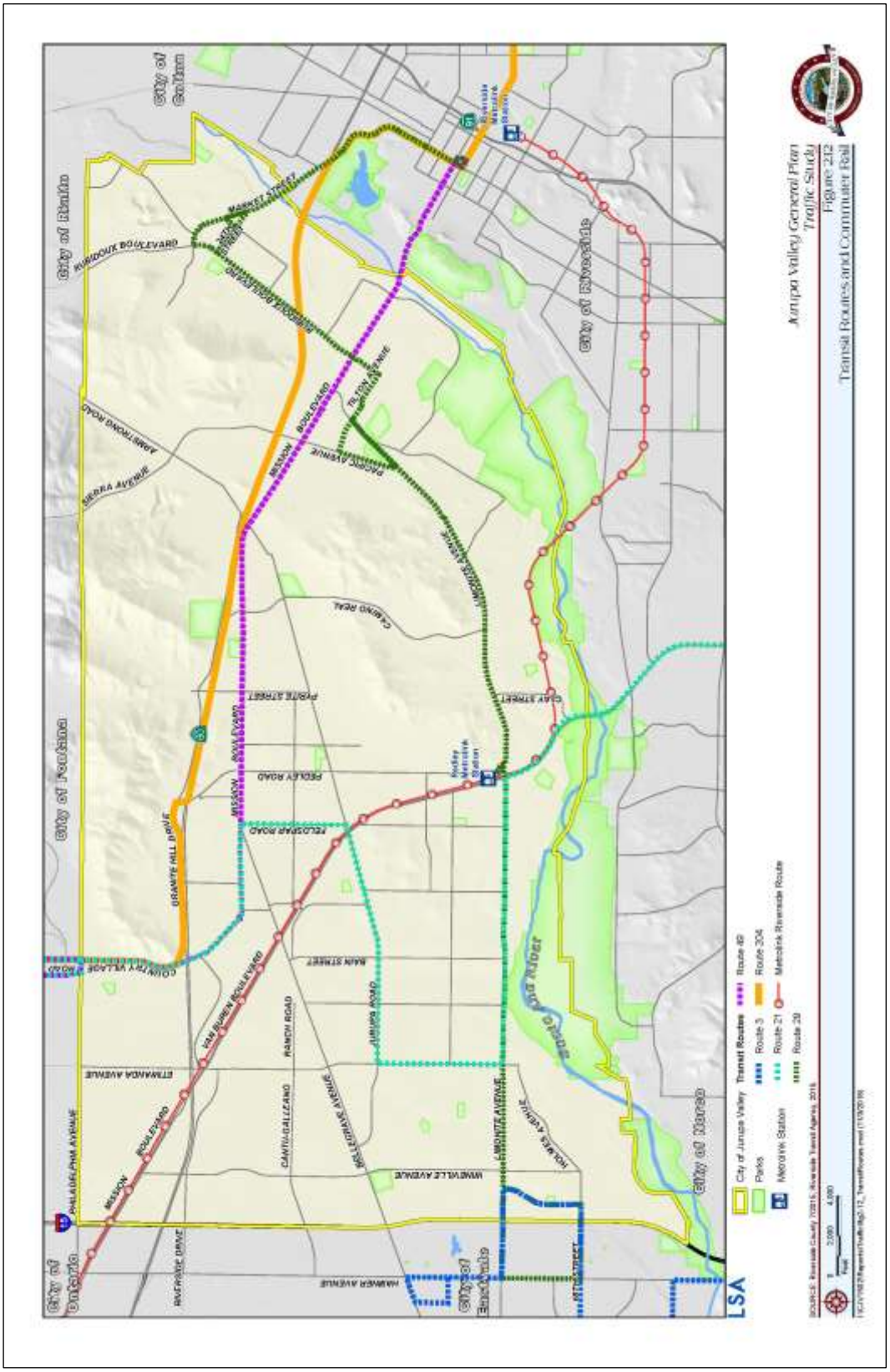
Jurupa Valley General Plan
Traffic Study
Figure 2.12
Transit Routes and Commuter Rail
City of Jurupa Valley
Parks
Metrolink Station
Transit Routes
Route 3
Route 21
Route 29
Route 304
Metrolink Riverside Route
City of Ontario
City of Eastvale
City of Norco
City of Riverside
City of Fontana
City of Rialto
City of Colton
LSA

Noise and Vibration Study

LSA Associates, Inc.

September 2016

NOISE AND VIBRATION STUDY

CITY OF JURUPA VALLEY GENERAL PLAN
CITY OF JURUPA VALLEY, RIVERSIDE COUNTY, CALIFORNIA

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September 2016

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NOISE AND VIBRATION STUDY

CITY OF JURUPA VALLEY GENERAL PLAN
CITY OF JURUPA VALLEY, RIVERSIDE COUNTY, CALIFORNIA

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Planning Department
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LSA

September 2016

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LIST OF ABBREVIATIONS AND ACRONYMS

µin/sec	microinches per second
µPa	micropascals
ADT	average daily traffic
AIA	airport influence area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
Caltrans	California Department of Transportation
City	City of Jurupa Valley
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
ft	foot/feet
FTA	Federal Transit Administration
HP	Horsepower
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
in/sec	inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LSA	LSA Associates, Inc.
L_V	velocity in decibels
mi	miles
NLR	noise level reduction
PDF	Project Design Feature
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
RMS	root-mean-square (velocity)
sf	square feet
STC	Sound Transmission Class
VdB	vibration velocity decibels
VMS	variable message sign

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INTRODUCTION

This noise and vibration study has been prepared to evaluate the potential noise and vibration impacts and mitigation measures associated with the implementation of the proposed General Plan for the City of Jurupa Valley (City). This report discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels under existing conditions; evaluates potential noise impacts associated with the implementation of City's General Plan; and provides mitigation where necessary to reduce noise impacts. This report evaluates the potential for implementation of the General Plan to result in noise impacts in the City and surrounding areas adjacent to the City.

Project Location and Description

The City's 2016 General Plan area constitutes the boundaries of the City of Jurupa Valley, as shown in Figure 1. The City is adjacent to the cities of Eastvale on the west, Norco and Riverside on the south and east in Riverside County, and Ontario and Fontana on the north and east, and the city of Colton on the northeast in San Bernardino County. The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of State Route 60 (SR-60) lies the dramatic sloping terrain of the Jurupa Mountains, that provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Over the years, the Jurupa Valley has consisted of many unincorporated communities.

The City of Jurupa Valley was incorporated in July 2011. The City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10 adopted all ordinances and resolutions of the County of Riverside in effect as of July 1, 2011 (including land use ordinances and resolutions), to remain in full force and effect as City Ordinances. As such, development activities that occur in the City of Jurupa Valley are regulated by the City's current General Plan, which follows Riverside County's General Plan in effect in 2011, as since amended, and Riverside County Zoning Ordinance (Ordinance No. 348) and Subdivision Ordinance (Ordinance No. 460) that were in effect on July 1, 2011, unless otherwise superseded by a City ordinance or resolution.

The City's 2016 General Plan is consistent with and derives its authority from California State law. Once adopted, it becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through Zoning Regulations, adopted standards and other City laws. As required by State law, capital improvement programs, zoning regulations and related land use policies must be consistent with the General Plan.

CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in the environment that it can threaten quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

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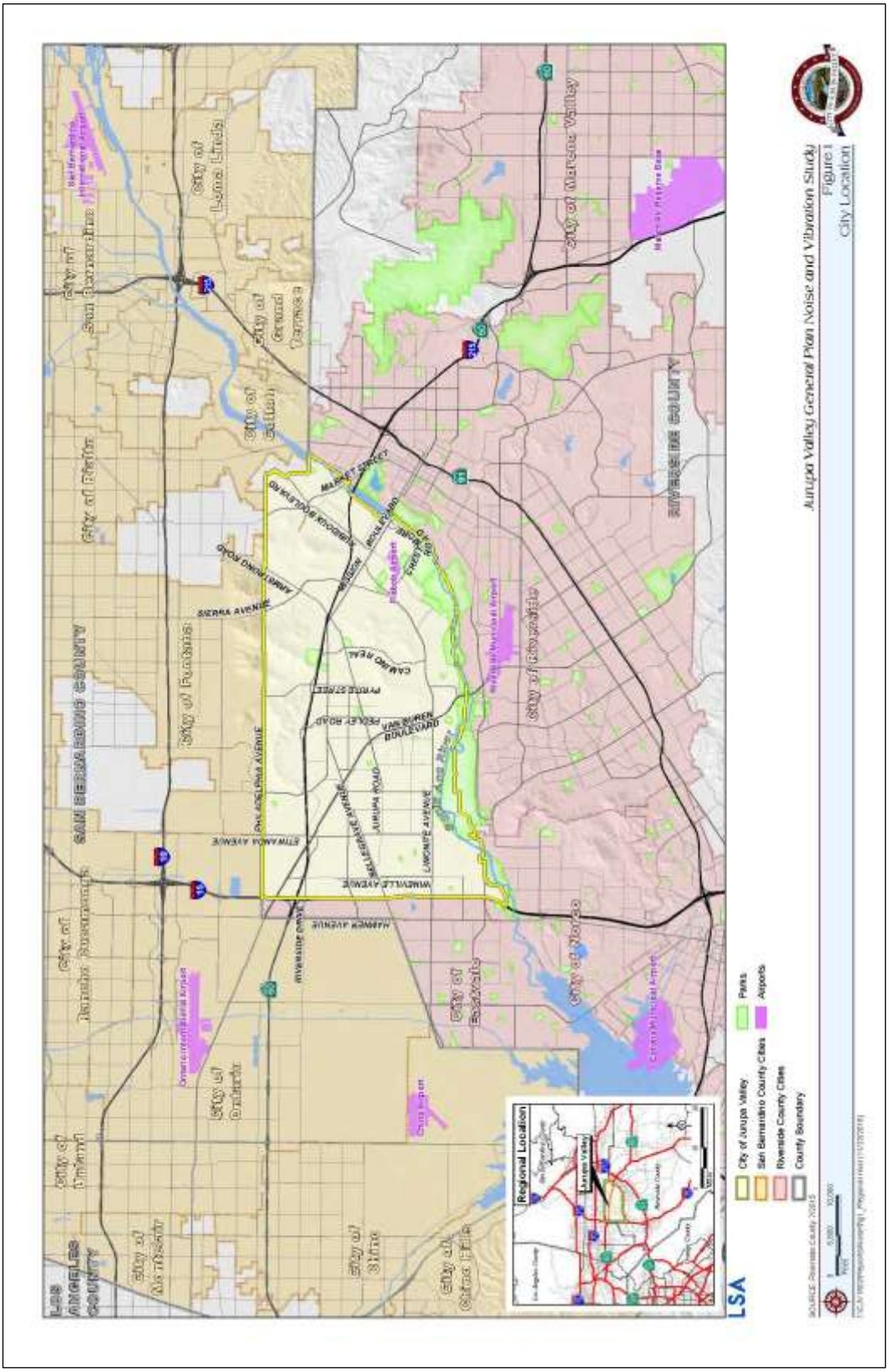
Jurupa Valley General Plan Noise and Vibration Study
Figure 1
City Location
Regional Location
City of Jurupa Valley
San Bernardino County Cities
Riverside County Cities
County Boundary
Parks
Airports
LSA

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To the human ear, sound is technically described in terms of its loudness (amplitude) and pitch (frequency). Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source (noise in a relatively flat environment with absorptive vegetation) decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses both CNEL and L_{dn} noise scales for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)

Table A: Definitions of Acoustical Terms

Term	Definitions
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren, Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	—
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA Associates, Inc. (2015).

Vibration

Vibration refers to groundborne noise and perceptible motion of the earth. Similar to airborne noise, vibration is transmitted in noise-like waves through the earth and solid objects. There are several ways to categorize vibration sources. One way is to divide vibration into natural sources (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and human sources (e.g., explosions, machinery, traffic, trains, and construction equipment). Similar to noise sources, vibration sources can also be described as continuous (e.g., operating factory machinery) or transient (e.g., explosions).

As with noise, ground vibrations can be described by amplitude and frequency. Vibration amplitude is characterized by its displacement, velocity, and acceleration. Displacement is the distance that soil particles travel from their original location as a result of vibration, as measured in inches or millimeters. Velocity is the speed of the soil particles measured in inches per second or millimeters per second. Acceleration of the soil particles is measured in inches per second or millimeters per second. Particle velocity is the most commonly used vibration attribute used to describe vibration. Table C presents the human reaction to various levels of peak particle velocity. Vibrations also vary in frequency. Traffic vibrations generally range in frequencies from 10 to 30 hertz (Hz), and tend to average around 15 Hz. As a point of reference, city buses often generate frequencies around 3 Hz at high vehicle speeds, due to their suspension systems.

Table C: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937–0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992.

Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. However, without the effects associated with the shaking of a building, there is less adverse reaction. Building vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. Building damage is not a factor for normal projects, with the occasional exception of blasting and pile driving during construction or mining. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by up to 10 decibels. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to within about 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Factors that influence groundborne vibration and noise include the following:

- **Vibration Source**: Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- **Vibration Path**: Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver**: Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground versus at ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at a great distance from the track. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

Table D shows the various land use compatibility classifications based on exterior noise levels, and these categories are described as follows:

- **Noise Range I**—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- **Noise Range II**—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
- **Noise Range III**—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- **Noise Range IV**—Clearly Unacceptable: New construction or development should generally not be undertaken.

Table D: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential, low-density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential multifamily	50–60	60–70	70–75	75+
Transient lodging, motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+

Table D: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Actively used open spaces, playgrounds, neighborhood parks	50–67	–	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	–	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	–
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	–

Source: California Department of Health, Office of Noise Control (1976).
CNEL = Community Noise Equivalent Level
dB = decibel(s)
L_{dn} = day-night average noise level

REGULATORY FRAMEWORK

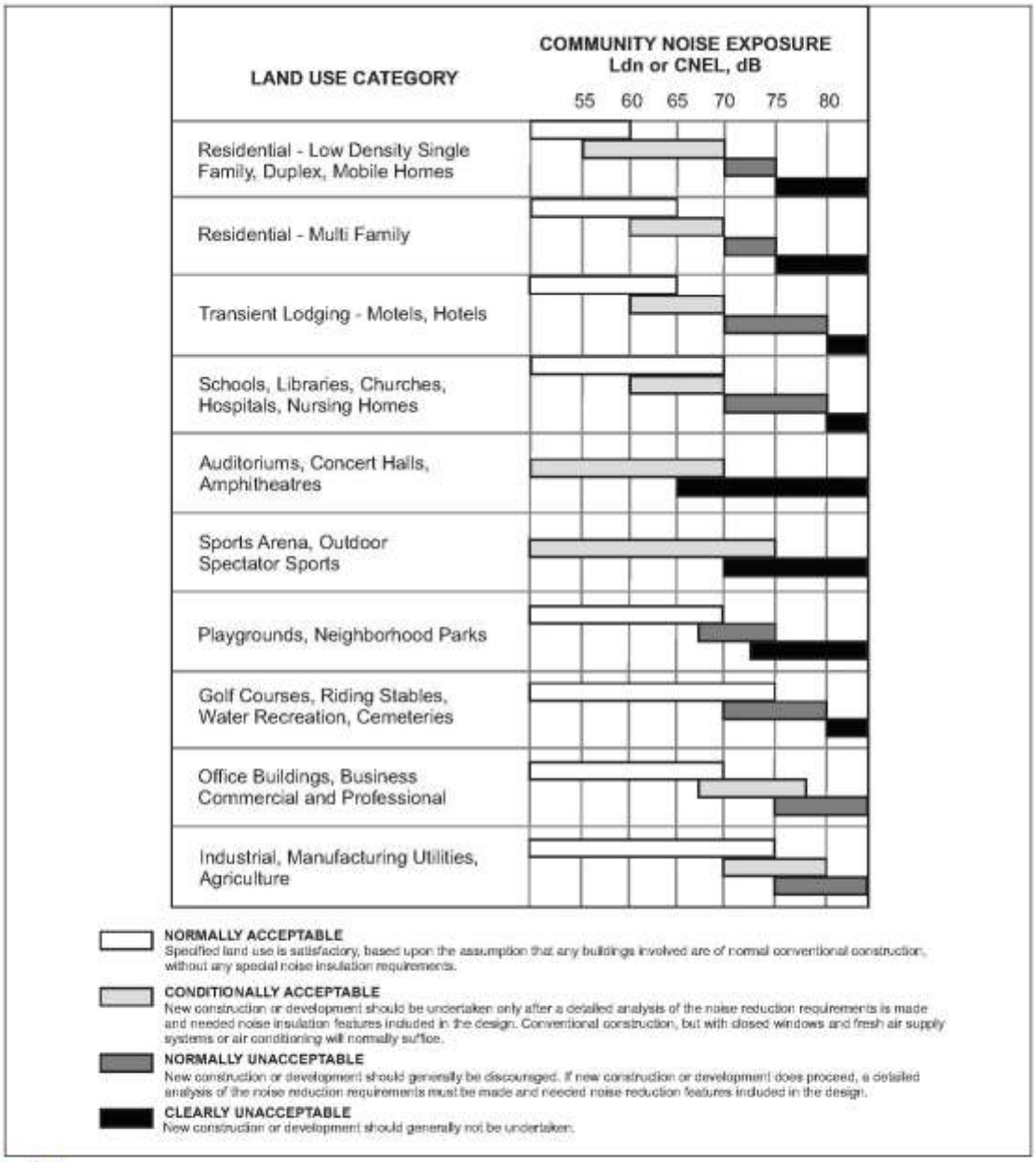
Federal Guidelines

For train vibration, the typical criteria are those in the Transit Noise and Vibration Impact Assessment (FTA 2006) by the Federal Transit Administration. The criterion presented in Table 8-1 of that report for infrequent events (defined as fewer than 30 per day) in residences is that the vibration levels not exceed 80 VdB. (VdB is a measurement of ground velocity relative to 10^{-6} inches per second.) Note that the threshold of perception is usually taken to be approximately 65 VdB. Therefore, even if the requirements are met, vibration from train pass-bys will be felt.

State Regulations

Noise Compatibility Guidelines. The State of California Noise Compatibility Guidelines, published by the Department of Health, Services provides guidance for use when siting land uses. Figure 2 shows the compatibility guidelines, which are used to evaluate the compatibility of the proposed land uses with the noise environment. The guidelines show compatibility of various land uses with different noise environments and demonstrate that residential uses are normally acceptable in noise environments up to 60 dBA CNEL for low-density single-family uses and 65 dBA CNEL for multifamily residential uses.

State of California Building Code. The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code (CBC). These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn}. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or L_{dn} noise limit.



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SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C.

Jurupa Valley General Plan
Noise and Vibration Study

Figure 2

California Noise Compatibility Guidelines

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State Land Use Compatibility Criteria. The State of California adopts suggested land use noise compatibility levels as part of its General Plan Update Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Previously referenced Figure 2 shows the Land Use Compatibility Guidelines.

State and federal agencies regulate vehicle noise emissions from the source, but local governments have little direct control of transportation noise at the source. The most effective methods available to the City for mitigating transportation noise are the locating of sensitive uses away from noise sources, establishing commercial truck routes, constructing and maintaining adequate setbacks between land uses and noise sources, constructing noise barriers, and by requiring development project site design review. The State's Land Use Compatibility Matrix (Figure 2) may be used to assess the compatibility of the proposed land uses with the noise environment. These criteria are the basis for specific Noise Standards.

Riverside County

Riverside County Airport Land Use Commission. The California Public Resources Code requires that the adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (AIA), as defined by an airport land use compatibility plan, shall require review from the Airport Land Use Commission (ALUC) for determination of consistency with the Commission's Plan prior to its approval by the local jurisdiction. In general, consistency with the Commission's Plan is determined based on noise and safety compatibility issues.

The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. According to guidelines included in the Riverside County Airport Land Use Compatibility Plan (ALUCP), areas exposed to aircraft noise levels above 65 dBA CNEL are considered clearly unacceptable for new residential land uses, schools, libraries, and hospitals. For churches, auditoriums, concert halls, and amphitheaters, noise levels above 70 dBA CNEL are clearly unacceptable. These standards shall be based upon projected noise contours calculated based upon forecasted aircraft activity as indicated in an airport master plan, or that is considered by the Riverside County ALUC to be plausible.

The maximum aircraft-related interior noise level that shall be considered acceptable for land uses near airports is 45 dBA CNEL in: (a) any habitable room of single-family or multifamily residences; (b) hotels and motels; (c) hospitals and nursing homes; (d) churches, meeting halls, theaters, and mortuaries; (e) office buildings; and (f) schools, libraries, and museums. According to the Riverside County ALUC, when reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

- Any mobile home situated within an airport's 55 dBA CNEL contour. (A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dBA with windows closed);
- Any single-family or multifamily residence situated within an airport's 60 dBA CNEL contour. (Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dBA with windows closed.); and
- Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65 dBA CNEL contour.

City of Jurupa Valley General Plan

Noise Element. The Noise Element of the proposed 2016 General Plan contains the following goals, policies, and programs to help monitor, regulate, and mitigate excessive noise levels (i.e., potential noise impacts) within the City as development occurs:

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix, Table NE-2, to determine the compatibility of proposed general plan amendments and rezones with existing noise-sensitive land uses and/or noise exposure due to transportation sources.

NE 1.1.2 **New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allow the development to meet the standards of Table NE-1.

NE 1.1.3 **New or Modified Stationary Noise Sources.** Noise created by new, stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table NE-1, for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations existing in 2016.

NE 1.1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed general plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.5 **Noise-Sensitive Uses.** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 dBA CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.

NE 1.1.6 **Protection of Noise-Sensitive Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping and noise walls should be considered.

NE 1.1.7	**Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.
NE 1.1.8	**Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.
NE 1.1.9	**Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.
NE 1.1.10	**Mixed Uses.** Require that mixed commercial and residential development minimizes the transfer or transmission of noise from the commercial land use to the residential land use.
Programs	
NE 1.1.1.1	**Municipal Code**: Amend the Municipal Code to require that development entitlements (tract maps, site development plans, conditional use permits, etc.) comply with the Land Use/Noise Compatibility Matrix (Table NE-2) and other requirements of the General Plan.
NE 1.1.1.2	**Noise Guide.** The Planning Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.
NE 1.1.1.3	**Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow.
Goal	
NE 2.1	Minimize excessive noise levels and community health risks due to mobile noise sources.
Policies	
NE 2.1.1	**Roadway Projects.** Include noise mitigation measures in the design and construction of new roadway projects in the City. Noise mitigation may include speed reduction, roadway design, noise-reducing materials or surfaces, edge treatments and parkways with berms and landscaping, and other measures.
NE 2.1.2	**Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.
NE 2.1.3	**Off-Road Vehicles.** Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles except where designated for that purpose. Enforce strict operating hours for these vehicles where they are located to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

NE 2.1.4 **Rail Noise.** Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning and discretionary approval process.

NE 2.1.5 **Rail Noise Mitigation.** Encourage, and where possible, require the rail service provider to install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses.

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.1.8 **Preferred Noise Mitigation Methods.** When approving new development of noise-sensitive uses or noise-generating uses, the City will require noise mitigation in the order of preference, as listed below, with "1" being most preferred. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before approving a less desirable approach, the City approval body must make a finding that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

A. Mitigating Noise Generation

1. Design the site of the noise-producing project so that buildings or other solid structures shield neighboring noise-sensitive uses;
2. Limit the operating times of noise-producing activities;
3. Provide features, such as walls, with a primary purpose of blocking noise.

B. Mitigating Outdoor Noise Exposure

1. Provide distance between noise source and recipient;
2. Provide distance plus planted earthen berms;
3. Provide distance and planted earthen berms, combined with sound walls;
4. Provide earthen berms combined with sound walls;
5. Provide sound walls only;
6. Integrate buildings and sound walls to create a continuous noise barrier.

NE 2.1.9 **Noise Walls.** Noise mitigation walls (sound walls) should be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan. Where noise walls are used, they should be designed to enhance community character, protect significant views, discourage graffiti, and help create an attractive pedestrian, residential setting through features such as setbacks, changes in vertical and horizontal alignment, detail and texture, public art, walkways or trails, and landscaping. The height of such walls should be minimized, and where sound attenuation requires that a buffer that exceeds ten feet in height, the sound buffer

should consist of a combination of berms and a wall, or two or more retaining walls stepped back to allow intervening landscaping.

Programs

NE 2.1.1.1 **Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

NE 2.1.1.2 **City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:

A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and which do not adjoin noise-sensitive land uses.

B. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.

C. Constructing noise barriers.

D. Reducing traffic speeds through street or intersection design methods (also refer to the Mobility Element).

E. Retrofitting buildings with noise-reducing features.

F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.

G. Encourage and support stepped up enforcement of traffic laws and the California Vehicle Code.

NE 2.1.1.3 **City Operations and Purchasing.** City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.

Goal

NE 3.1 Minimize excessive noise levels and community health risks due to stationary noise sources.

Policies

NE 3.1.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.

NE 3.1.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping or parking facilities of commercial and industrial land uses, which abut residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight Commercial Truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.

NE 3.1.3	**Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.
NE 3.1.4	**Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the manufacturer.
NE 3.1.5	**Construction Noise.** Limit commercial construction activities near residential uses to weekdays, between 7:00 am and 6:00 p.m., and limit high-noise generating construction activities (e.g. grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.
NE 3.1.6	**Commercial Truck Idling.** Restrict truck idling near noise sensitive receptors.
NE 3.1.7	**Automobile-Oriented Uses.** Require that parking structures, terminals, drive-through restaurants, automobile sales, and repair, fueling stations, mini-marts, car washes and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.
NE 3.1.8	**Entertainment Uses.** Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.
NE 3.1.9	**Neighborhood Noise.** Support efforts of the Sheriff's Department, Animal Control, and Code Enforcement to curb nuisance noise from private parties, barking dogs and illegal firework use.
Program	
NE 3.1.1.1	**Ensuring Compliance.** Ensure that required noise mitigation measures are carried out as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission Control," as amended, and "Noise Insulation Standards" (California Code of Regulations, Title 24).
Goal	
NE 4.1	Minimize excessive noise levels and community health risks due to groundborne vibration.
Policies	
NE 4.1.1	**Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.
NE 4.1.2	**Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.
NE 4.1.3	**Truck Idling.** Restrict truck idling near sensitive vibration receptors.
NE 4.1.4	**Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.

The applicable noise standards governing activities in the City are in the City General Plan and the City's Municipal Code, Noise Ordinance. The General Plan noise policies cite to applicable state standards including the California Administrative Code, Section 1092 of Title 25, Chapter 1, Subchapter 1, Article 4 and Section 5014 of Title 21, Subchapter 6, Article 2.

City General Plan Stationary Source Noise Standards. The City of Jurupa Valley Noise Element in the General Plan considers the impacts of stationary noise producers. Stationary noise producers are entities with a fixed location that emit noise. The General Plan requires that sensitive land uses not be subjected to excessive stationary noise, either by mitigation at the source or through planning measures that reduce sound exposure. Table E summarizes the criteria for sensitive receivers.

Table E: Jurupa Valley General Plan Noise Standards

Land Use	Stationary Source Land Use Noise Standards	
	Interior Standards	Exterior Standards
Residential 10:00 pm to 7:00 am	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
Residential 7:00 am to 10:00 pm	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

Source: City of Jurupa Valley General Plan Table N-22
L_{eq} = equivalent continuous sound level

City of Jurupa Valley Municipal Code

The City of Jurupa Valley's Municipal Code (Section 11.10.040 – General sound level standards) has established maximum exterior sound levels standards. Standards vary depending on land use. Therefore, future development will be subject to different standards depending on the proposed land uses of a particular project. Table F outlines examples of these criteria.

Table F: Maximum Local Noise Criteria

General Plan Land Designation	Maximum Noise Criteria (dB L_{max})	
	7 a.m.–10 p.m.	10 p.m.–7 a.m.
Low Density (LDR)	55	45
Medium Density (MDR)	55	45
Medium High Density (MHDR)	55	45
Very High Density (VHDR)	55	45
Retail Commercial (CR)	65	55
Open Space (OS)	45	45

Source: City of Jurupa Valley Municipal Code Section 11.10.040
L_{max} = maximum instantaneous noise level

The criteria in Table F represent some but not all the noise limits that persons shall not exceed through sound they create or allow to be created. Private construction projects are exempt under the City's Noise Ordinance.

Thresholds of Significance

A project is considered to have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or if it would conflict with adopted environmental plans and goals of the community in which it is located.

The applicable noise standards and guidelines governing the project are those specified above. In summary, these criteria are contained within the City's Noise Element of the General Plan, the City Municipal Code, the California Vehicle Code, and the State Noise Compatibility Guidelines.

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to noise and are based on Appendix G of the *CEQA Guidelines*). A project would have a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in the *City General Plan, Municipal Code*, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Cause a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; and/or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The standards within the *City General Plan* and *City Municipal Code* determine the acceptable noise environment for future proposed development and the areas surrounding that development. The standards are as follows:

- Ensure through the design review process that exterior noise levels at residential areas do not exceed 60 dBA CNEL for low density housing and 65 dBA CNEL for multifamily.
- Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:
  a) 45 dBA-10-minute L_{eq} between 10 p.m. and 7 a.m.
  b) 65 dBA-10-minute L_{eq} between 7 a.m. and 10 p.m.
- Consider the following uses noise-sensitive and discourage them in areas where exterior noise levels exceed 65 dBA CNEL unless measures are implemented that reduce the noise exposure below this level: single-family and multiple-family residential uses, group homes, hospitals, schools and other learning institutions, and parks and open space areas where quiet is a basis for use.

Sensitive Land Uses

People that reside in certain land uses are considered more sensitive to noise than others of the general public. Examples include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. These local land uses would be considered to have "sensitive receptors" and careful planning is required to ensure future land uses and transportation routes do not create significant noise impacts on these uses.

EXISTING SETTING

Overview of the Existing Noise Environment

Vehicular Noise. The primary source of noise in the City is vehicular traffic on the two local freeways (Interstate 15 [I-15] and SR-60), Van Buren Boulevard as a regional highway, and over a dozen roadways considered to be urban highways or arterials in the roadway classification used for the traffic study (see Table 4.16.D and Figure 4.16.2 in the Environmental Impact Report Traffic Section for more details on roadway classifications). Noise levels vary depending on distance from the centerline of a particular roadway, time of day, and traffic speeds and activities. The General Plan noise study modeled noise contours using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model. Figure 3 illustrates the existing (Year 2015) noise contours from major roads and highways in and near the City.

Automobiles, buses, trucks, and trains dominate transportation noise in the City. Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For purposes of assessing vehicular noise, three general weight classifications are considered (light, medium, and heavy). Buses do not fit exactly into either the medium truck or heavy truck category, and their measured noise emission characteristics are equally intermediate. At 35 miles per hour (mph), 1 medium duty truck is as loud as 10 cars, and 1 heavy truck is as loud as 30 cars. A bus is approximately equivalent to 20 cars. In addition, bus noise may be worsened by grade or by the

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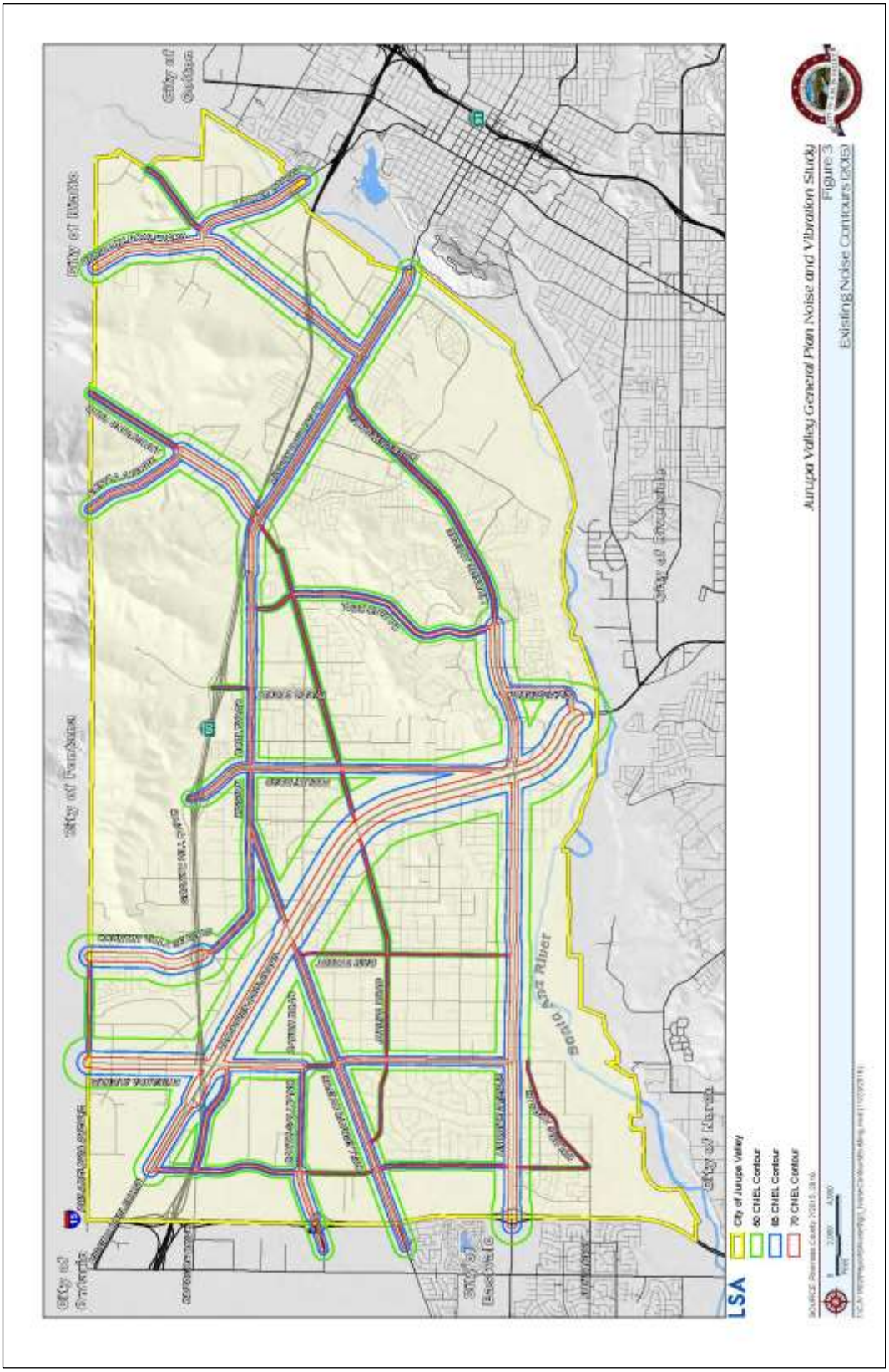
Jurupa Valley General Plan Noise and Vibration Study
Figure 3
Existing Noise Contours (60s)
City of Jurupa Valley
60 CNEL Contour
65 CNEL Contour
70 CNEL Contour
Santa Ana River
LSA

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condition of the pavement. Major transportation noise sources in the City include traffic on I-15, SR-60, Mission Boulevard, Van Buren Boulevard, Bellegrave Avenue, Jurupa Road, Etiwanda Avenue, Limonite Avenue, Armstrong Road, Rubidoux Boulevard, Pedley Road, and Market Street.

The City is currently served by Riverside Transit Agency, a public transit agency serving Riverside County, with bus service along Limonite Avenue, Mission Boulevard and other small segments within the City through various routes (i.e., Routes 3, 21, 29, 49 and 204).

Rail Noise. The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train. Additionally, if the horn is required to sound a warning (typically at at-grade crossings), the noise level impact will be greater to those uses nearest the intersection.

Currently, one main rail line passes through the City operated by Union Pacific Railroad Company. The rail line generally runs from the northwest corner of the City to the southeastern corner of the City. The rail line also has a spur, which starts at the intersection of Van Buren Boulevard and Jurupa Road and continues northeast generally along the eastern side of Jurupa Road ending in the northeast corner of the City.

Based on the Federal Railroad Administration (FRA) crossing inventory completed on January 1, 2011, at various crossings within the City, typical operations along the main rail line included approximately 10 daytime trains and 8 nighttime freight trains ranging in speed from 45 to 80 mph. Typical operations on the spur include approximately 2 daytime trains ranging in speed from 5 to 10 mph. In addition to freight train operations on the main line, Metrolink operates a commuter train line, the Riverside Line that is scheduled to have 6 trains pass through in each direction, Monday through Friday.

For all future developments within the City that fall within the required noise screening distances as specified in the Federal Transit Authority (FTA) *Noise and Vibration Manual*, a detailed noise analysis would be required. The screening distances for commuter and freight rail are 750 feet with no obstruction between the rail line and receptor and 375 feet with intervening buildings. Figures 4A, 4B, and 4C show typical railroad 65 dBA CNEL, 70 dBA CNEL, and 75 dBA CNEL noise contours and their distances from railroad centerline of commuter trains and freight trains of various sizes.

Aircraft Noise. The City of Jurupa Valley has the potential to be influenced by operations at two different airports: Flabob Airport located within the Jurupa Valley city limits and Riverside Municipal Airport to the south.

The Flabob Airport is a source of noise, primarily from takeoffs and landings. Average inbound and outbound flights from this airport are approximately 75 per day currently and may reach up to approximately 120 per day in the future (Riverside County ALUCP 2004). Aircraft at this airport include single-engine airplanes, twin-engine piston and turbroprop airplanes, and sail planes. Noise from the aircraft generates a relatively minor contribution to the overall noise environment.

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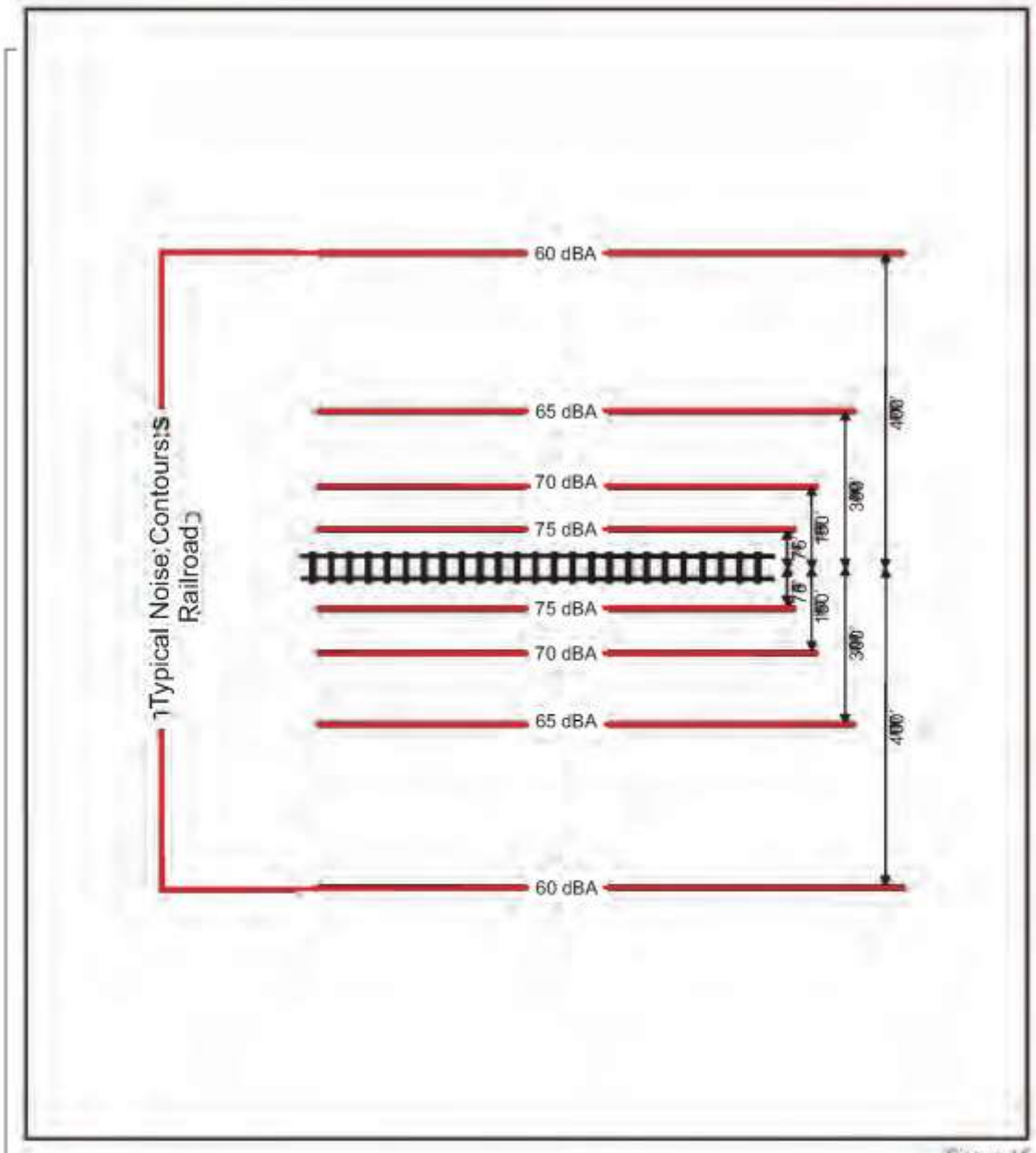

Figure 15

Typical Railroad Noise Contours:
1 Locomotive and 5 Cars with Horns (a Commuter Train)

Figure 4A

Typical Railroad Noise Contours: 1 Locomotive and 5 Cars with Horns (Commuter Train)

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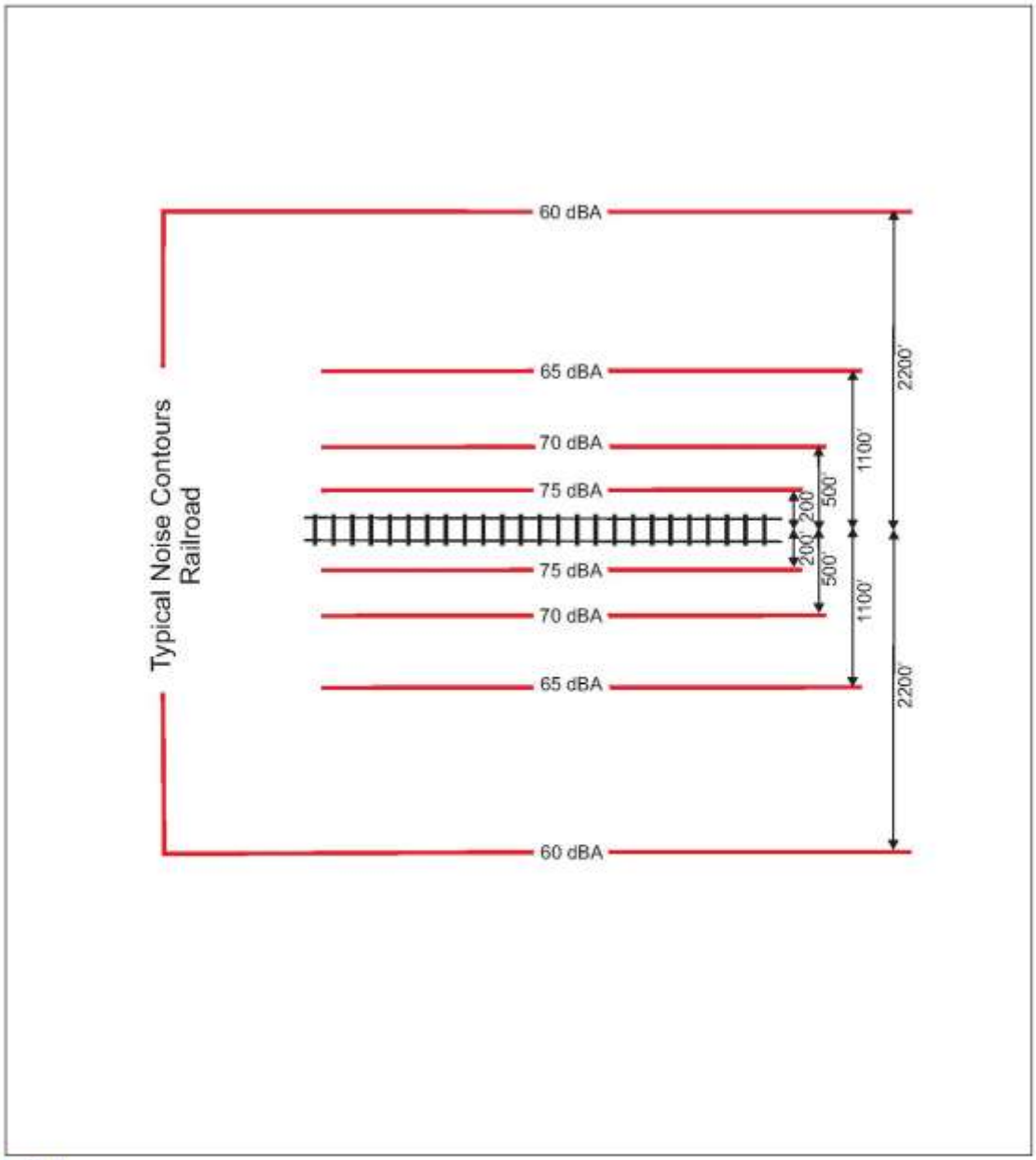

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SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley General Plan
Noise and Vibration Study

Figure 4B

Typical Railroad Noise Contours: 2 Locomotives and 50 Cars with Horns (Freight Train)

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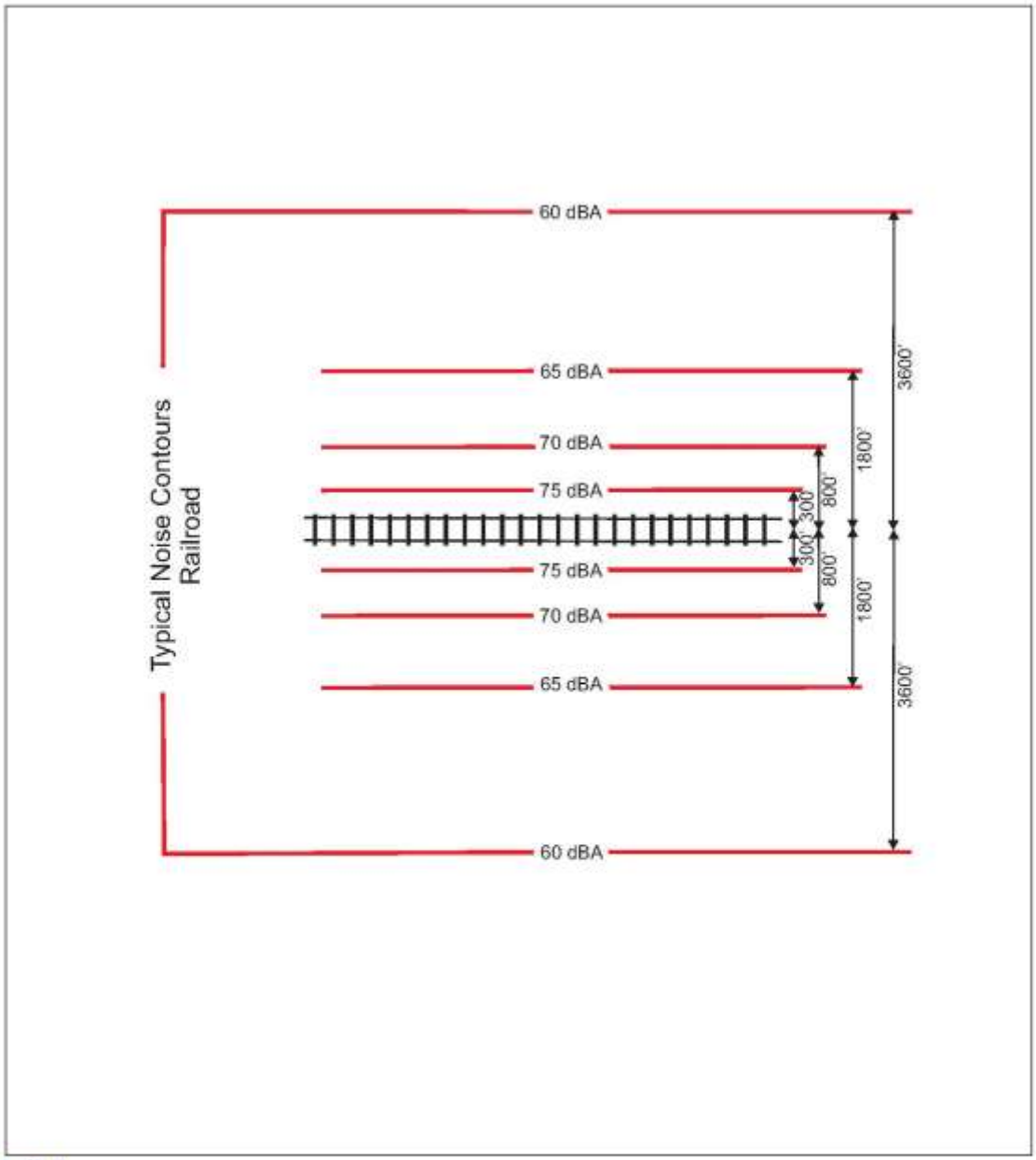

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley General Plan
Noise and Vibration Study

Figure 4C

Typical Railroad Noise Contours: 3 Locomotives and 100 Cars with Horns (Freight Train)

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Based on the noise contour map shown in Figure 5A, the 65 dBA CNEL contour appears to overlap with very few single-family homes located near the intersections of 42nd Street and Wallace Street and Carol Way and Wallace Street, otherwise, the 65 dBA CNEL contour remains within the Flabob Airport property limits.

Figure 5B shows the noise contours the Riverside Municipal Airport. The Riverside Municipal Airport's 65 dBA CNEL and 60 dBA CNEL contours are within the Riverside city limits.

Stationary Noise. A stationary noise source is a land use, building, or activity in a relatively fixed location that emits noise. They may be temporary, intermittent, or continuous. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators, and amplified sounds are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Industrial, commercial, and manufacturing facilities can also generate stationary noise that may affect sensitive land uses. Another local source of nuisance noise reported during public meetings on the General Plan is diesel trucks idling in residential neighborhoods, especially late at night or in the early morning, and to a lesser degree diesel truck noise from commercial and industrial areas that are close to residential areas. The emitted noise can usually be reduced to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer. In Jurupa Valley, some of the stationary noise producers include truck transfer stations, construction activities, idling trucks, and a go-kart racetrack. Maximum noise exposure levels from stationary sources for noise-sensitive uses are regulated by the Municipal Code.

Nuisance Noise. Many infrequent sources of noise, such as amplified music from bars and private parties, dogs barking, and illegal firework use, is another type of stationary source noise that has been identified by area residents as creating a problem within the City. The effects or significance of nuisance noise can be compounded by the time of day, volume, and proximity to sensitive receptors. For instance, a loud party might be tolerated by neighbors in the early evening hours but be considered a nuisance after 10:00 p.m. The City's Noise Ordinance contains regulations limiting the allowable noise generated by private parties and other events.

Commercial-industrial and light-industrial land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Chapter 11.10, Sections 010–090, of the City's Municipal Code has established noise level requirements for operations involving stationary noise sources.

Existing Noise Measurements

Existing noise levels in the vicinity of the proposed project are used to establish baseline noise levels in key areas. The noise study conducted by LSA included 19 short-term and 12 long-term noise measurement locations distributed throughout the City based on potential areas of concern regarding noise impacts. Several criteria were used in the site selection process including, but not limited to, the

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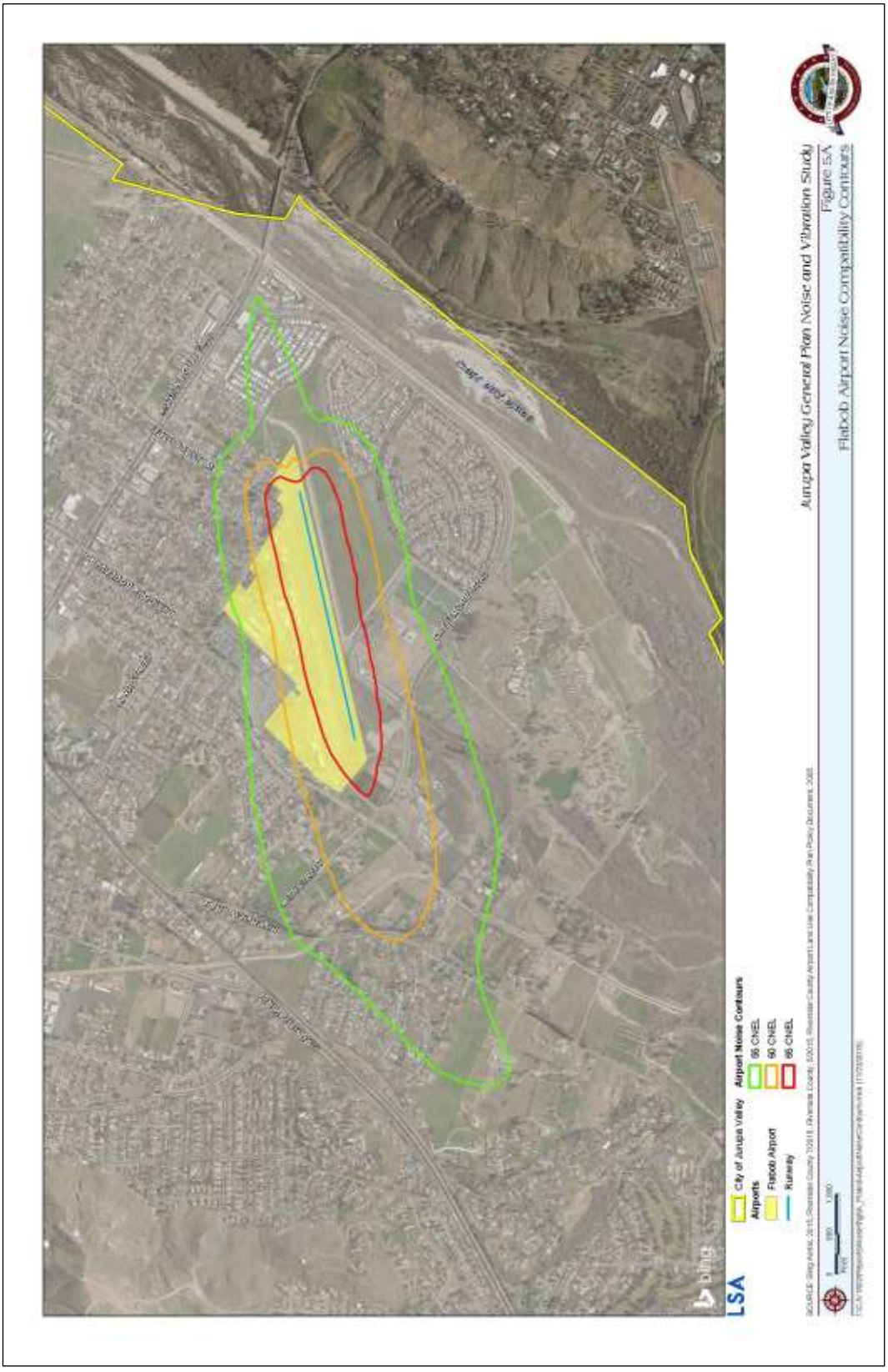
Jurupa Valley General Plan Noise and Vibration Study
Figure 5A
Flabob Airport Noise Compatibility Contours
LSA
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City of Jurupa Valley
Airports
Flabob Airport
Runway
Airport Noise Contours
55 CNEL
60 CNEL
65 CNEL

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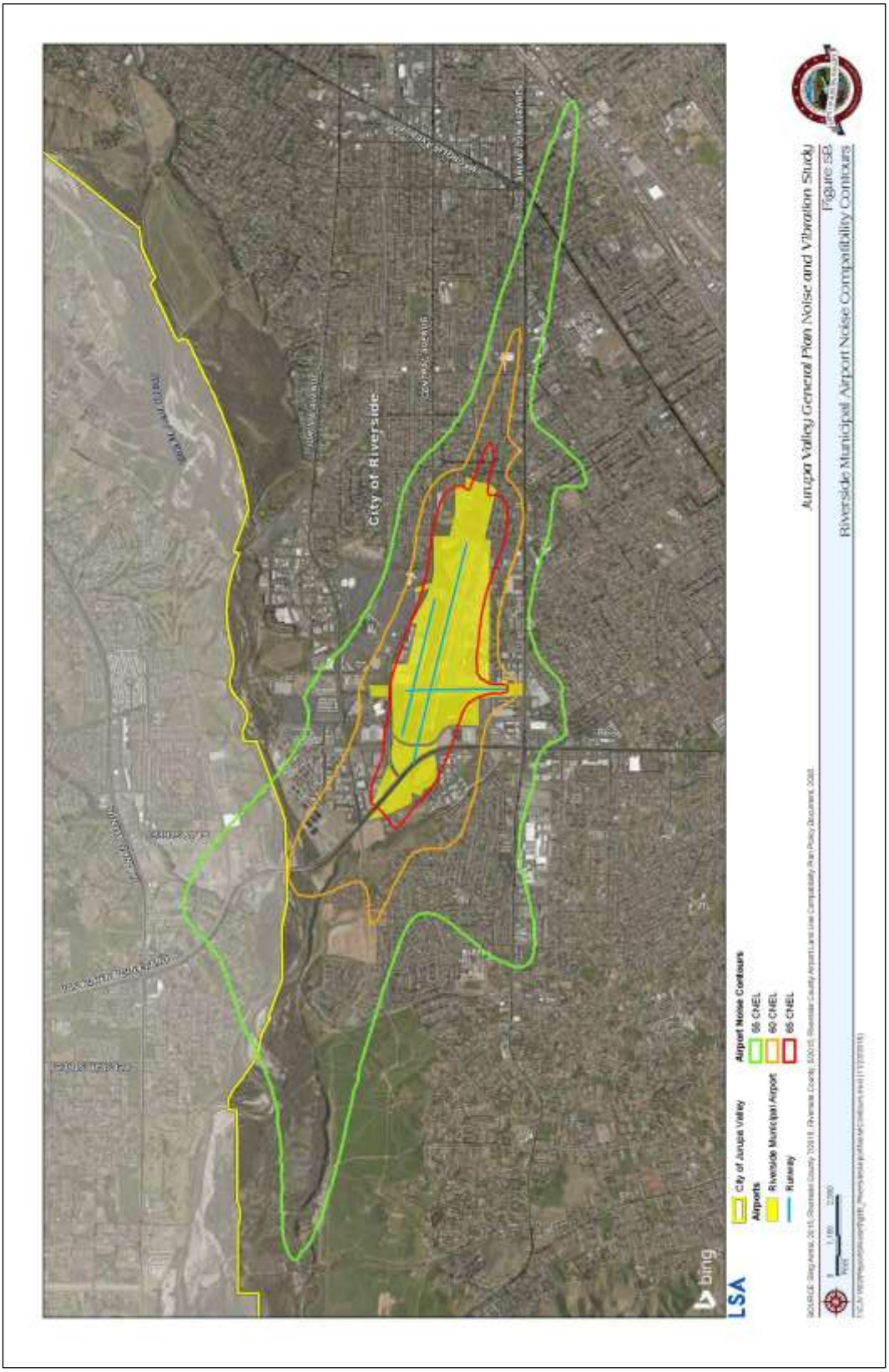
City of Riverside
Jurupa Valley General Plan Noise and Vibration Study
Figure 5B
Riverside Municipal Airport Noise Compatibility Contours
City of Jurupa Valley
Airports
Riverside Municipal Airport
Runway
Airport Noise Contours
55 CNEL
60 CNEL
65 CNEL
LSA
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proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Significant noise generators within the City are SR-60, I-15, Van Buren Boulevard, and Etiwanda Avenue. This was due to the very high volume of automobile and truck traffic on these freeways and roadways. In addition, many houses in the City are adjacent to railroad lines, which generate infrequent but substantial noise as trains pass houses or idle on stacked tracks to allow other trains to pass.

To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was over, a series of long-term 24-hour and short-term noise 15-minute measurements was taken at the chosen sites. The measurement site locations are described in Table G, and their locations are shown in Figure 6, *Noise Measurement Locations*. Previously referenced Figure 3 shows the existing (ambient) noise levels along major roadways in and adjacent to the City, which are summarized in Table H. Many residences (and residents) experience ongoing noise from I-15 but especially from SR-60, which passes through the northern portion of the City in an east/west direction. There are also isolated locations in the City (e.g., in the northwest and northeast portions) where industrial land uses and truck activity raise ambient noise levels in adjacent or surrounding residential neighborhoods. In addition, many residences in the southeastern and eastern portions of the City experience infrequent noise from aircraft overflights from the Flabob and Riverside Municipal Airports.

IMPACTS AND MITIGATION MEASURES

Long-Term Noise Impacts

Vehicular Noise. Future development in the City adds traffic and increased human activity as growth occurs. Table I and Figure 7 show future noise levels and areas of noise impacts based on Year 2035 conditions. The City of Jurupa Valley will experience significant noise impacts if noise generated by traffic or other activities exceeds the City's established noise standards. For example, if exterior noise levels exceed 65 dBA in residential areas where sensitive receptors that would conduct outdoor activity.

The future traffic noise levels along City arterials were calculated using the FHWA Highway Traffic Noise Prediction Model. Table I lists the calculated Year 2035 traffic noise levels along roadway links within the City. Similar to the existing condition, these traffic noise levels represent the worst-case scenario, which assumes that no shielding is provided between the roadway traffic and where the contours are drawn.

This programmatic analysis is different than project-level determinations. For example, if a specific project's contribution to increases in the ambient noise environment equals 3.0 dBA or more, then it is considered a significant noise impact at a project level. For context, a change of 3.0 dBA is considered "barely perceptible" by the human ear and changes of less than 3.0 dBA generally cannot be perceived except in carefully controlled laboratory environments. Based on available information, it appears future development in the City will generate significant noise impacts along certain major transportation routes.

Table G: Noise Monitoring Locations

Monitoring Locations[1]	Description of Why Location was Selected
LT-01	Potential Industrial/Residential Noise Conflict
LT-02	Potential Industrial/Residential Noise Conflict
LT-03	Train Noise Measurement
LT-04	Potential Industrial/Residential Noise Conflict
LT-05	Potential Industrial/Residential Noise Conflict
LT-06	Potential Industrial/Residential Noise Conflict
LT-07	Potential Race Track/Residential Noise Conflict
LT-08	Potential Commercial/Residential Noise Conflict
LT-09	Potential Commercial/Residential Noise Conflict
LT-10	Potential Commercial/Residential Noise Conflict
LT-11	Potential Industrial/Residential Noise Conflict
LT-12	Potential Commercial/Residential Noise Conflict
LT-13	Reference 24-Hour Measurement of I-15 Freeway
LT-14	Reference 24-Hour Measurement of SR-60 Freeway
ST-01	Traffic Noise on SR-60 Freeway
ST-02	Reference Short-term Measurement of SR-60 Freeway
ST-03	Reference Short-term Measurement of Rubidoux Boulevard
ST-04	Reference Short-term Measurement of Riverview Drive
ST-05	Reference Short-term Measurement of Mission East Boulevard
ST-06	Reference Short-term Measurement of Sierra Avenue
ST-07	Reference Short-term Measurement of I-15 Freeway
ST-08	Reference Short-term Measurement of Mission West Boulevard
ST-09	Reference Short-term Measurement of Pyrite Street
ST-10	Reference Short-term Measurement of I-15 Freeway
ST-11	Reference Short-term Measurement of Belle Grave Avenue
ST-12	Reference Short-term Measurement of Etiwanda Avenue
ST-13	Reference Short-term Measurement of Jurupa Road
ST-14	Reference Short-term Measurement of I-15 Freeway
ST-15	Reference Short-term Measurement of Limonite Avenue
ST-16	Reference Short-term Measurement of Limonite Avenue
ST-17	Reference Short-term Measurement of Van Buren Boulevard
ST-18	Reference Short-term Measurement of Jurupa Road
ST-19	Reference Short-term Measurement of Camino Real

Source: Compiled by LSA Associates, Inc., September 2016.
1 see Figure 6

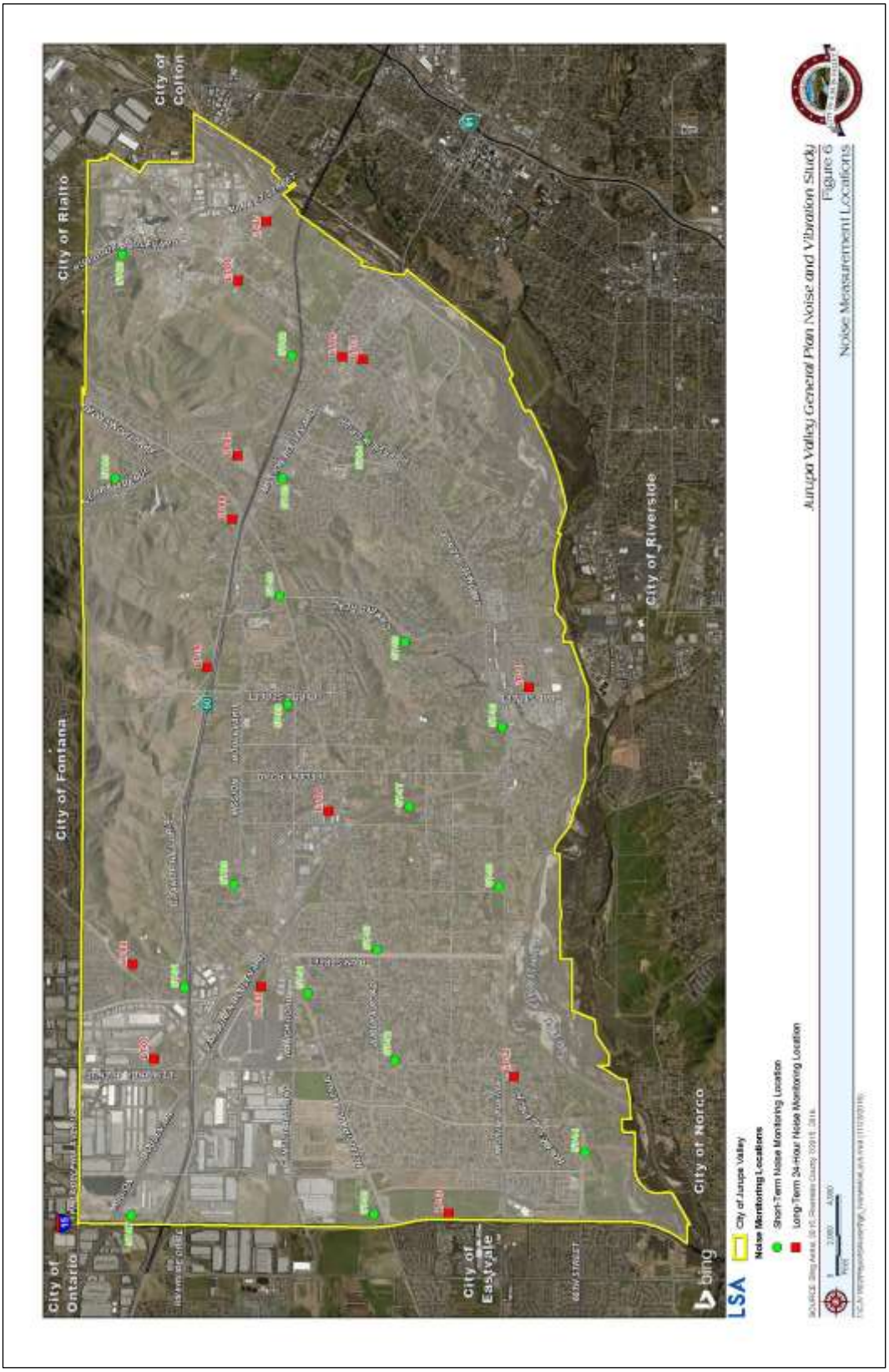
City of Colton
City of Rialto
City of Fontana
City of Riverside
City of Ontario
City of Eastvale
City of Norco
bing
LSA
City of Jurupa Valley
Noise Monitoring Locations
Short-Term Noise Monitoring Location
Long-Term 24-Hour Noise Monitoring Location
Jurupa Valley General Plan Noise and Vibration Study
Figure 6
Noise Measurement Locations

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Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	4,443	68	139	296	69.4
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	3,995	62	129	276	69.3
Wineville Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	4,326	< 50	60	125	64.2
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	4,340	< 50	106	224	67.5
Wineville Ave. between Limonite Ave. and 68th St.	2,600	< 50	< 50	90	61.9
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB On-Ramp	32,607	272	581	1,251	78.1
Etiwanda Ave. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,196	257	552	1,189	78.5
Etiwanda Ave. between SR-60 EB Off-Ramp and Van Buren Blvd.	22,794	214	458	986	77.2
Etiwanda Ave. between Van Buren Blvd and Riverside Dr.	16,308	172	367	789	75.8
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	12,059	141	300	645	74.5
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	11,130	54	115	246	69.1
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	10,422	102	214	460	72.3
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	11,407	108	228	488	72.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	3,402	< 50	< 50	106	64.2
Bain St. between Jurupa Rd. and Limonite Ave.	2,830	< 50	< 50	94	63.4
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	38,338	237	508	1,095	78.3
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	43,211	256	551	1,185	78.4
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	8,648	88	189	406	72.4
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	14,121	122	262	563	75.1
Pedley Rd. between Mission Blvd. and Jurupa Rd.	11,646	108	230	495	73.2
Pedley Rd. between Jurupa Rd. and Limonite Ave.	10,138	98	210	452	73.6

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Pyrite St. between SR-60 WB Ramps and SR-60 EB Ramps	6,800	< 50	66	141	65.5
Pyrite St. between SR-60 EB Ramps and Mission Blvd.	7,530	< 50	70	151	66.5
Clay St. between Limonite Ave. and Van Buren Blvd.	18,645	111	236	505	72.9
Camino Real between Mission Blvd. and Jurupa Rd.	6,843	< 50	86	179	66.1
Camino Real between Jurupa Rd. and Limonite Ave.	8,114	77	159	339	70.3
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	3,458	< 50	103	221	68.4
Van Buren Blvd.-East Mission Blvd. between Wineville Ave. and SR-60 WB On-Ramp	17,255	178	381	819	76.0
Van Buren Blvd.-East Mission Blvd. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,077	257	551	1,186	78.4
Van Buren Bld. East Mission Blvd. between SR-60 EB Off Ramp and Etiwanda Ave.	27,804	244	523	1,125	78.1
Van Buren Blvd.-East Mission Boulevard between Etiwanda Ave. and Bellegrave Ave.	41,999	320	688	1,482	79.9
Van Buren Blvd.-East Mission Blvd. between Bellegrave Ave. and Jurupa Rd.	56,117	388	835	1,797	81.1
Van Buren Blvd.-East Mission Blvd. between Jurupa Rd. and Limonite Ave.	50,795	363	781	1,682	80.7
Van Buren Blvd.-East Mission Blvd. between Limonite Ave. and Clay St.	50,912	364	782	1,684	80.7
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	6,353	83	175	375	71.4
Cantu-Galleano Ranch Rd. between I-15 SB Ramps and I-15 NB Ramps	10,001	115	238	507	72.2
Cantu-Galleano Ranch Rd. between I-15 NB Ramps and Wineville Ave.	10,172	116	240	513	72.3
Cantu-Galleano Ranch Rd. between Wineville Ave. and Etiwanda Ave.	4,843	61	129	276	69.9
Mission Blvd. between SR-60 EB Ramps and Bellegrave Ave.	10,825	90	191	410	71.9
Mission Blvd. between Bellegrave	10,612	78	163	347	70.4

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Ave. and Pedley Rd.					
Mission Bld. between Pedley Rd. and Pyrite St.	8,738	90	190	409	71.9
Mission Blvd. between Pyrite St. and Camino Real	12,372	112	240	515	73.4
Mission Blvd. between Camino Real and SR-60 EB Ramps	10,875	105	221	473	72.4
Mission Blvd. between SR-60 EB Ramps and Valley Way	19,354	151	323	694	75.4
Mission Blvd. between Valley Way and Riverview Dr.	18,752	129	275	592	74.3
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	18,063	126	268	577	74.2
Mission Blvd. between Rubidoux Blvd. and City Limit	19,936	135	287	616	74.2
Bellegrave Ave. between City Limit and Wineville Ave.	11,121	118	253	545	74.3
Bellegrave Ave. between Wineville Ave. and Etiwanda Ave.	8,489	111	237	511	73.9
Bellegrave Ave. between Etiwanda Ave. and Bain St.	10,350	101	214	458	72.2
Bellegrave Ave. between Bain St. and Van Buren Blvd.	7,349	79	169	364	72.2
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	8,022	84	180	386	72.0
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	3,834	< 50	< 50	97	63.0
Jurupa Rd. between Etiwanda Ave. and Bain St.	4,870	< 50	53	113	64.6
Jurupa Rd. between Bain St. and Van Buren Blvd.	10,562	< 50	88	189	67.9
Jurupa Rd. between Van Buren Blvd. and Pedley Rd.	11,584	< 50	94	201	67.8
Jurupa Rd. between Pedley Rd. and Camino Real	8,499	< 50	91	195	67.6
Jurupa Rd. between Camino Real and Valley Way	9,700	< 50	99	213	68.7
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	7,721	< 50	59	126	65.3
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On-Ramp	31,166	154	331	711	75.5
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	30,305	152	325	698	75.0
Valley Way-Armstrong Rd.	27,994	193	413	887	76.5

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
between SR-60 WB Ramps and Sierra Ave.					
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	10,902	69	146	314	70.7
Limonite Ave./Riverview Dr. between I-15 SB Ramps and I-15 NB Ramps	32,893	214	459	988	77.2
Limonite Ave./Riverview Dr. between I-15 NB Ramps. and Wineville Ave.	27,564	190	408	879	76.9
Limonite Ave./Riverview Dr. between Wineville Ave. and Etiwanda Ave.	22,764	190	408	878	76.9
Limonite Ave./Riverview Dr. between Etiwanda Ave. and Bain St.	20,765	178	384	826	77.0
Limonite Ave/Riverview Drive between Bain St. and Collins St.	20,418	176	379	817	77.5
Limonite Ave/Riverview Drive between Collins St. and Van Buren Ave.	26,016	184	393	845	76.2
Limonite Ave./Riverview Dr. between Van Buren Ave. and Pedley Rd.	19,143	150	321	689	74.9
Limonite Ave./Riverview Dr. between Pedley Rd. and Clay St.	19,249	151	322	691	74.9
Limonite Ave./Riverview Dr. between Clay St. and Camino Real	25,339	204	438	942	76.9
Limonite Ave./Riverview Dr. between Riverview Dr. and Mission Blvd.	14,864	68	140	298	69.4
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	18,500	129	273	586	73.8
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	19,432	172	367	789	75.8
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	21,309	182	390	839	76.2
Rubidoux Blvd. between Market St. and City Limit	18,679	167	358	769	75.6
Holmes Ave. between Wineville Ave. and Etiwanda Ave.	1,846	< 50	< 50	59	60.4
Sierra Ave. between Armstrong Rd. and City Limit	22,555	111	237	510	73.4
Market St. between Rubidoux Blvd. and City Limit	17,036	138	296	638	75.3
Agua Mansa Rd. between Market St. and City Limit	13,408	60	124	264	69.1

Source: Compiled by LSA Associates, Inc., September 2016.

Table 1: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	7,609	94	198	423	71.7	2.3
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	8,881	103	218	469	72.8	**3.5**
Wineville Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	7,470	83	172	368	70.8	**6.6**
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	9,621	85	178	380	71.0	**3.5**
Wineville Ave. between Limonite Ave. and 68th St.	3,697	< 50	109	231	67.8	**5.9**
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB Off-Ramp	52,677	373	800	1,721	80.2	2.1
Etiwanda Ave. between SR-60 WB Off-Ramp and SR-60 EB Off-Ramp	51,929	369	792	1,705	80.1	1.6
Etiwanda Ave. between SR-60 EB Off-Ramp and Van Buren Blvd.	45,616	339	727	1,564	79.5	2.3
Etiwanda Ave between Van Buren Blvd. and Riverside Dr.	35,514	287	615	1,324	78.4	2.6
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	24,320	224	479	1,029	76.8	1.7
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	18,719	77	162	348	70.9	1.8
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	9,636	97	204	436	71.9	-0.4
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	12,985	117	248	532	73.2	0.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	4,313	55	119	255	69.9	**5.7**

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Bain St. between Jurupa Rd. and Limonite Ave.	4,335	56	119	256	70.0	**6.6**
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	50,257	284	609	1,310	78.7	0.4
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	49,255	280	601	1,293	79.0	0.6
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	12,738	116	245	525	73.1	0.7
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	21,449	161	346	743	75.8	0.7
Pedley Rd. between Mission Blvd. and Jurupa Rd.	14,176	124	263	564	73.6	0.4
Pedley Rd. between Jurupa Rd. and Limonite Ave.	16,161	133	286	616	75.1	1.5
Pyrite St. between SR-60 WB Ramps and SR-60 EB Ramps	10,303	89	186	397	71.3	**5.8**
Pyrite St. between SR-60 EB Ramps and Mission Blvd.	10,261	87	185	396	71.7	**5.2**
Clay St. between Limonite Ave. and Van Buren Blvd.	26,652	140	298	641	74.4	1.5
Camino Real between Mission Blvd. and Jurupa Rd.	8,922	< 50	101	213	67.2	1.1
Camino Real between Jurupa Rd. and Limonite Ave.	14,825	112	236	506	72.9	2.6
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	14,601	126	268	575	73.7	**5.3**
Van Buren Blvd.-East Mission Blvd. between Wineville Ave. and SR-60 WB On-Ramp	26,584	238	508	1,091	77.2	1.2

Table 1: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Van Buren Blvd.-East Mission Blvd. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	44,331	333	713	1,534	79.4	1.0
Van Buren Blvd.-East Mission Blvd. between SR-60 EB Off-Ramp and Etiwanda Ave.	42,368	323	692	1,489	79.2	1.1
Van Buren Blvd.-East Mission Blvd. between Etiwanda Ave. and Bellegrave Ave.	59,735	405	870	1,872	80.7	0.8
Van Buren Blvd.-East Mission Blvd. between Bellegrave Ave. and Jurupa Rd.	77,031	479	1,030	2,217	81.8	0.7
Van Buren Blvd.-East Mission Blvd. between Jurupa Rd. and Limonite Ave.	70,714	453	973	2,095	81.4	0.7
Van Buren Blvd.-East Mission Blvd. between Limonite Ave. and Clay St.	83,348	505	1,085	2,337	82.1	1.4
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	14,369	141	301	646	74.5	**3.1**
Cantu-Galleano Rancho Rd. between I-15 SB Ramps and I-15 NB Ramps	34,606	252	539	1,159	77.6	**5.4**
Cantu-Galleano Rancho Rd. between I-15 NB Ramps and Wineville Ave.	29,758	229	487	1,048	76.9	**4.6**
Cantu-Galleano Rancho Rd. between Wineville Ave. and Etiwanda Ave.	21,242	161	343	738	75.3	**5.4**
Cantu-Galleano Rancho Rd. between Etiwanda Ave. and Bellegrave Ave.	15,952	134	284	610	74.1	-
Mission Blvd. between SR-60 EB Ramps and Bellegrave Ave.	13,419	104	220	474	72.9	1.0

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Mission Blvd. between Bellegrave Ave. and Pedley Rd.	14,741	96	202	432	71.9	1.5
Mission Blvd. between Pedley Rd. and Pyrite St.	12,965	116	247	532	73.6	1.7
Mission Blvd. between Pyrite St. and Camino Real	15,671	131	280	603	74.5	1.1
Mission Blvd. between Camino Real and SR-60 EB Ramps	13,856	122	259	556	73.5	1.1
Mission Blvd. between SR-60 EB Ramps and Valley Way	24,733	177	380	817	76.4	1.0
Mission Blvd. between Valley Way and Riverview Dr.	31,944	183	392	844	76.6	2.3
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	26,406	161	345	743	75.8	1.6
Mission Blvd. between Rubidoux Blvd. and City Limit	28,477	170	363	781	75.7	1.5
Bellegrave Ave. between City Limit and Wineville Ave.	25,589	206	441	948	77.0	2.7
Bellegrave Ave. between Wineville Ave and Etiwanda Ave.	28,633	248	533	1,148	78.2	**4.3**
Bellegrave Ave. between Etiwanda Ave. and Cantu-Galleano Ranch Rd.	13,770	122	258	553	73.5	1.3
Bellegrave Ave. between Cantu-Galleano Ranch Rd. and Van Buren Blvd.	28,632	196	419	901	76.6	**4.4**
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	23,430	171	367	788	75.8	**3.8**
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	4,419	< 50	< 50	106	63.6	0.6
Jurupa Rd. between Etiwanda Ave. and Bain St.	6,966	< 50	67	143	66.1	1.5

Table 1: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Jurupa Rd. between Bain St. and Van Buren Blvd.	14,671	110	234	503	73.3	**5.4**
Jurupa Rd. between Van Buren Blvd. and Pedley Rd.	16,627	120	254	546	73.4	**5.6**
Jurupa Rd. between Pedley Rd. and Camino Real	15,563	131	279	600	74.0	**6.4**
Jurupa Rd. between Camino Real and Valley Way	22,363	166	355	764	76.0	**7.3**
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	18,244	109	232	498	73.2	**7.9**
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On Ramp	50,635	213	457	983	77.6	2.1
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	47,005	203	435	935	76.9	1.9
Valley Way-Armstrong Rd. between SR-60 WB Ramps and Sierra Ave.	44,117	260	558	1,202	78.5	2.0
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	20,536	200	428	920	76.8	**6.1**
Limonite Ave. between I-15 SB Ramps and I-15 NB Ramps	65,740	339	728	1,566	79.5	2.3
Limonite Ave. between I-15 NB Ramps and Wineville Ave.	51,895	290	622	1,338	78.8	1.9
Limonite Ave. between Wineville Ave. and Etiwanda Ave.	41,570	283	609	1,311	79.5	2.6
Limonite Ave. between Etiwanda Ave. and Bain St.	36,396	260	557	1,199	78.5	1.5
Limonite Ave. between Bain St. and Collins St.	33,503	245	527	1,135	78.6	1.1
Limonite Ave. between Collins St. and Van Buren Blvd.	40,583	246	528	1,136	78.2	2.0

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Limonite Ave. between Van Buren Blvd. and Pedley Rd.	27,735	192	410	882	76.5	1.6
Limonite Ave. between Pedley Rd. and Clay St.	27,395	190	407	875	76.5	1.6
Limonite Ave. between Clay St. and Camino Real	34,384	251	537	1,154	77.5	1.6
Limonite Ave. between Riverview Dr. and Mission Blvd.	20,709	84	174	372	70.9	1.5
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	23,376	150	319	685	74.9	1.1
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	26,240	209	448	964	77.1	1.3
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	28,540	221	474	1,020	77.5	1.3
Rubidoux Blvd. between City Limit and Market St.	25,363	205	438	943	76.9	1.3
Holmes Ave. between Wineville Ave. and Etiwanda Ave.	1,701	< 50	< 50	56	60.0	-0.4
Sierra Ave. between City Limit and Armstrong	29,093	251	539	1,161	78.7	**5.3**
Market St. between City Limit and Rubidoux Blvd.	42,364	253	543	1,169	78.3	**3.0**
Agua Mansa between City Limit and Market St.	24,753	178	380	818	76.0	**6.9**

Source: Compiled by LSA Associates, Inc., September 2016.

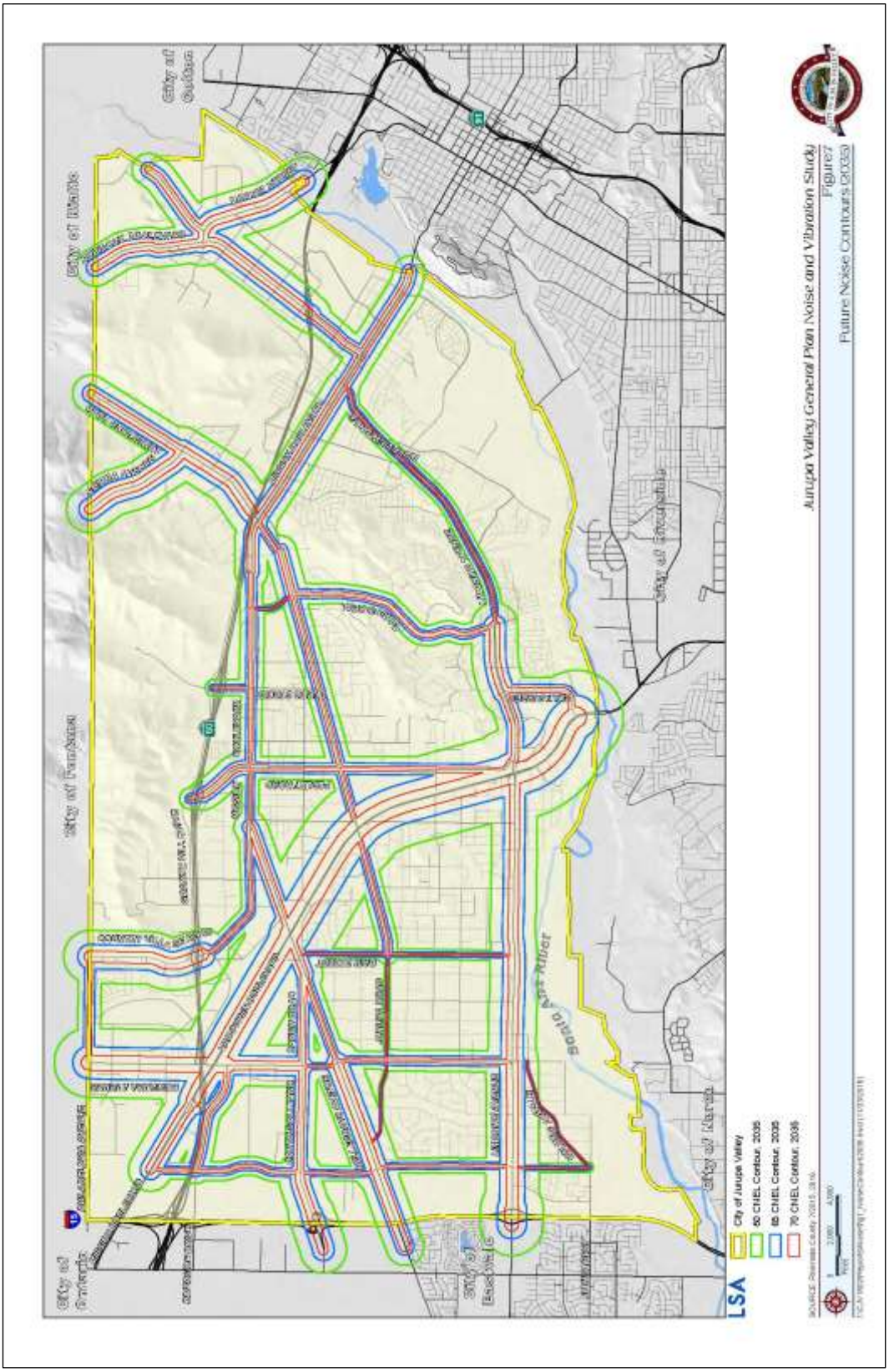
Jurupa Valley General Plan Noise and Vibration Study
Figure 7
Future Noise Contours (2035)
City of Jurupa Valley
60 CNEL Contour, 2035
65 CNEL Contour, 2035
70 CNEL Contour, 2035
LSA

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Table I shows that increased traffic would add up to 7.9 dBA to area roadway links. Twenty-five of the 82 roadway sections modeled have a projected increase in noise greater than or equal to the 3 dBA threshold of significance. Previously referenced Figure 7 shows the 60, 65, and 70 dBA CNEL contours along all modeled roadways. As can be seen, nearly all of the roadway links analyzed have the 65 dBA CNEL extending outside the roadway right-of-way. The 65 dBA CNEL extends up to 1,085 feet from the centerline of the road. Noise-sensitive uses along the roadway links where the 65 dBA CNEL extends beyond the roadway right-of-way may be exposed to traffic noise exceeding the City's exterior noise standards.

Rail Noise. Although the proposed General Plan would not result in potential measureable project-related increases in railroad noise, there could be new proposed sensitive land uses along and adjacent to the railroads that would be affected by high noise levels from railroad operations. New development, particularly residential uses adjacent to railroad corridors, could be exposed to excessive train-related noise levels. Future increases in rail usage are anticipated as the result of establishment and expansion of commuter rail service. However, it is not possible to quantify impacts as specific plans for commuter operations (e.g., number and size of trains) are not available.

Stationary Noise. New development associated with implementation of the proposed General Plan could expose existing and/or new sensitive uses to stationary noise sources, such as industrial and/or commercial uses. The development of new commercial and industrial uses pursuant to the proposed General Plan may increase noise levels in their vicinity due to the establishment of new stationary noise sources. Although vehicular noise is exempt from local regulation when operating on public streets, cities and counties can regulate vehicular noise operating on private property. The use of heavy trucks on private properties (e.g., making deliveries to commercial and industrial uses) will result in noise levels of 73 dBA at 50 feet from the source of the noise (e.g., truck's engine, idling trucks). The use of multiple trucks on a site, such as might occur at a warehouse, could generate noise levels of about 80 dBA L_{eq} as measured at a distance of 50 feet. Industrial processing equipment and conducting outdoor industrial activities could also generate increased noise levels. New projects developed under the proposed General Plan would be subject to the City's noise ordinance and the provisions of the proposed General Plan.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2016 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the 2016 General Plan goes in that effort:

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 Use the Land Use/Noise Compatibility Matrix to determine the compatibility of projects and noise exposure due to transportation sources.

NE 1.1.2	Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.
NE 1.1.3	Stationary source projects must mitigate impacts on noise-sensitive uses.
NE 1.1.4	Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.
NE 1.1.5	Discourage noise-sensitive land uses in areas in excess of 65 dBA CNEL.
NE 1.1.6	Protect noise-sensitive land uses from high levels of noise.
NE 1.1.7	Place noise-tolerant land uses in areas with elevated noise levels if possible.
NE 1.1.8	New uses within Airport Influence Areas must comply with airport land use noise compatibility criteria contained in the ALUC plan.
NE 1.1.9	Use acoustic site planning techniques.
NE 1.1.10	Mixed commercial/residential development shall minimize internal noise impacts.
Programs	
NE 1.1.1.1	Amend the Municipal Code to require that development comply with the Land Use/ Noise Compatibility Matrix and other requirements of the General Plan.
NE 1.1.1.2	Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.
NE 1.1.1.3	Assist homeowners living in high noise areas to reduce noise levels in their homes.
Goal	
NE 2.1	Minimize excessive noise levels and health risks due to mobile noise sources.
Policies	
NE 2.1.1	Design and construct new roads to minimize noise impacts on adjacent land uses.
NE 2.1.2	Restrict truck deliveries to the least-sensitive times of the day.
NE 2.1.3	Restrict use of off-road vehicles to allowed areas to minimize noise impacts.
NE 2.1.4	Carefully plan land uses to minimize rail-related noise impacts.
NE 2.1.5	Encourage rail service providers to install noise mitigation features when possible.
NE 2.1.6	Check project location within roadway, railroad, and airport noise contours.
NE 2.1.7	Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.
NE 2.1.8	Require noise mitigation for new development in prioritized order.
NE 2.1.9	Limit installation of noise mitigation walls (sound walls) where possible.
Programs	
NE 2.1.1.1	Prepare truck route map to direct trucks away from sensitive noise receptors.
NE 2.1.1.2	Implement strategies to reduce significant noise impacts in the community.

Goal

NE 3.1	Minimize excessive noise levels and health risks due to stationary noise sources.

Policies

NE 3.1.1	Require a noise analysis for projects near sensitive receptors.
NE 3.1.2	Design truck loading areas to minimize noise impacts on nearby residential areas.
NE 3.1.3	Stationary noise sources to install noise buffering or reduction mechanisms.
NE 3.1.4	Require all construction equipment use mufflers and engine shrouds.
NE 3.1.5	Limit commercial construction activities near residential uses.
NE 3.1.6	Restrict truck idling near noise sensitive receptors.
NE 3.1.7	Design automobile-oriented uses to minimize potential noise on adjacent land uses.
NE 3.1.8	Minimize excessive noise from entertainment and restaurant/bar establishments.
NE 3.1.9	Support efforts.to curb noise from parties, barking dogs, and illegal firework use.

Program

NE 3.1.1.1	Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs would help reduce vehicular noise levels in the City as future land uses build out; however, due to the level of growth and location of major roadways, there will be significant impacts and no additional feasible mitigation is available to reduce these impacts.

Implementation of the 2016 General Plan goals, policies, and programs would reduce the effect of rail noise on sensitive land uses and include mechanisms to ensure appropriate review and placement of noise reduction requirements into new development. As a result, impacts of railroad noise will be reduced to less than significant levels.

Implementation of the 2016 General Plan goals, policies, and programs would reduce the impacts of stationary noise sources on sensitive land uses, and include mechanisms to ensure appropriate review and placement of noise reduction requirements on new development. As a result, impacts from stationary noise sources will be reduced to less than significant levels.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan would help reduce overall noise levels and impacts in the City, but some areas with identified traffic congestion will result in significant noise impacts over the long term and no additional feasible mitigation is available.

Long-Term Airport Noise Impacts

The noise contours of two public airports affect the City of Jurupa Valley. The Flabob Airport is located in the eastern portion of the City and its noise contours overlap both developed uses and vacant land within the City. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium-Density Residential. The Riverside Municipal Airport (RMA) is south of the eastern portion of the City across the Santa Ana River. Portions of the City are within RMA's Airport Land Use Compatibility (ALUC) Plan Zone E and also within its 65 dBA CNEL noise contour. If future residential land uses were to be located where airport activities exceeded the applicable residential noise standards, which is within 65 dBA CNEL noise contour of either airport, the General Plan might contribute to significant noise impacts in the future.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise and Land Use Elements of the 2016 General Plan address airport-related noise impacts:

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

Goal

NE 2.1 Minimize excessive noise levels and community health risks due to mobile noise sources.

Policies

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

Land Use Element

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply

with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2016 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (LUCP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals and policies of the 2016 General Plan will help protect City residents from future noise impacts related to airport activities. Impacts on this regard will be less than significant.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals and policies of the 2016 General Plan will prevent existing and future land uses from experiencing significant noise impacts from airport operations and no mitigation is required.

Groundborne Vibration Impacts

Future development under the General Plan could generate substantial noise and vibration near construction sites. If sensitive receptors or land uses are adjacent to these sites, there could be significant impacts from noise or vibration. Construction activities can produce vibration that may be felt by adjacent land uses. As long as construction of a particular development does not require the use of equipment known to generate substantial construction vibration levels, such as pile drivers, the primary source of vibration during construction would likely be from bulldozer operation. A small bulldozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet and 0.035 inches per second PPV is considered barely perceptible. It is possible that future development could result in significant vibration impacts if large construction projects are located adjacent to residential or other sensitive uses.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise Element of the 2016 General Plan addresses vibration-related noise impacts:

Noise Element

Goal

NE 1.1	Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.
NE 4	**Groundborne Vibration**

Goal

NE 4.1	Minimize excessive noise levels and community health risks due to groundborne vibration.

Policies

NE 4.1.1	**Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.
NE 4.1.2	**Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.
NE 4.1.3	**Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.1.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and see to qualify for a Quiet Zone designation.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs will help the City reduce potential noise and vibration impacts, especially to sensitive receptors, to less than significant levels (i.e., within City standards).

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan will reduce potential vibration impacts to less than significant levels and no mitigation is required.

Short-Term Construction Noise Impacts

Short-term noise would occur during the construction of future development projects under the proposed 2016 General Plan. First, construction crew commuting and the transport of construction equipment and materials to a project site in the future would incrementally increase noise levels on access roads in the particular project area. In addition, noise would be generated during excavation, grading, and building construction on various portions of a specific development site.

Each step of the construction process has its own mix of equipment, and consequently, its own noise characteristics. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading of a site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment, which includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers,

and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings.

Figure 8 presents general construction noise levels measured at 50 feet, which are based on FHWA data from typical equipment. The peak noise level for the majority of the equipment that will be used during construction of typical development projects will range from 68 to 105 dBA. Noise levels would diminish rapidly with distance from a particular construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured 50 feet from the source would reduce to 80 dBA at 100 feet. At 200 feet from the source, the noise level would reduce to 74 dBA, and then reduce to 68 dBA at 400 feet. Typical construction noise measurements for urban type development projects demonstrate that the noise levels generated by commonly used grading equipment (e.g., loaders, graders, and trucks) generate noise levels that typically do not exceed the middle of the range shown in Figure 8.

It should be noted the City has an exemption for noise levels created during construction, but limits times of construction activity. Future development projects will be required to provide site-specific noise impact studies when residential land uses are adjacent to demonstrate there will be no project-specific significant noise impacts.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2016 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the General Plan goes in that effort:

Noise Element

Goal

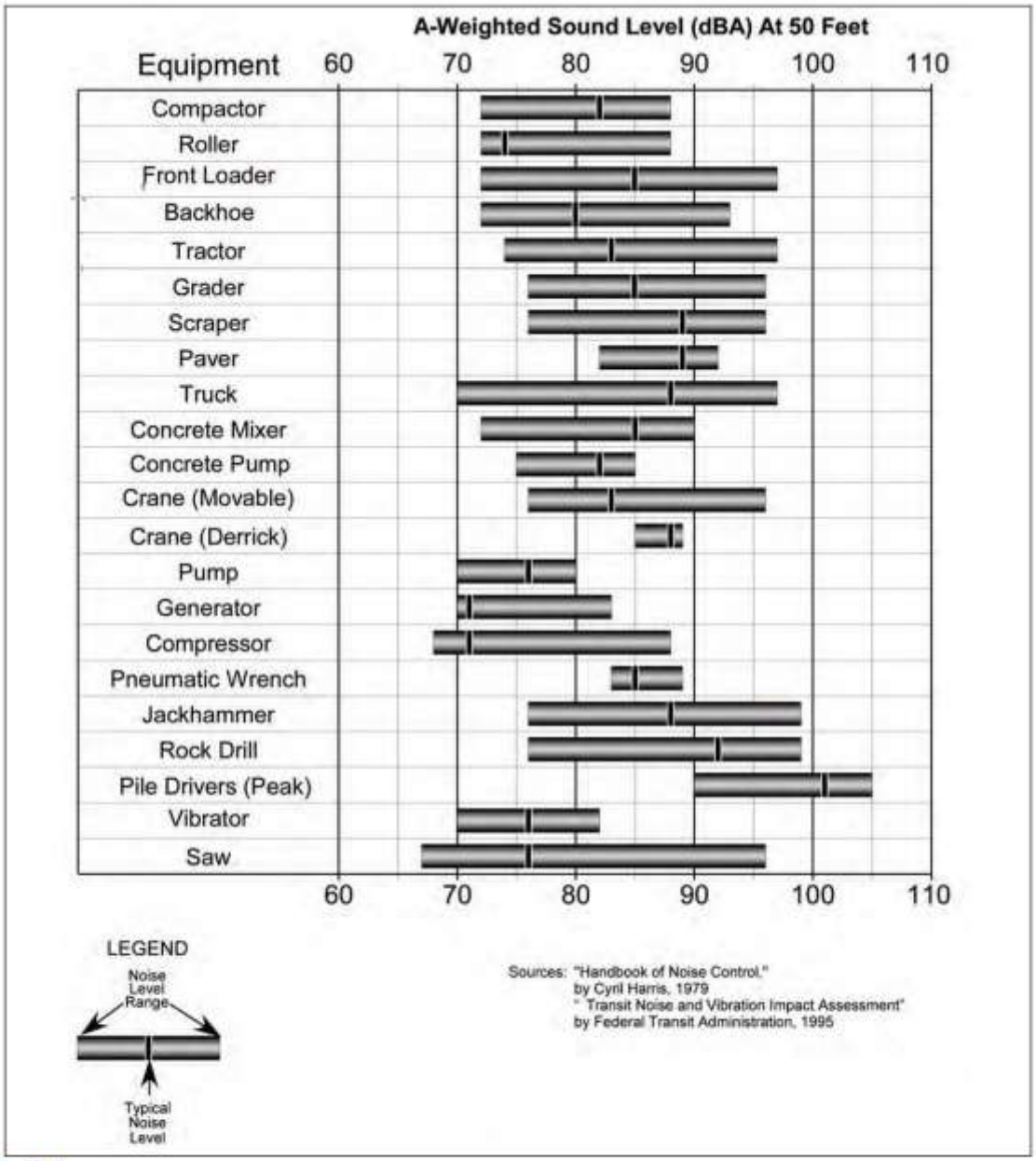
NE 1.1	Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.2	Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.
NE 1.1.3	Stationary source projects must mitigate impacts on noise-sensitive uses.
NE 1.1.4	Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.
NE 1.1.9	Use acoustic site planning techniques.
NE 1.1.10	Mixed commercial/residential development shall minimize internal noise impacts.

Programs

NE 1.1.1.1	Amend the Municipal Code to require that development comply with the Land Use/ Noise Compatibility Matrix and other requirements of the General Plan.
NE 1.1.1.2	Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.



LSA

SOURCE: Mestre Greve Associates, Division of Landrum & Brown, 2012

Jurupa Valley General Plan
Noise and Vibration Study
Figure 8
Typical Construction Equipment Noise Levels

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NE 1.1.1.3	Assist homeowners living in high noise areas to reduce noise levels in their homes.
Goal	
NE 2.1	Minimize excessive noise levels and health risks due to mobile noise sources.
Policies	
NE 2.1.2	Restrict truck deliveries to the least-sensitive times of the day.
NE 2.1.3	Restrict use of off-road vehicles to allowed areas to minimize noise impacts.
NE 2.1.8	Require noise mitigation for new development in prioritized order.
NE 2.1.9	Limit installation of noise mitigation walls (sound walls) where possible.
Programs	
NE 2.1.1.2	Implement strategies to reduce significant noise impacts in the community.
Goal	
NE 3.1	Minimize excessive noise levels and health risks due to stationary noise sources.
Policies	
NE 3.1.1	Require a noise analysis for projects near sensitive receptors.
NE 3.1.2	Design truck loading areas to minimize noise impacts on nearby residential areas.
NE 3.1.3	Stationary noise sources to install noise buffering or reduction mechanisms.
NE 3.1.4	Require all construction equipment use mufflers and engine shrouds.
NE 3.1.5	Limit commercial construction activities near residential uses.
NE 3.1.6	Restrict truck idling near noise-sensitive receptors.
Program	
NE 3.1.1.1	Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs will help prevent significant noise impacts from construction on adjacent sensitive uses.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan will effectively reduce potential noise impacts during future construction; therefore, noise impacts will be less than significant and no mitigation is required.

Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2016 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a list of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the 2016 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,258 acres of vacant land with a mixture of rural and suburban land uses which is 15.3 percent of the total City area. If development occurs at a regular pace, that would equal roughly 224 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 13,140 new residential units and maximum of 33 million square feet of new non-residential building. (See Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth.*)

The cumulative "universe" for noise impacts is the City of Jurupa Valley and adjacent surrounding communities. As growth occurs, vehicular traffic (passenger cars and various sizes of trucks) will incrementally increase depending on the size, type, and location of future development. Major roadways are expected to experience considerable traffic increases, which will substantially increase noise levels adjacent to these roadways. It should be noted that a significant percentage of the expected traffic increases on local roads and freeways will come from regional sources (i.e., land uses in other jurisdictions). The *Long-term Noise Impacts* section determined there would be significant noise impacts in the City from future traffic along selected roadways; therefore, the 2016 General Plan will make an incremental but significant contribution to cumulatively considerable regional noise impacts in the future.

It is also possible that future residents will experience noise impacts from increased rail and airport activities in the future, as well as stationary noise impacts from new commercial and industrial development, but these are not expected to be significant on a local level, so any contributions of noise by local land uses under the 2016 General Plan would not represent a significant contribution to a cumulatively considerable regional noise impacts related to airport or railroad sources.

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APPENDIX A

FHWA TRAFFIC NOISE MODEL PRINTOUTS

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TABLE Existing (2015)-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between East Mission Blvd and Riverside Dr.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4843 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	68.0	139.1	296.0	636.0

TABLE Existing (2015)-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Riverside Dr. and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3995 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	61.9	120.9	275.6	592.7

TABLE Existing (2015)-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Santa-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4326 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	77.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	60.4	125.4	268.0

TABLE Existing (2015)-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Bellegrave Ave and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4340 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	108.2	224.2	480.7

TABLE Existing (2015)-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Lincoln Ave and 68th St.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	90.2	191.3

TABLE Existing (2015)-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Philadelphia Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32607 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
271.0	581.4	1250.5	2692.7

TABLE Existing (2015)-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30196 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
257.4	552.5	1189.1	2560.9

TABLE Existing (2015)-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 EB Off-Ramp and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22794 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
213.0	459.2	985.9	2123.2

TABLE Existing (2015)-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Van Buren Blvd and Riverside Dr
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16300 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.6	366.8	786.8	1696.5

TABLE Existing (2015)-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Riverside Dr and Santa Gallegos Ranch Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12050 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
141.0	300.3	645.2	1389.0

TABLE Existing (2015)-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Santa-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11130 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	54.3	116.7	245.9	529.2

TABLE Existing (2015)-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10422 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	101.8	214.5	459.7	989.2

TABLE Existing (2015)-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11407 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	0.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	107.8	227.6	486.2	1036.5

TABLE Existing (2015)-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bain Street between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3402 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.55

ACTIVE HALF-WIDTH (FT): 8 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	0.0	106.1	228.2

TABLE Existing (2015)-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Main Street between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2830 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	93.9	201.9

TABLE Existing (2015)-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between Philadelphia Ave and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38330 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
230.6	500.5	1094.7	2359.0

TABLE Existing (2015)-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43211 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
256.5	550.6	1185.0	2552.1

TABLE Existing (2015)-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8840 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
88.3	188.8	406.1	874.3

TABLE Existing (2015)-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14121 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 0 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	121.5	261.5	563.2	1213.1

TABLE Existing (2015)-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11668 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	108.1	230.3	495.0	1065.6

TABLE Existing (2015)-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10130 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	0.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 0 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
97.5	209.7	451.6	972.7

TABLE Existing (2015)-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite Street between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	66.3	141.0	302.0

TABLE Existing (2015)+23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite Street between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7530 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 0 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	70.1	150.6	324.1

TABLE Existing (2015)+24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Clay Street between Limonite Ave and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18665 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.4	235.5	505.2	1087.2

TABLE Existing (2015)+25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6843 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	85.8	179.0	382.9

TABLE Existing (2015)+26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8116 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
76.7	158.8	339.0	728.9

TABLE Existing (2015)-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Philadelphia Avenue Between Etiwanda Ave and Country Village Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3468 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	103.0	220.7	474.0

TABLE Existing (2015)-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard Between Mineville Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17255 SPEED (MPH): 55 GRADE: .0

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
170.1	366.0	819.0	1763.6

TABLE Existing (2015)-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30077 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
256.7	551.0	1186.0	2554.2

TABLE Existing (2015)-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between SR-60 EB Off Ramp and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27804 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
243.7	522.9	1125.5	2423.8

TABLE Existing (2015)-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41999 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
320.2	688.1	1481.5	3190.9

TABLE Existing (2015)-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36117 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
388.1	836.6	1797.2	3870.9

TABLE Existing (2015)+33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50795 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
363.2	781.0	1681.7	3622.1

TABLE Existing (2015)+34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Limonite Ave and Clay St.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50812 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
363.8	782.2	1684.3	3627.7

TABLE Existing (2015)+35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Riverside Drive between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6353 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	82.7	174.9	370.1	807.3

TABLE Existing (2015)+36
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10001 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	114.9	247.7	507.5	1091.0

TABLE Existing (2015)+37
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between I-15 NB Ramps and Mineville Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10172 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
116.1	240.4	513.2	1103.4

TABLE Existing (2015)+30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4843 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
60.6	130.6	276.0	594.1

TABLE Existing (2015)-39
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between SR-60 EB Ramps and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19025 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
90.2	191.2	410.5	883.5

TABLE Existing (2015)-40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Bellegrave Ave and Pedley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19612 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
78.5	169.7	347.4	746.9

TABLE Existing (2015)+41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Rodley Rd and Pyrite St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8730 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
89.8	190.5	408.8	878.9

TABLE Existing (2015)+42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Pyrite St and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12372 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
127.4	239.8	515.3	1109.4

TABLE Existing (2015)+43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Camino Real and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18075 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
104.6	220.6	472.9	1017.6

TABLE Existing (2015)+44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between SR-60 EB Ramps and Valley Way
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19354 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
150.7	322.7	694.2	1494.9

TABLE Existing (2015)+45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Valley Way and Riverview Dr
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18752 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	128.7	275.2	591.8	1274.2

TABLE Existing (2015)+46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Riverview Dr and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18043 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	125.6	268.4	577.2	1242.8

TABLE Existing (2015)+47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19930 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	134.9	286.9	616.2	1326.6

TABLE Existing (2015)+48
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between City Limit and Winvolle Avenue
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11121 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	110.0	253.1	544.7	1173.0

TABLE Existing (2015)-49
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8409 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
110.7	237.5	511.0	1100.4

TABLE Existing (2015)-50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Etiwanda Ave and Main St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10350 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
101.4	233.5	457.6	984.6

TABLE Existing (2015)-51
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Main St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7349 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 0 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	78.8	169.3	364.4	784.9

TABLE Existing (2015)-52
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Van Buren Blvd and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8022 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	84.1	179.6	386.2	831.6

TABLE Existing (2015)-53
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bellegrave Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3036 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	0.0	96.6	206.9

TABLE Existing (2015)-54
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Etiwanda Ave and Main St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4870 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	52.6	112.7	242.4

TABLE Existing (2015)-55
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Main St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10562 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	87.7	186.6	406.1

TABLE Existing (2015)-56
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Van Buren Blvd and Rodley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11584 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	93.8	200.7	431.7

TABLE Existing (2015)+57
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Pedley Rd and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8499 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	91.2	195.2	419.8

TABLE Existing (2015)+50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Camino Real and Valley Way
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9700 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.0	213.0	458.7

TABLE Existing (2015)-59
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd Between Jurupa Rd and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7721 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	77.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 8 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	59.5	125.6	270.3

TABLE Existing (2015)-60
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd Between Mission Blvd and SR-60 EB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31366 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
154.3	330.6	711.4	1531.9

TABLE Existing (2015)-61
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd Between SR-60 EB On-Ramp and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30305 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
152.3	324.7	690.0	1502.0

TABLE Existing (2015)-62
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd Between SR-60 WB Ramps and Sierra Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27994 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
192.7	412.5	887.4	1910.9

TABLE Existing (2015)-63
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd Between Sierra Avenue and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10902 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	77.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
68.7	148.2	314.1	676.2

TABLE Existing (2015)-64
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32093 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
214.2	459.2	980.0	2127.7

TABLE Existing (2015)-65
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27564 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
190.2	408.2	870.7	1892.3

TABLE Existing (2015)-66
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22764 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
189.9	407.9	879.5	1889.9

TABLE Existing (2015)-67
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Etiwanda Ave and Main St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20700 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
170.4	383.5	825.8	1778.6

TABLE Existing (2015)-68
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Main St and Collins St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20410 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 8 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
176.2	379.4	817.1	1759.9

TABLE Existing (2015)-69
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Collins St and Van Buren Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26016 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
183.6	392.9	845.2	1819.0

TABLE Existing (2015)-70
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Van Buren Ave and Pedley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19143 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
150.3	320.6	688.9	1483.3

TABLE Existing (2015)-T1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Pedley Rd and Clay St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19249 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
150.9	321.7	691.5	1488.0

TABLE Existing (2015)-T2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Clay St and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25339 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
204.4	437.9	942.1	2028.7

TABLE Existing (2015)-73
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Lincoln Ave / Riverview Drive between Riverview Dr and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14864 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
60.5	140.2	290.5	641.3

TABLE Existing (2015)-74
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between Mission Blvd and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
128.5	273.0	586.3	1263.1

TABLE Existing (2015)-75
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between SR-60 EB Ramps and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19432 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.7	369.1	769.4	1699.0

TABLE Existing (2015)-76
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between SR-60WB Ramps and Market Street
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21309 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
182.4	390.3	839.4	1807.5

TABLE Existing (2015)-77
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between Market Street and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18679 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
167.4	357.6	768.9	1655.6

TABLE Existing (2015)-78
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Holmes Ave between Winchills Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1846 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.55

ACTIVE HALF-WIDTH (FT): 8 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.2	127.1

TABLE Existing (2015)-79
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Sierra Ave between Armstrong Rd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22555 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.2	237.1	509.6	1097.2

TABLE Existing (2015)-80
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Market St between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17030 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
138.0	296.3	637.9	1373.9

TABLE Existing (2015)-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Apus Mansa Rd between Market Street and City Limit
NOISE: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
59.6	123.8	264.4	568.5

TABLE -01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pineville Ave between East Mission Blvd and Riverside Dr
NOISE: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7600 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.1	197.5	423.0	910.0

TABLE -22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Riverside Dr and Santa-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6801 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
102.6	218.2	460.8	1003.2

TABLE -23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Santa-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7470 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
82.0	172.4	360.5	792.4

TABLE -24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Bellegrave Ave and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9621 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
85.1	177.5	369.6	816.4

TABLE -25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Limonite Ave and 68th St.
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3697 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	109.5	231.4	496.2

TABLE -S6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Philadelphia Ave and SR-60 WB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 52677 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
372.7	799.0	1721.4	3709.2

TABLE -S7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 WB Off-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51929 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
369.2	792.2	1705.0	3672.0

TABLE -28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 EB Off-Ramp and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45616 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
330.9	726.0	1564.0	3368.1

TABLE -29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Van Buren Blvd and Riverside Dr
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35518 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
287.5	615.4	1323.7	2850.5

TABLE -10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Riverside Dr and Santa-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24320 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
224.5	478.6	1020.7	2214.7

TABLE -11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Santa-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18719 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
77.0	162.2	347.6	748.0

TABLE -12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9636 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.9	203.7	436.4	938.8

TABLE -13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12985 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
117.1	247.9	532.1	1145.2

TABLE -14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Main St between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4313 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
55.4	118.7	255.5	550.2

TABLE -15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Main St between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4335 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
55.6	119.1	256.4	552.1

TABLE -16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between Philadelphia Ave and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50257 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
293.0	800.7	1909.9	3821.0

TABLE -17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49255 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
279.7	800.7	1293.1	2784.9

TABLE -18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12730 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
115.6	244.8	525.3	1130.7

TABLE -19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21469 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
161.2	345.5	743.4	1601.0

TABLE -20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14178 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
123.8	265.7	564.1	1214.2

TABLE -21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16161 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
133.3	286.1	615.9	1326.4

TABLE -22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite St between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10303 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	88.8	185.7	397.3	854.5

TABLE -23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite St between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10261 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	87.2	184.6	396.1	852.6

TABLE -24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Clay St between Limonite Ave and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26652 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	140.1	298.2	640.8	1378.5

TABLE -25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8922 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	101.2	218.1	456.7

TABLE -26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14025 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.5	235.9	506.0	1089.0

TABLE -27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Philadelphia Ave between Etiwanda Ave and Country Village Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14601 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
126.2	267.9	575.3	1238.3

TABLE -28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Wineville Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26584 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
237.9	507.7	1091.5	2356.1

TABLE -29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44331 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
332.6	713.1	1534.5	3304.5

TABLE -30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between SR-60 EB Off-Ramp and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42360 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
322.0	691.9	1488.9	3206.3

TABLE -31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39795 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
405.0	869.6	1871.8	4031.3

TABLE -12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 77031 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
479.2	1030.0	2219.5	4776.0

TABLE -13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 70714 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
452.0	972.9	2094.6	4511.2

TABLE -14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Lincoln Ave and Clay St.
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 83340 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
504.9	1085.5	2337.2	5033.6

TABLE -15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Riverside Drive Between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14300 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
141.1	300.5	645.7	1390.0

TABLE -16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road Between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34600 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
252.2	530.0	1150.6	2494.7

TABLE -17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road Between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29750 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
220.6	467.5	1047.8	2255.9

TABLE -18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road Between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21242 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
160.9	343.5	730.4	1559.0

TABLE -19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road Between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15952 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
133.6	284.1	610.2	1313.6

TABLE -40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between SR-60 EB Ramps and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13419 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
103.6	220.4	473.6	1019.5

TABLE -41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Bellegrave Ave and Rodley Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14761 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.0	201.7	432.1	928.7

TABLE -42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Rodley Rd and Pyrite St
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12905 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	115.9	247.3	531.6	1144.6

TABLE -43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Pyrite St and Casino Real
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15671 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	131.2	280.5	603.2	1298.7

TABLE -44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Camino Real and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13656 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
122.0	258.8	555.6	1195.9

TABLE -45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between SR-60 EB Ramps and Valley Way
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24733 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
177.1	379.8	817.4	1760.4

TABLE -46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Valley Way and Riverview Dr
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31968 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
382.7	392.1	843.9	1817.3

TABLE -47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Riverview Dr and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26406 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
161.2	345.5	743.3	1600.7

TABLE -48
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard Between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28477 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
170.0	363.4	781.4	1682.5

TABLE -49
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave Between City Limit and Milestillo Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25589 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
205.7	443.7	946.3	2042.0

TABLE -50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave Between Milcville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28633 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
248.5	533.3	1147.7	2471.8

TABLE -51
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave Between Etiwanda Ave and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13770 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
121.5	257.0	553.3	1190.9

TABLE -52
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave Between Costa-Bellsano Ranch Rd and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29632 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
195.6	418.7	900.8	1939.0

TABLE -53
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave Between Van Buren Blvd and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23430 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.5	366.5	788.2	1697.1

TABLE -S4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bellegrave Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4419 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	106.1	227.4

TABLE -S5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Etiwanda Ave and Rain St
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6966 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	66.6	143.0	307.7

TABLE -56
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Belz St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14671 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
109.7	233.8	502.5	1081.9

TABLE -57
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Van Buren Blvd and Rodley Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16627 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
120.0	254.4	546.1	1175.5

TABLE -58
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Pedley Rd and Camino Real
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15563 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
131.5	279.5	600.2	1292.1

TABLE -59
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Camino Real and Valley Way
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22363 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
165.7	355.2	764.4	1646.1

TABLE -50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Jurupa Rd and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18244 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
108.0	231.7	490.0	1072.1

TABLE -51
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Mission Blvd and SR-60 EB On Ramp
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30695 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
212.6	456.6	983.0	2117.0

TABLE -62
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between SR-60 EB On-Ramp and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47005 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
202.9	436.6	935.0	2013.5

TABLE -63
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between SR-60 WB Ramps and Sierra Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44117 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
260.0	559.2	1201.5	2587.7

TABLE -S4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Sierra Ave and City Limit
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20536 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	199.6	427.5	919.7	1980.6

TABLE -S5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 65760 SPEED (MPH): 65 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	339.3	727.7	1566.0	3372.4

TABLE -66
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51095 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
269.9	621.8	1338.2	2882.0

TABLE -67
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41570 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
283.1	608.8	1310.9	2823.4

TABLE -58
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Etiwanda Ave and Pain St
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36398 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
259.5	557.1	1199.1	2582.5

TABLE -59
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Pain St and Collins St
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33503 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
245.3	527.3	1135.3	2445.2

TABLE -70
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Collins St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40583 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
246.1	528.0	1136.5	2447.6

TABLE -71
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Van Buren Blvd and Pedley Rd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27705 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
191.5	410.8	881.9	1899.1

TABLE -72
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Pedley Rd and Clay St
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27395 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
190.0	408.6	874.7	1883.5

TABLE -73
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Clay St and Camino Real
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34304 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
251.1	536.5	1153.6	2484.0

TABLE -T4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Riverview Dr and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20709 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
83.5	174.0	371.9	799.7

TABLE -T5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between Mission Blvd and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23376 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
149.5	318.0	685.1	1475.1

TABLE -76
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between SR-60 EB Ramps and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26240 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	209.1	448.2	964.3	2076.5

TABLE -77
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between SR-60 WB Ramps and Market Street
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28540 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	221.0	473.9	1019.8	2196.1

TABLE -78
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between City Limit and Market Street
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25363 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) - 76.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
204.5	438.2	942.7	2038.0

TABLE -79
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Holmes Avenue between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1701 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 8 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) - 60.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.1	120.4

TABLE -90
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Sierra Avenue between City Limit and Armstrong
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29093 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
250.7	539.0	1160.5	2499.6

TABLE -91
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Market St between City Limit and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42368 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	7.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
253.1	543.4	1169.5	2518.7

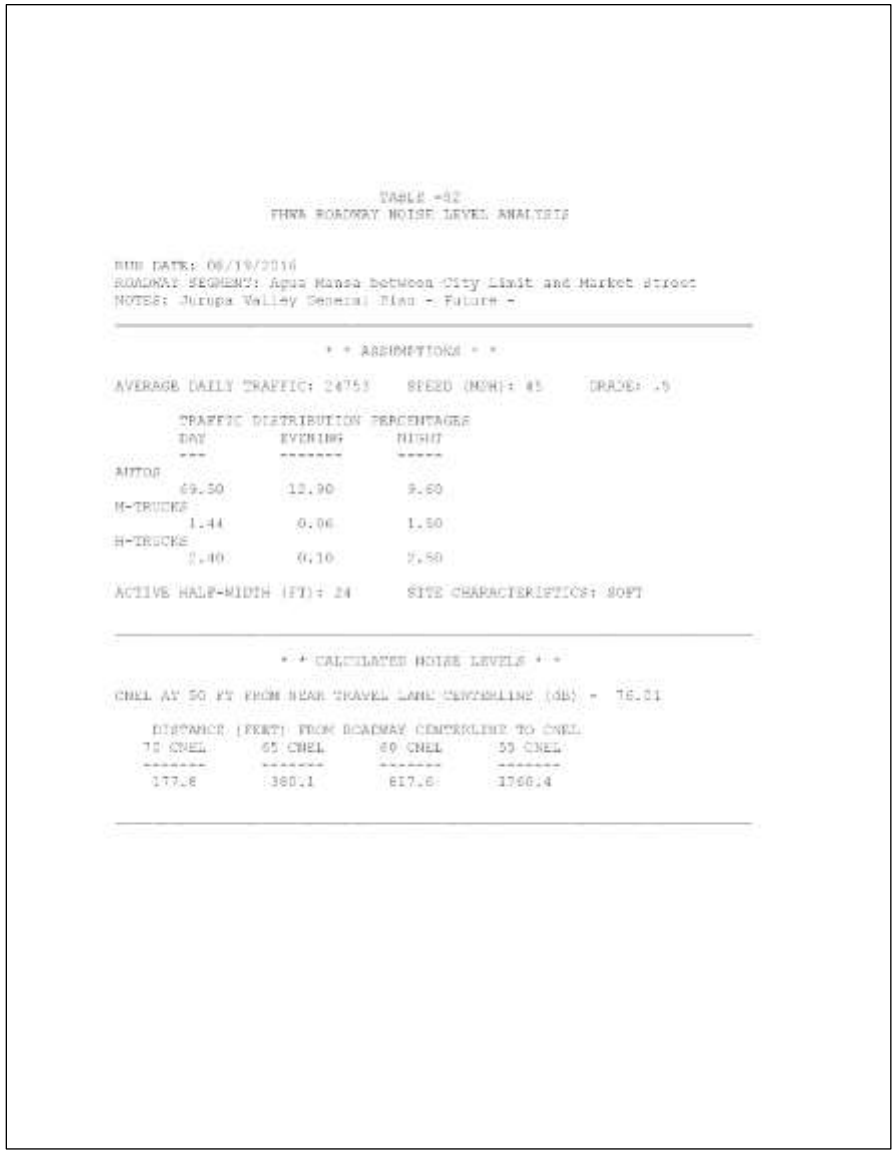


TABLE -02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Apus Manza between City Limit and Market Street
NOTES: Jurupa Valley General Plan - Future -

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24753 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
177.8	380.1	817.6	1760.4

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 4.0
Airport Land Use Plan



April 2017

Riverside County Airport Land Use Compatibility Plan

Volume 1
Policy Document

October 14, 2004



Adopted
by
Riverside County Airport Land Use Commission

Riverside County Airport Land Use Compatibility Plan

Volume 1
Policy Document

October 14, 2004

Adopted
by
Riverside County Airport Land Use Commission

by

MEAD & HUNT

Santa Rosa, California

and

Coffman Associates
Kansas City, Missouri

Riverside County Airport Land Use Commission

Commissioners (2004)

- *County Representatives*
  Arthur M. Butler
  Mark Lightsey

- *Airport Managers' Representatives*
  Ric Stephens, Chairman
  June Stephens, Alternate
  Simon Housman

- *City Representatives*
  Sam Pratt, Temecula
  Dave Hogan, Alternate
  Marge Tandy, Hemet
  Robin Lowe, Alternate
  Lori Van Ardale, Alternate

- *At Large*
  Jon Goldenbaum
  Kathy Rohm, Alternate

Former Commissioners and Alternates (2002-2004)

Ed Adkison
Paul Bell
William Cobb
Allen Graff
Walt Snyder
Lyle Alberg, Alternate to Marge Tandy
Roger Meadows, Alternate to Marge Tandy

Staff

Keith Downs, Executive Director
Beverly Coleman, Development Specialist
B.T. Miller, Counsel

Consultants

Mead & Hunt, Inc.

Kenneth A. Brody, Project Manager
David P. Dietz, A.I.C.P., Senior Airport Planner
Maranda Thompson, Airport Planner
Todd Eroh, Graphics Technician
Susan Norvall, Publication Coordinator

Coffman Associates

David Fitz, A.I.C.P., Associate
Molly Moran Waller, Airport/Environmental Planner
Kory Lewis, Airport Planner

1

Introduction

Overview of the Plan

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development.

General Applicability

As adopted by the Riverside County Airport Land Use Commission (ALUC), this *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports. Also spelled out in the plan are the procedural requirements associated with the compatibility review of development proposals.

This plan replaces compatibility plans for individual airports adopted by the ALUC at various times from 1974 through 1998. The specific airports covered by this document and the date when the present plan was adopted with respect to each airport are listed in Table 1A. If a new adoption date is not indicated in the table, the earlier compatibility plan remains in effect for that airport. As required by state law, either this plan or an earlier one has been adopted for all of the public-use and military airports in the county. Preparation of compatibility plans for private-use airports is at the option of the ALUC. Note that Chino Airport situated in San Bernardino County is among the airports included in Table 1A. This *Compatibility Plan* pertains only to the portion of that airport's influence area which extends into Riverside County.

Along with the airport names and plan adoption dates, Table 1A lists the names of the local government entities—the County of Riverside and/or cities within the county—whose jurisdictions extend into the adopted or potential influence area of the respective airport. The parts of each jurisdiction affected by the plan are depicted in the compatibility maps included in Chapter 3.

AIRPORT / OWNERSHIP	ADOPTION DATE	JURISDICTIONS AFFECTED*	
Public-Use Airports in Riverside County			
Banning Municipal City of Banning	October 14, 2004	City of Banning	County of Riverside
Bermuda Dunes Private	December 9, 2004	City of Indio City of La Quinta	City of Palm Desert County of Riverside
Blythe City/County of Riverside	October 14, 2004	City of Blythe	County of Riverside
Chiriaco Summit County of Riverside	October 14, 2004	County of Riverside	
Corona Municipal City of Corona	October 14, 2004	City of Corona City of Norco	County of Riverside
Desert Center County of Riverside	October 14, 2004	County of Riverside	
Jacqueline Cochran Regional *(formerly Desert Resorts Regional)* County of Riverside		City of Coachella	County of Riverside
Flabob Private	December 9, 2004	City of Riverside	County of Riverside
French Valley County of Riverside	December 9, 2004	City of Murrieta City of Temecula	County of Riverside
Hemet-Ryan County of Riverside		City of Hemet	County of Riverside
Palm Springs International City of Palm Springs	March 10, 2005	City of Palm Springs City of Cathedral City	City of Rancho Mirage
Riverside Municipal City of Riverside	March 10, 2005	City of Riverside	County of Riverside
Military Airports in Riverside County			
March Air Reserve Base U.S. Air Force		City of Moreno Valley City of Perris	City of Riverside County of Riverside March JPA
Private-Use Airports Riverside County			
Perris Valley Private		City of Perris	County of Riverside
Skylark Private		City of Lake Elsinore	County of Riverside
Public-Use Airports in Nearby Areas of Adjacent Counties			
Chino County of San Bernardino		County of Riverside	

* Riverside County jurisdictions within adopted airport influence area (approximately 2 miles of small general aviation airports or 3 miles of major general aviation, airline, and military airports); not listed, but also subject to this *Compatibility Plan*, are any special districts or school districts within an airport influence area.

Table 1A

Compatibility Plan Adoption Status

Additional details regarding the purpose, scope, and applicability of the *Compatibility Plan* are set forth in the countywide policies chapter that follows.

Statutory Requirements

Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. (See Appendix A herein for a copy of the statutes). Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> "...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use compatibility plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Limitations

This fundamental objective notwithstanding, airport land use commissions are limited in their powers to achieve it. Two limitations are explicitly written into the law: ALUCs have no authority over either existing land uses (Section 21674(a)) or the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, but the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses**—The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports that is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

  For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered "devoted to" a particular use, even if the activity has not begun, once local government commitments along with substantial construction investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved. (See Chapter 2 for the definition of *existing land use* as adopted by the Riverside County Airport Land Use Commission).

- **Operation of Airports**—Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs can-

not, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, Riverside County and each city affected by an airport land use compatibility plan is required to make its general plan consistent with the ALUC plan (or to overrule the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

One final limitation worth noting is that ALUCs have no jurisdiction over federal lands such as lands controlled by the U.S. Forest Service, Bureau of Land Management, or Indian tribes. ALUCs can merely inform these agencies about the ALUC policies and seek their cooperation.

Riverside County Airport Land Use Commission

State law provides two basic options regarding the structure of airport land use commissions: a standard format or designation of an existing body to serve as the ALUC. Among California's 58 counties, these two formats are used in roughly equal proportions.

Membership on ALUCs structured in the standard manner is specified to be as follows:

- Two members appointed by the county board of supervisors;
- Two members appointed by a selection committee of mayors of the county's cities;
- Two members appointed by airport managers; and
- A seventh member, representing the general public, appointed by the other six.

The designated body format has several possibilities. Most common is for a single- or multi-county council of governments or similar entity to be designated as the ALUC. Other types of bodies that serve as ALUCs in some counties include the county planning commission, the county airport commission, or the county board of supervisors.

The Riverside County Airport Land Use Commission first met in 1971 with the Riverside County Airport Commission designated to serve the ALUC function. Two city representatives were later added, then, beginning in 1998, the Commission assumed the standard format that continues today. The county agency assigned to provide support staff to the ALUC has also varied over the years. Since 1998, this responsibility has rested with the Riverside County Economic Development Agency (EDA). This agency also functions as management for the county-owned airports. A member of the EDA staff serves as the ALUC Executive Director.

Relationship of the ALUC to County and City Governments

The fundamental relationship between the Riverside County Airport Land Use Commission and the governments of Riverside County and the affected cities in the county is set by the State Aeronautics Act. The ALUC is not simply an advisory body for the Riverside County Board of Supervisors or city councils in the manner that their respective planning commissions are. Rather, it is more equivalent to a Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the Board or city councils. The ALUC does not need county or city approval in order to adopt this *Compatibility Plan* or to carry out ALUC land use project review responsibilities.

Another aspect of the relationship between the ALUC and county and city governments concerns implementation of the *Compatibility Plan*. As noted earlier, although the ALUC has the sole authority to adopt this plan and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the local governments. Actions that Riverside County and the affected cities can take to implement the *Compatibility Plan* are outlined later in this chapter.

POLICY FRAMEWORK

The policies in Chapter 2 and 3 of this *Compatibility Plan Policies Document* are based upon two primary sources: state laws and guidelines; and master plans for the respective airports.

State Laws and Guidelines

Many of the procedures that govern how ALUCs operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for ALUC adoption of compatibility plans, including which airports should or can be included and some of the steps involved in the plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the ALUC. The types of actions that local jurisdictions must submit for review are specified, for example.

With respect to airport land use compatibility criteria, the statutes say little, however. Instead, a section of the law enacted in 1994 refers to another document, the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, ALUCs shall "be guided by" the information contained in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports. The policies in this *Compatibility Plan*, including the individual airport compatibility maps, take into account the guidance provided by the current edition of the *Airport Land Use Planning Handbook*, dated January 2002.

An additional function of the *Airport Land Use Planning Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Specifically, Section 21096 requires that lead agencies must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

The most recent edition of the *Handbook* was completed in January 2002 and is available for downloading from the Division of Aeronautics web site (www.dot.ca.gov/hq/planning/aeronaut).

Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are mostly off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency that owns and/or operates the airport. In contrast, the major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the California Division of Aeronautics.

The compatibility plan for each of the airports within the jurisdiction of the Riverside County Airport Land Use Commission is based upon the respective airport master plan or, as allowed by the statutes, a state-approved airport layout plan. The status of the master plan and layout plan for each airport is indicated in the background data volumes of this *Compatibility Plan.*

Plan Implementation

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). Note that similar requirements apply to local agency overruling of ALUC actions concerning individual development proposals for which ALUC review is mandatory (Section 21676.5(a)) and airport master plans (Section 21676(c)).

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions

affected by this *Compatibility Plan* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

[An initial assessment of the consistency between the current local general plans and the compatibility criteria and other policies set forth in this ALUC *Compatibility Plan* is contained in the background data chapter for each airport.]

Compatibility planning issues can be reflected in a general plan in several ways:

- **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.

- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.

- **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Compatibility Plan Policy Document*—specifically, Chapter 2 plus the policies and maps for the relevant airports from Chapter 3. Applicable background information from Volumes 2 and 3 could be included as well if desired. Changes to the community's existing general plan would be minimal. Policy reference to the ALUC plan would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.

- **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix G.)

Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects that either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan, as it pertains to each specific airport, is adopted by the Airport Land Use Commission and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

PLAN CONTENTS

The *Riverside County Airport Land Use Compatibility Plan* is organized into three volumes.

This first volume contains the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The present introductory chapter serves to set the overall context of airport land use compatibility planning in general and for airports in Riverside County in particular. The most important components of the plan are found in Chapters 2 and 3. Chapter 2 outlines the policies, including airport land use compatibility criteria, applicable around all airports in the county. Additionally, the policies define the types of actions to be submitted for ALUC review and the procedures that the ALUC will follow in making compatibility determinations. Chapter 3 presents the compatibility maps for each airport together with any policies applicable only to that airport. Also included in this volume are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning.

Volumes 2 and 3 present various background data regarding each airport and its environs. Data for airports in western Riverside County is included in Volume 2; data regarding eastern county airports is found in Volume 3. In addition to serving as a convenient information reference for each airport, the material in Volumes 2 and 3 serves to document the data and assumptions upon which the compatibility map for each airport was based.

2

Countywide Policies

1. General Applicability

1.1. Purpose

The purpose of this *Riverside County Airport Land Use Compatibility Plan* is to articulate procedures and criteria, established in accordance with the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), that:

1.1.1. *Riverside County Airport Land Use Commission (ALUC):* The ALUC:

(a) Shall utilize when reviewing proposed land use development in Riverside County for compatibility with airport activity.

(b) Shall utilize when evaluating certain types of airport development proposals that also are subject to ALUC review and are addressed by the *Compatibility Plan.*

1.1.2. *County of Riverside and Affected Cities in the County:* The county and cities:

(a) Shall each apply when modifying their respective general plans and zoning ordinances to be consistent with the Commission's *Compatibility Plan.*

(b) Shall consider when making other planning decisions regarding the proposed development of lands impacted by airport operations.

(c) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

1.1.3. *Special Districts and School Districts:* Special districts and school districts:

(a) Shall apply when creating plans and making other planning decisions regarding proposed facilities and other development affecting or affected by airport operations.

(b) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

1.1.4. *County of San Bernardino:* The county of San Bernardino should recognize as the basis for coordination with the Riverside County ALUC and the county of Riverside regarding airport impacts, specifically with regard to Chino Airport, that overlap the common boundary between the counties.

1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

1.2.1. *Aeronautics Act:* Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.

1.2.2. *Airport:* Each of the public-use or military airports, as listed in Policy 1.3.1(a), situated within or affecting lands within Riverside County, or any other new public-use airport which might be created within the boundaries of Riverside County.

1.2.3. *Airport Influence Area:* An area, as delineated in Chapter 3 herein, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *airport influence area* constitutes the area within which certain land use actions are subject to ALUC review. The term *airport influence area* is synonymous with the term *airport referral area* as well as to the term *planning area* as referred to in Public Utilities Code Section 21675.

1.2.4. *Airport Land Use Commission (ALUC):* The Riverside County Airport Land Use Commission.

1.2.5. *Aviation-Related Use:* Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

1.2.6. *Avigation Easement:* An easement that conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)

1.2.7. *Community Noise Equivalent Level (CNEL):* The noise metric adopted by the state of California for describing airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.

1.2.8. *Compatibility Plan:* This document, the *Riverside County Airport Land Use Compatibility Plan.*

1.2.9. *Compatibility Zone:* Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.

1.2.10. *Existing Land Use:* A land use that either physically exists or for which local government commitments to the proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

(a) A tentative parcel or subdivision map has been approved and not expired;

(b) A vesting tentative parcel or subdivision map has been approved;

(c) A development agreement has been approved and remains in effect;

(d) A final subdivision map has been recorded;

(e) A use permit or other discretionary entitlement has been approved and not yet expired; or

(f) A valid building permit has been issued.

1.2.11. *Federal Aviation Regulations (FAR) Part 77:* The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.

1.2.12. *Gross Acreage:* Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.

1.2.13. *Height Review Overlay Zone:* Areas of land in the vicinity of an airport where the ground lies above an FAR 77 surface or less than 35 feet beneath such surface.

1.2.14. *Heliport:* A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded. Personal-use heliports may or may not require a state permit depending upon their location and other factors.

1.2.15. *Infill:* Development of vacant or underutilized land within areas that are already largely developed or used more intensively. See Policy 3.3.1(a) for criteria used to identify infill areas for compatibility planning purposes.

1.2.16. *Local Jurisdiction:* The County of Riverside or any city or other government agency (except state or federal government agencies or Indian tribes) having jurisdiction over land uses within their boundaries.

1.2.17. *Major Land Use Action:* Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.

1.2.18. *Nonconforming Use:* In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming land use is one which exists (see definition of "existing land use" in Policy 1.2.10) as of the plan's adoption date, but which does not conform with the compatibility criteria set forth herein.

1.2.19. *Project; Land Use Action; Development Proposal:* Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

1.3. Geographic Scope

As established by the Riverside County Airport Land Use Commission, the geographic scope of the *Riverside County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at any of the airports listed in Table 1A for which the ALUC has specifically adopted these procedures; also those lands on which the uses could negatively affect any of the same airports.

(b) All lands within Riverside County that could be negatively affected by present or future aircraft operations at Chino Airport situated in San Bernardino County as well as lands in Riverside County on which the uses could negatively affect usage of that airport.

(c) The specific limits of the influence area for each of the above airports are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

1.3.2. *Countywide Impacts on Flight Safety:* Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of aircraft flight in Riverside County. The specific uses of concern are identified in Policy 1.5.2(c).

1.3.3. *New Airports:* The site and environs of any new airport that may be proposed anywhere in the county, including within incorporated cities, and that requires an Airport Permit from the California Department of Transportation (agricultural airports, personal-use airports, and seaplane landing sites are generally exempt from state permit requirements).

1.3.4. *Heliports:* The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) that may exist or be proposed anywhere within Riverside County, including within incorporated cities.

1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns:* The Commission is concerned only with the potential impacts related to:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

1.4.2. *Airport Impacts Not Considered:* Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission. Also, in accordance with state law (Public Utilities Code Section 21674(e)), neither this *Plan* nor the

ALUC have authority over the operation of any airport (including where and when aircraft fly, airport security, and other such matters).

1.5. Types of Actions Reviewed

1.5.1. *Actions Which Always Require ALUC Review:* As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's *Plan* prior to their approval by the local jurisdiction:

(a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)).

(b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)).

(c) Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c)).

(d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (Public Utilities Code Section 21664.5).

(e) Any proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5) if the facility requires a state airport permit.

1.5.2. *Other Land Use Actions Subject to ALUC Review:* In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

(a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law provides that the ALUC may require the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)). Only those actions that the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.

(b) After a local agency has revised its general plan or specific plan (see Section 3.2) or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.

(1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3. ALUC review of these types of projects can serve to enhance their compatibility with airport activity.

(2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.

(3) Because the ALUC acts in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the Commission.

(c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. This policy is intended to address circumstances that arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 3.3.2 and 3.3.3.)

(d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Executive Director. If the Executive Director determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Executive Director to approve proposed actions having no apparent compatibility issues of significance.

1.5.3. *Major Land Use Actions:* The scope or character of certain *major land use actions,* as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.

(a) Actions affecting land uses within any compatibility zone.

(1) Any proposed expansion of the sphere of influence of a city or special district.

(2) Proposed pre-zoning associated with future annexation of land to a city.

(3) Proposed development agreements or amendments to such agreements.

(4) Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.

(5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

(6) Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.

(7) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).

(8) Any off-airport, nonaviation use of land within *Compatibility Zone A* of any airport.

(9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

- 35 feet within *Compatibility Zone B1*, *B2*, or a *Height Review Overlay Zone*;
- 70 feet within *Compatibility Zone C*; or
- 150 feet within *Compatibility Zone D* or *E*.

(10) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations that receives a finding of anything other than "not a hazard to air navigation."

(11) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:

- Electrical interference with radio communications or navigational signals;
- Lighting which could be mistaken for airport lighting;
- Glare in the eyes of pilots of aircraft using the airport; and
- Impaired visibility near the airport.

(12) Projects having the potential to cause attraction of birds or other wildlife that can be hazardous to aircraft operations to be increased within the vicinity of an airport.

(b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission. (See Policy 1.2.5 for definition of *aviation-related use.*)

(c) Regardless of location within Riverside County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)

(d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

1.5.4. *Intercounty Coordination:* Where an airport influence area crosses the Riverside County line, affected jurisdictions outside Riverside County are asked to maintain coordination with the Riverside County ALUC on airport land use compatibility issues. In particular:

(a) The County of San Bernardino should inform the Riverside County ALUC regarding proposed plans for development of Chino Airport that may change the character or magnitude of impacts within the Riverside County portion of the airport influence area. (See map in Chapter 3).

(b) Any other county adjacent to Riverside County or any city or other agency within such counties that may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Riverside County boundary should inform the Riverside County ALUC of such proposal.

(c) Riverside County ALUC review of such actions is advisory only. The ALUC has no jurisdiction over development outside Riverside County boundaries.

2. Review Process

2.1. General

2.1.1. *Timing of Project Submittal:* Proposed actions listed in Section 1.5 *should* be submitted to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Executive Director's) review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all projects *must* be submitted to the Commission for review prior to final approval by the local government entity.

2.1.2. *Public Input:* Where applicable, the Commission shall provide public notice and obtain public input in accordance with Public Utilities Code Section 21675.2(d) before acting on any plan, regulation, or other land use proposal under consideration.

2.2. Review Process for Community Land Use Plans and Ordinances

2.2.1. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.

(a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and overrule the Commission in accordance with Public Utilities Code Section 21676(b) (Government Code Section 65302.3).

(b) Prior to taking action on a proposed amendment, the local agency must submit a draft of the proposal to the Commission for review and approval.

(c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the Commission modify the areas defined as "infill" in accordance with Policy 3.3.1. The Commission will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.

2.2.2. *Subsequent Reviews of Related Land Use Development Proposals:* As indicated in Policies 1.5.1(a) and 1.5.1(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development actions that are consistent with applicable, previously re-

viewed, local plans, ordinances, and regulations are subject to Commission review only under the conditions indicated in Policies 1.5.2 and 2.3.5.

2.2.3. *Commission Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:

(a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Section 3.2 must be met.

(b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications that the Commission may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.

(c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts or shortcomings upon which its determination is based.

2.2.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (Public Utilities Code Section 21676(d)).

(a) The 60-day review period may be extended if agreed upon in writing by the submitting agency or project applicant.

(b) The date of referral is deemed to be the date on which all applicable project submittal information is received by the Commission Executive Director.

(c) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(d) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(e) The referring agency shall be notified of the Commission's action in writing.

2.2.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a community land use plan or ordinance, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Sections 21676(a) and (b)). The ALUC authorizes the Executive Director to respond as appropriate.

2.3. Review Process for Major Land Use Actions

2.3.1. *Project Submittal Information:* A proposed major land use action submitted to the Commission (or to the ALUC Executive Director) for review shall include:

(a) The following information:

(1) Property location data (assessor's parcel number, street address, subdivision lot number).

(2) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(3) A description of the existing and proposed uses of the land in question.

(4) The type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).

(5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.

(6) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(7) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

(8) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.

(9) Any staff reports regarding the project that may have been presented to local agency decision makers.

(10) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.

(b) Any applicable review fees as established by the Riverside County Airport Land Use Commission.

2.3.2. *ALUC Executive Director's Choices:* When reviewing major land use actions in accordance with Policy 1.5.2(d), the ALUC Executive Director has two choices of action:

(a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. Upon said finding, the Executive Director is authorized to approve such projects on behalf of the Commission

(b) Find that the proposed project may be inconsistent with the *Compatibility Plan.* The Executive Director shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices:* When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

(a) Find the project consistent with the *Compatibility Plan.*

(b) Find the project consistent with the *Compatibility Plan,* subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).

(c) Find the project inconsistent with the *Compatibility Plan.* In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.

2.3.4. *Response Time:* In responding to major land use actions submitted for review, the policy of the Riverside County Airport Land Use Commission is that:

(a) When a major land use action is submitted for review on a mandatory basis as required by Policy 1.5.2.(a):

(1) Reviews by the ALUC Executive Director shall be completed within 30 days of when a complete application is submitted.

(2) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.

(3) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Executive Director.

(4) If the ALUC Executive Director or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the compatibility plan.

(b) When a major land use action is submitted on an optional basis in accordance with Policy 1.5.2(b), review by the ALUC Executive Director and/or the Commission should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the submitting agency.

(c) Regardless of action or failure to act on the part of the ALUC Executive Director or the Commission, the proposed action still must comply with other applicable local, state, and federal laws and regulations.

(d) The referring agency shall be notified of the ALUC Executive Director's and/or the Commission's action in writing.

2.3.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a major land use action for which ALUC review is mandatory, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676.5(a)). The ALUC authorizes the Executive Director to respond as appropriate.

2.3.6. *Subsequent Review:* Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:

(a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).

(b) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of compatibility. Proposed changes warranting a new review include, but are not limited to, the following:

(1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;

(2) An increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;

(3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or

(4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 3.3.6.

(c) The local jurisdiction concludes that further review is warranted.

2.4. Review Process for Airport Master Plans and Development Plans

2.4.1. *Project Submittal Information:* An airport master plan or development plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available.

(a) At a minimum, information to be submitted shall include:

(1) A layout plan drawing of the proposed facility showing the location of:

- Property boundaries;
- Runways or helicopter takeoff and landing areas;
- Runway or helipad protection zones;
- Aircraft or helicopter approach/departure flight routes.

(2) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(3) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.

(4) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.

(5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.

(6) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.

(7) Identification and proposed mitigation of impacts on surrounding land uses.

(b) Any applicable review fees as established by the Riverside County Airport Land Use Commission shall accompany the application.

2.4.2. *Commission Action Choices for Plans of Existing Airports:* When reviewing airport master plans or expansion plans for existing public-use airports, the Commission has three action choices:

(a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan.*

(b) Find the airport plan inconsistent with the Commission's *Plan.*

(c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

2.4.3. *Commission Action Choices for Reviews of New Airports or Heliports:* When reviewing proposals for new airports or heliports, the Commission's choices of action are:

(a) Approve the proposal as being consistent with the specific review policies listed in Section 5.2 below.

(b) Approve the proposal and adopt a *Compatibility Plan* for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (Public Utilities Code Section 21675(a)).

(c) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

2.4.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (Public Utilities Code Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan.*

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

2.4.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding an airport master plan or development plan, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676(c)). The ALUC authorizes the Executive Director to respond as appropriate.

3. COMPATIBILITY CRITERIA FOR LAND USE ACTIONS

3.1. Basic Criteria

3.1.1. *Basic Land Use Compatibility Criteria:* The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

3.1.2. *Function of Supporting Criteria:* The Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice.

CHAPTER 2 COUNTYWIDE POLICIES

Zone	Locations	Maximum Densities / Intensities: Residential (d.u./ac) [1]	Other Uses (people/ac) [2]: Average [6]	Single Acre [7]	with Bonus [8]	Req'd Open Land [9]	Additional Criteria: Prohibited Uses [4]	Other Development Conditions [5]
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [9]	› Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Aboveground bulk storage of hazardous materials [11] › Critical community infrastructure facilities [12] › Hazards to flight [9]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >70 feet tall [15] › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or [16] (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Airspace review required for objects >70 feet tall [15] › Children's schools, hospitals, nursing homes discouraged [17] › Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	› Hazards to flight [9]	› Airspace review required for objects >100 feet tall [15] › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [19]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall [14] › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Table 2A

Basic Compatibility Criteria

NOTES:

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.

[4] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

[5] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.

[6] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[7] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.

[8] An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.

[9] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.

[10] Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

[11] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.

[12] Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.

[13] NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.

[14] Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

[15] This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.

[16] Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.

[17] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[18] Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

3.1.3. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

(a) Any subdivision of land for residential uses within *Compatibility Zones A, B1, B2,* and *C* shall not result in a density greater than that indicated in the Compatibility Criteria matrix, Table 2A.

(1) Secondary units, as defined by state law, shall be excluded from density calculations.

(2) Clustering of development shall be limited in accordance with Policy 4.2.5(a)(2).

(b) Within *Compatibility Zone D*, local land use jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. Additionally, a high-density option is provided. This option requires that densities be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). See Table 3A for an explanation of the rationale behind these options.

(c) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.

(d) Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.

(1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.

(2) Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.

3.1.4. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.

(a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

(1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

(b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 4.2.5(b) and listed in Table 2A unless special risk reduction building design measures are taken as described in Policy 4.2.6.

(c) The noise exposure limitations cited in Policy 4.1.4 and listed in Table 2B shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 4.1.6 shall also be considered.

3.1.5. *Prohibited Uses:* Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an airport influence area. See Policy 4.2.3 and Table 2A. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

3.1.6. *Other Development Conditions:* All types of proposed development shall be required to meet the additional conditions listed in Table 2A for the respective compatibility zone where the development is to be located. Among these conditions are the following:

(a) Avigation Easement Dedication: See Policy 4.3.5.

(b) Deed Notice: See Policy 4.4.3.

(c) Real Estate Disclosure: See Policy 4.4.2.

(d) Noise Level Reduction: See Policy 4.1.6.

(e) Airspace Review: See Policy 4.3.3.

3.2. General Plan Consistency with Compatibility Plan

In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished (see Appendix F for additional guidance):

3.2.1. *Elimination of Conflicts:* No direct conflicts can exist between the two plans.

(a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.

(b) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations that reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations that merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 3.3.2 and 3.3.3.

(c) To be consistent with the *Compatibility Plan*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other approved limit.

3.2.2. *Establishment of Review Process:* Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan.*

(a) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.

(b) Local jurisdictions have the following choices for satisfying this evaluation requirement:

(1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan (this requires both that the compatibility criteria be identified and that project review procedures be described);

(2) The ALUC's compatibility plan can be adopted by reference (in this case, the project review procedure must be described in a separate instrument presented to and approved by the ALUC); and/or

(3) The general plan can indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

3.3. Special Conditions

3.3.1. *Infill:* Where development not in conformance with the criteria set forth in this *Compatibility Plan* already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within *Compatibility Zones A* or *B1*.

(a) A parcel can be considered for *infill* development if it meets *all* of the following criteria plus the applicable provisions of either Sub-policy (b) or (c) below:

(1) The parcel size is no larger than 20.0 acres.

(2) At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this *Plan* unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.

(d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:

(a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.

(b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.

(c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).

3.3.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:

(a) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.

(b) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage that can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.

(c) Any nonresidential use that has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.

(d) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.

(e) The above exceptions do no apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.

(f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

3.3.4. *Development by Right:* Nothing in these policies prohibits:

(a) Construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.

(b) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Policy 1.2.10 for definition).

(c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in the Compatibility Criteria matrix, Table 2A.

3.3.5. *Parcels Lying within Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.

3.3.6. *Other Special Conditions:* The compatibility criteria set forth in this *Plan* are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

(a) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.

(b) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

(c) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.

(d) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

(e) Special conditions that warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan.*

4. Supporting Compatibility Criteria

4.1. Noise

4.1.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

4.1.2. *Noise Contours:* The evaluation of airport/land use noise compatibility shall consider both the current and future Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapter 3 of this *Plan.*

(a) At most airports in the county, anticipated growth in aircraft operations results in projected future noise contours being larger than current ones. However, in some instances, factors such as introduction of a quieter aircraft fleet mix, planned changes to the configuration of airport runways, or expected modifications to flight procedures can result in current contours being larger than the future contours in some or all of the airport environs. In these cases, a composite of the contours for the two time frames shall be considered in compatibility analyses.

(b) For airport at which aircraft activity has substantial seasonal or weekly characteristics, noise contours associated with the peak operating season or days of the week shall be taken into account in assessing land use compatibility.

(c) Projected noise contours included in Chapter 3 are calculated based upon forecasted aircraft activity as indicated in an airport master plan or that is considered by the Riverside County Airport Land Use Commission to be plausible (refer to activity data in the Background Data volumes). The Airport Land Use Commission or the entities that operate airports in Riverside County should periodically review these projected noise level contours and update them if appropriate.

4.1.3. *Application of Noise Contours:* The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use on a specific site or a portion thereof. Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.6.)

4.1.4. *Noise Exposure in Residential Areas:* Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports covered by this *Plan* is 60 dB for all airports except low-activity outlying airports (Chiriaco Summit and Desert Center) for which the criterion is 55 dB. These standards shall be based upon noise contours calculated as described above.

4.1.5. *Noise Exposure for Other Land Uses:* Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

4.1.6. *Interior Noise Levels:* Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, theaters, and mortuaries;
- Office buildings; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Chapter 3 of this *Plan* shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

Land Use Category	CNEL (dB) 50–55	55–60	60–65	65–70	70–75
Residential *					
single-family, nursing homes, mobile homes	++	o	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

Land Use Acceptability		Interpretation/Comments
++	*Clearly Acceptable*	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	*Normally Acceptable*	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	*Marginally Acceptable*	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
–	*Normally Unacceptable*	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
– –	*Clearly Unacceptable*	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

* Subtract 5 dB for low-activity outlying airports (Chiriaco Summit and Desert Center)

Table 2B

Supporting Compatibility Criteria: Noise

(2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.

4.1.7. *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.

(1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the Commission may seek additional data and may take into account noise from these ground-based sources.

(2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 2.4 herein.

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport. However, aircraft noise modeling programs have the capability of including noise from this source. At airports where engine testing takes place or is proposed, the ALUC may need to ascertain whether the noise was or was not included in the noise contour calculations.)

4.1.8. *Construction of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

4.2. Safety

4.2.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.

(b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

4.2.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)

4.2.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

(a) Uses Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.

(1) This general policy may be superseded by airport specific policies (see Chapter 3).

(2) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C* and *D* provided that these facilities meet the maximum intensity standards listed in the Compatibility Criteria matrix, Table 2A.

(b) Multi-story Buildings: In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:

(1) Within *Compatibility Zone A*, new occupied structures are not permitted.

(2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.

(3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.

(c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

(1) Within *Compatibility Zone A*, manufacture or storage of any such substance is prohibited.

(2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:

- Fuel or hazardous substances stored in underground tanks.

- On-airport storage of aviation fuel and other aviation-related flammable materials.
- Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).

(3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

(d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:

(1) Within *Compatibility Zone A*, all such uses are prohibited.

(2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

4.2.4. *Open Land:* In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area should be:

(1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of approximately 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

(d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan*. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

4.2.5. *Limitations on Clustering:* Policy 4.2.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.

(a) Clustering of new residential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zones B1*, *B2*, and *C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.

(b) Unless special design measures as listed in Policy 4.2.6 are utilized, usage intensity of new nonresidential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.

(3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.6. *Risk Reduction Through Building Design:* The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

(a) This intensity bonus is not applicable within *Compatibility Zone A* (no buildings are permitted) or *E* (densities and intensities are not limited) and shall not be applied to buildings situated within *Compatibility Zones B1*, *B2*, or *C* for runways routinely used by large aircraft (aircraft having a maximum certificated takeoff weight of more than 12,500 pounds).

(b) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:

- Using concrete walls;
- Limiting the number and size of windows;
- Upgrading the strength of the building roof;
- Avoiding skylights;
- Enhancing the fire sprinkler system;
- Limiting buildings to a single story; and
- Increasing the number of emergency exits.

(c) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

(d) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

4.3. Airspace Protection

4.3.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts "aeronautical studies" of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

4.3.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapter 3.

4.3.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do

not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

(a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

(b) Within *Compatibility Zone B1*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within *Compatibility Zone B2*, ALUC review is required for any proposed object taller than 35 feet.

(d) Within *Compatibility Zones C* and *D*, ALUC review is required for any proposed object taller than 70 feet.

(e) Within *Compatibility Zone E*, ALUC review is required for any proposed object taller than 100 feet.

(f) Within the *Height Review Overlay Zone*, ALUC review is required for any proposed object taller than 35 feet above the ground. The approximate extent of the *Height Review Overlay Zone* is indicated on the respective *Compatibility Map* included for each airport in Chapter 3.

4.3.4. *Height Restriction Criteria:* The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

(a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within *Compatibility Zones B1*, *B2*, or *Height Review Overlay Zone*.

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zones C* and *D*, generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zone E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

4.3.5. *Avigation Easement Dedication:* As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A*, *B1*, or *B2* or a

Height Review Overlay Zone shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix G.

4.3.6. *FAA Notification:* Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the Public Utilities Code, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

(a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.

(b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration and the FAA findings if available.

4.3.7. *Other Flight Hazards:* New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports.)*

4.4. Overflight

4.4.1. *Policy Objective:* Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

4.4.2. *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.

(a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

(b) The statutes define an *airport influence area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The *airport influence area* for each of the airports in Riverside County subject to this *Compatibility Plan* is indicated on that airport's *compatibility map* contained in Chapter 3 herein.

(c) Where disclosure is required, the following statement shall be provided:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(d) For the purposes of this *Compatibility Plan*, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such local jurisdiction policies also should be applied to lease or rental agreements for existing residential property.

4.4.3. *Deed Notices:* In addition to the preceding real estate transfer disclosure requirements, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area. (Note that the *avigation easement* required by Policy 4.3.5 to be dedicated in conjunction with development in *Zones A, B1, B2,* and the *Height Review Overlay Zone* serves as a deed notice in those locations.) The notice shall include the language indicated above with respect to real estate transfer disclosures.

4.4.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2,* and *C* is strongly discouraged.

(b) In *Compatibility Zone D,* general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

5. Compatibility Criteria for Airport Development Actions

5.1. Criteria for Master or Development Plans of Existing Airports

5.1.1. *Substance of Review:* When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan.* Attention should specifically focus on:

(a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan,* or that (2) include a higher proportion of larger or noisier aircraft.

(b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.

5.1.2. *Noise Impacts of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.

5.1.3. *Consistency Determination:* The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan.* The Commission shall base its determination of consistency on;

(a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan.*

(b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.2.5 for definition of aviation-related use).

5.2. Criteria for Proposed New Airports or Heliports

5.2.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

(a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.

(b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.

(c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

5.2.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.

(a) Questions to be considered should include:

(1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?

(2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:

- Location of flight tracks so as to minimize the impacts;
- Other operational procedures to minimize impacts;
- Installation of noise barriers or structural noise insulation;
- Acquisition of property interests (fee title or easements) on the impacted land.

(b) The noise impact assessment criteria listed in Policy 5.1.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

FL. FLABOB AIRPORT

FL.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* No master plan has been prepared for this privately owned airport. The airport layout plan prepared by the airport proprietor in 2003 serves as the basis for the *Compatibility Plan.*

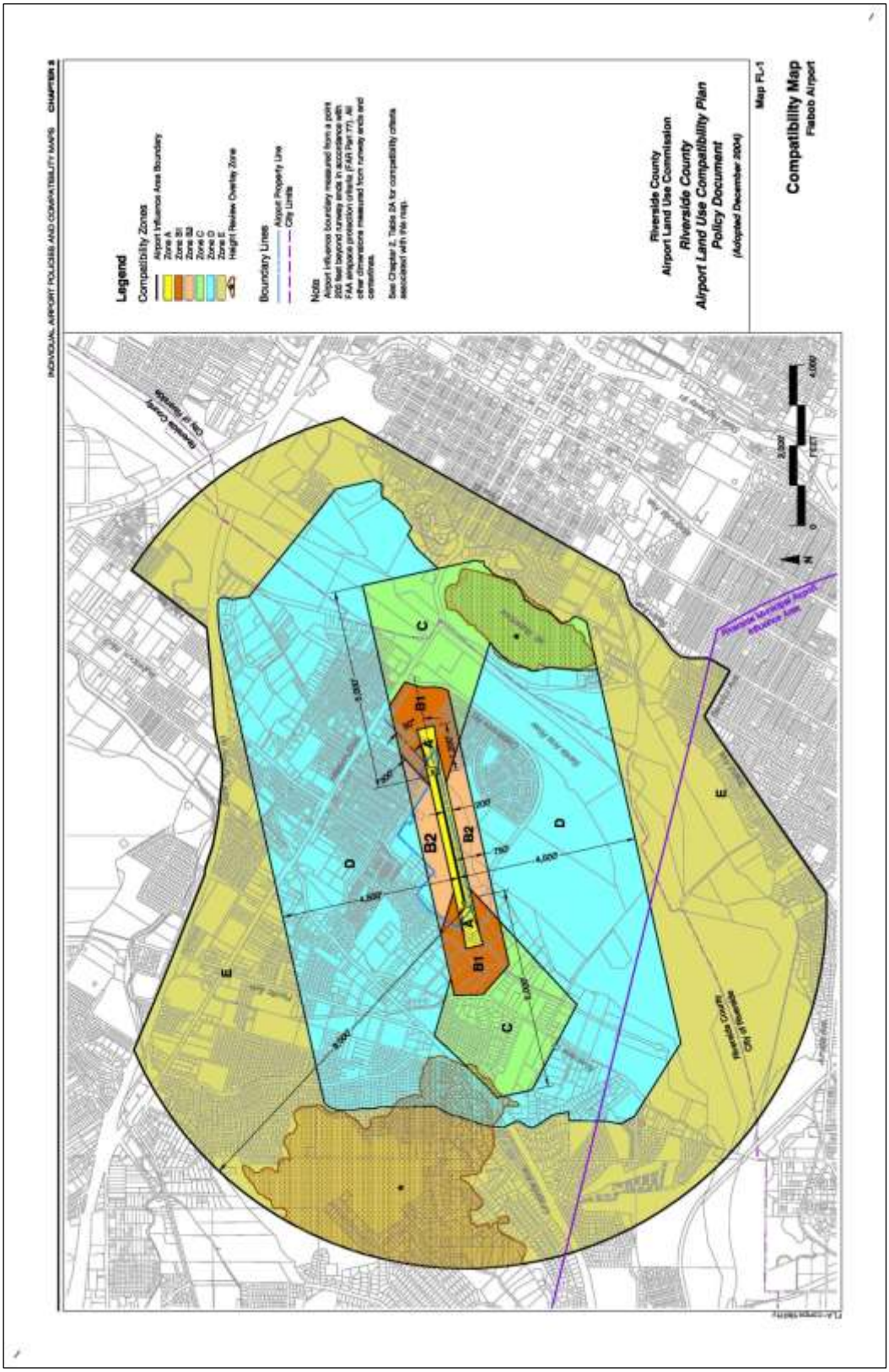
1.2 *Airfield Configuration:* No modifications to the runway length or approach types are anticipated for Flabob Airport.

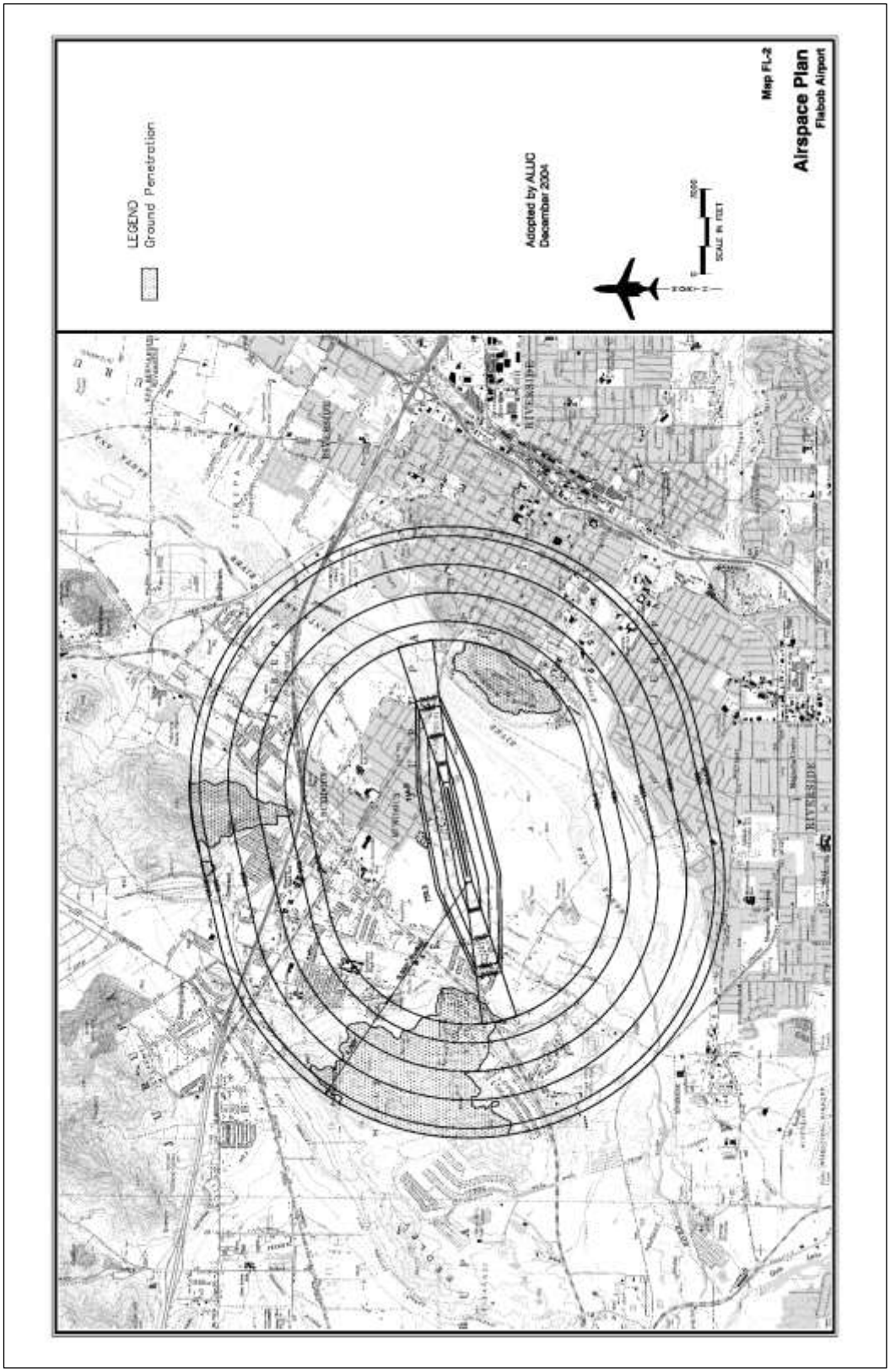
1.3 *Airport Activity:* The basic character of the airport's usage and the small size of the facility will limit future activity levels. For compatibility planning purpose, aircraft operations are assumed to reach no more than 43,400 per year, a 60% increase from the estimated 27,000 annual operations at present.

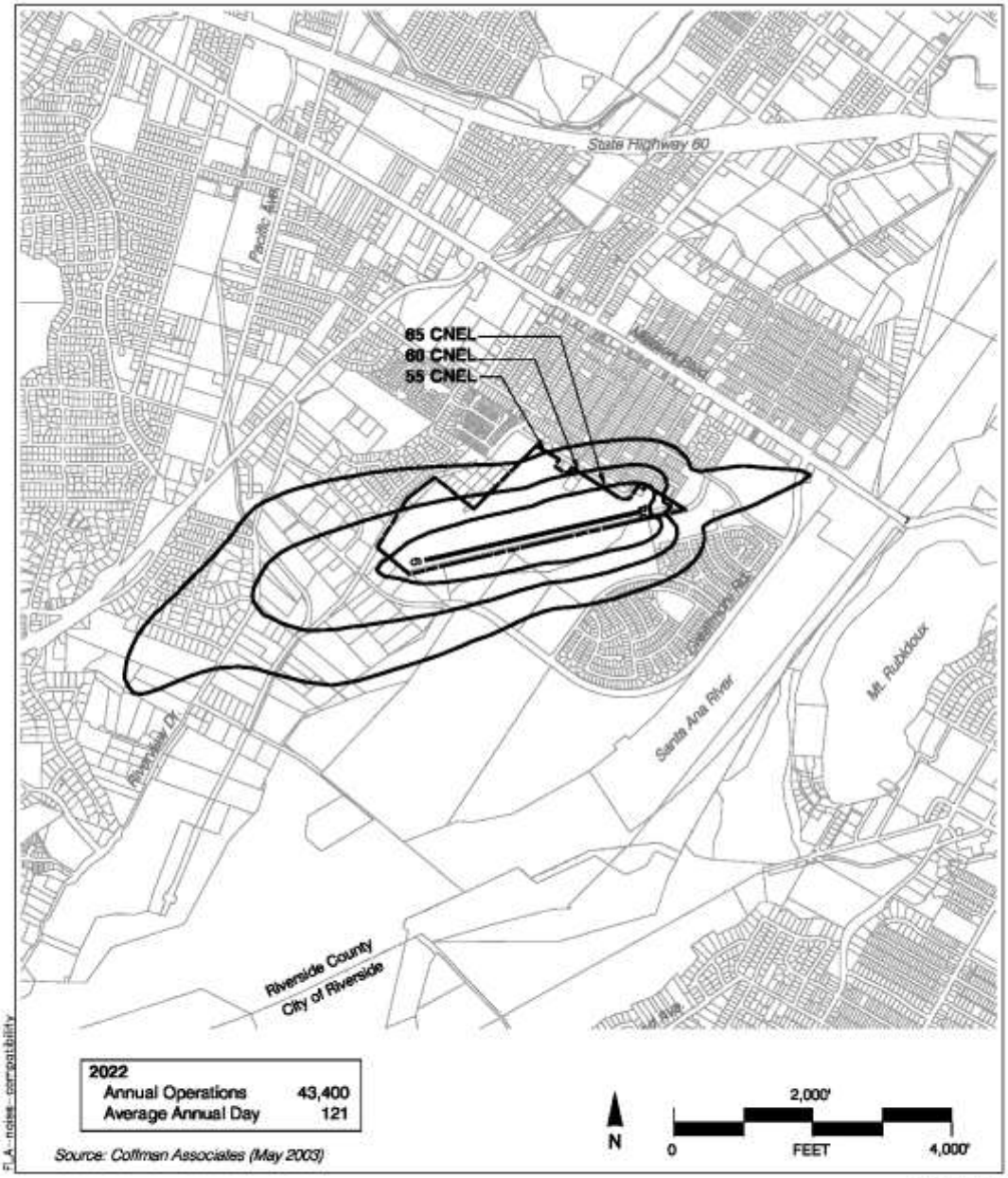
1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the airport influence area boundaries on the west and northeast. To the north, south, and southeast, the airport's impacts are less extensive and roads are therefore used to delineate the limits of the airport influence area.

FL.2 Additional Compatibility Policies

2.1 None.


Legend
Compatibility Zones
Boundary Lines
Note
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted December 2004)
Map FL-1
Compatibility Map
Flabob Airport
A
B1
B2
C
D
E


Airspace Plan
Flabob Airport
Map FL-2
LEGEND
Ground Penetration
Adopted by ALUC
December 2004
SCALE IN FEET
RIVERSIDE



Map FL-3

Noise Compatibility Contours

Flabob Airport

RI. RIVERSIDE MUNICIPAL AIRPORT

RI.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The most recent airport master plan was adopted by the City of Riverside in November 1999. The airport layout plan drawing was subsequently updated in January 2001.

1.2 *Airfield Configuration:* The *Airport Master Plan* proposes an easterly 750-foot extension of Runway 9-27. Establishment of a straight-in nonprecision instrument approach to Runway 27 also is contemplated. The compatibility map for Riverside Municipal Airport takes into account the traffic patterns associated with both the existing and future runway ends and approach types.

1.3 *Airport Activity:* For the purposes of the *Compatibility Plan*, the *Master Plan* forecasts have been extended to a level anticipated to have a time horizon of 20+ years. Specifically, a projection of 220,000 annual operations, almost double the current level, is assumed. Essentially all of this growth is expected to be in operations by turboprop aircraft, business jets, and helicopters; single-engine airplane activity is projected to remain roughly constant.

1.4 *Airport Influence Area:* The instrument approach route and typical extent of the airport traffic pattern define the of the airport influence area boundary for Riverside Municipal Airport. To the east and west, this boundary mostly coincides with the outer edge of the airport's FAR Part 77 conical surface. A westward extension encompasses locations where aircraft on a precision instrument approach are lower than 1,000 feet above the airport elevation.

RI.2 Additional Compatibility Policies

2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Riverside Municipal Airport. For this airport, the criterion shall instead be 65 dB CNEL. This higher threshold recognizes that ambient noise conditions in the area are relatively high because of other major noise sources, particularly railroads and freeways. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.

2.2 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in Compatibility Zone B2 at Riverside Municipal Airport may have up to three aboveground habitable floors provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77.

2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the residential

density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:

(a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.

(b) For the area within the City of Riverside west of Tyler Street—designated with a (1) on Map RI-1—no restrictions on residential densities shall apply.

2.4 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the Riverside Municipal Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

(a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.

(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, Compatibility Factors, will suffice).

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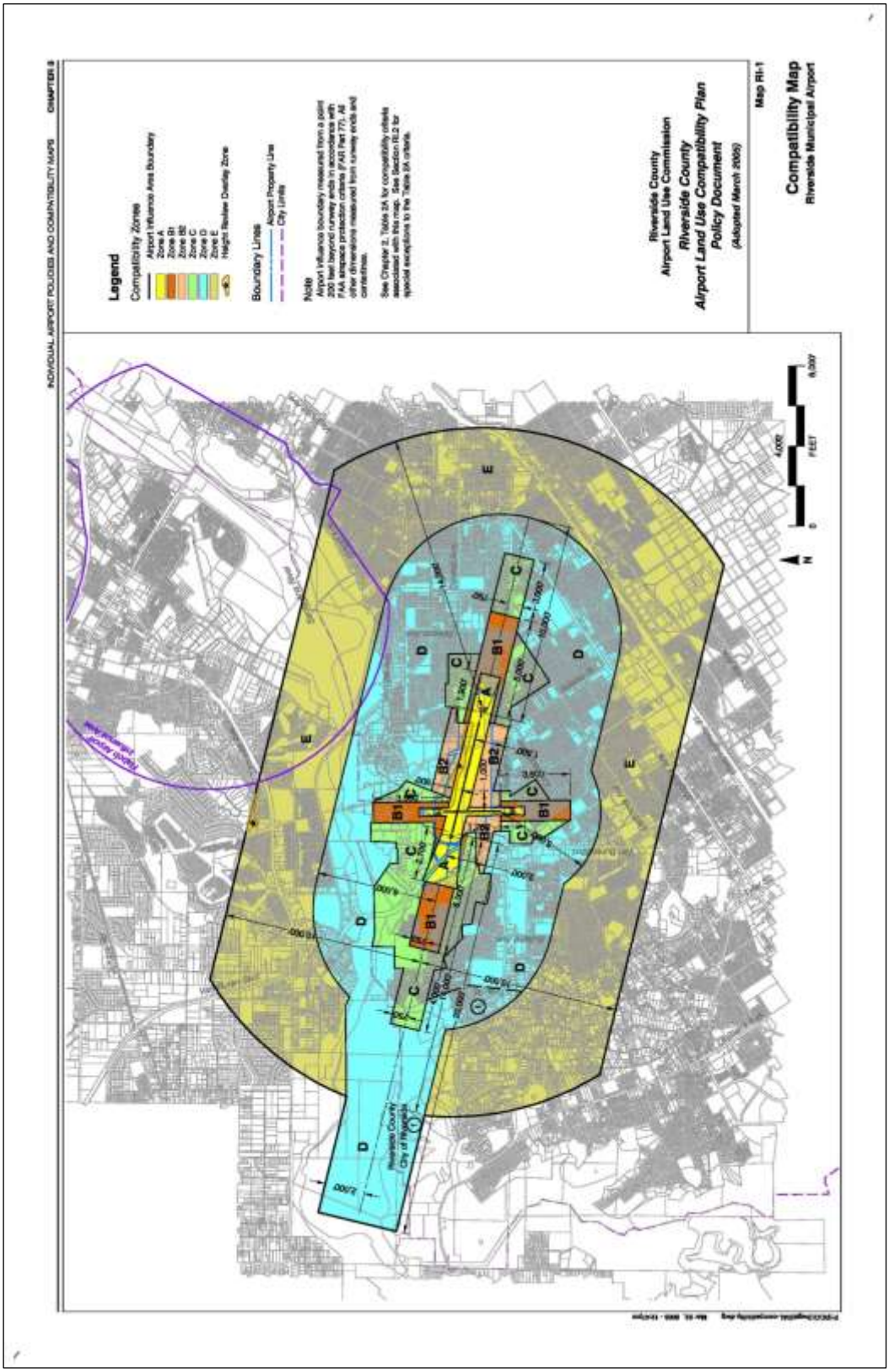
Legend
Compatibility Zones
Airport Influence Area Boundary
Zone A
Zone B1
Zone B2
Zone C
Zone D
Zone E
Height Review Overlay Zone
Boundary Lines
Airport Property Line
City Limits
Note
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section II.2 for special exceptions to the Table 2A criteria.
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)
Map RI-1
Compatibility Map
Riverside Municipal Airport
INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS
CHAPTER 8
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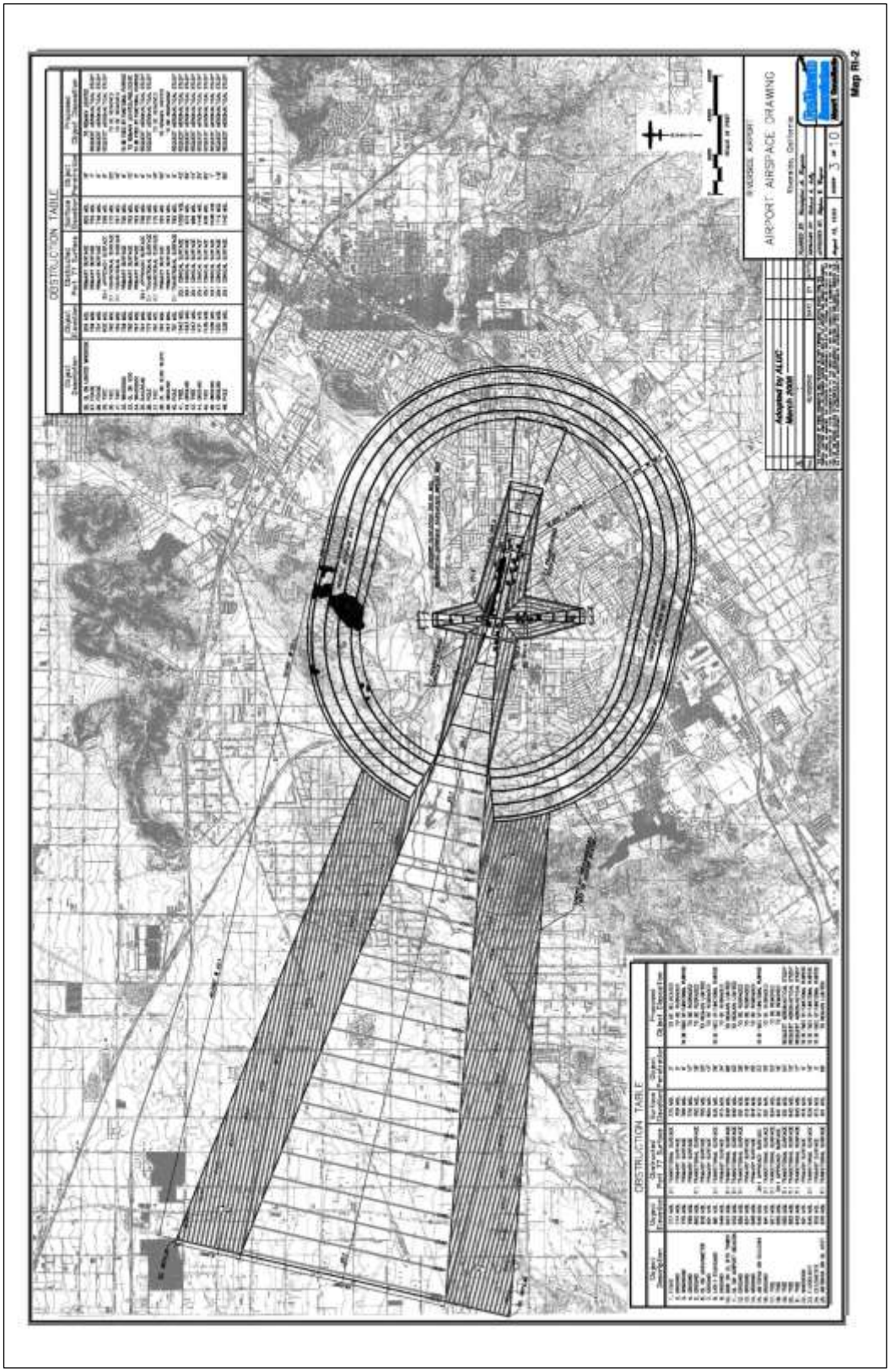
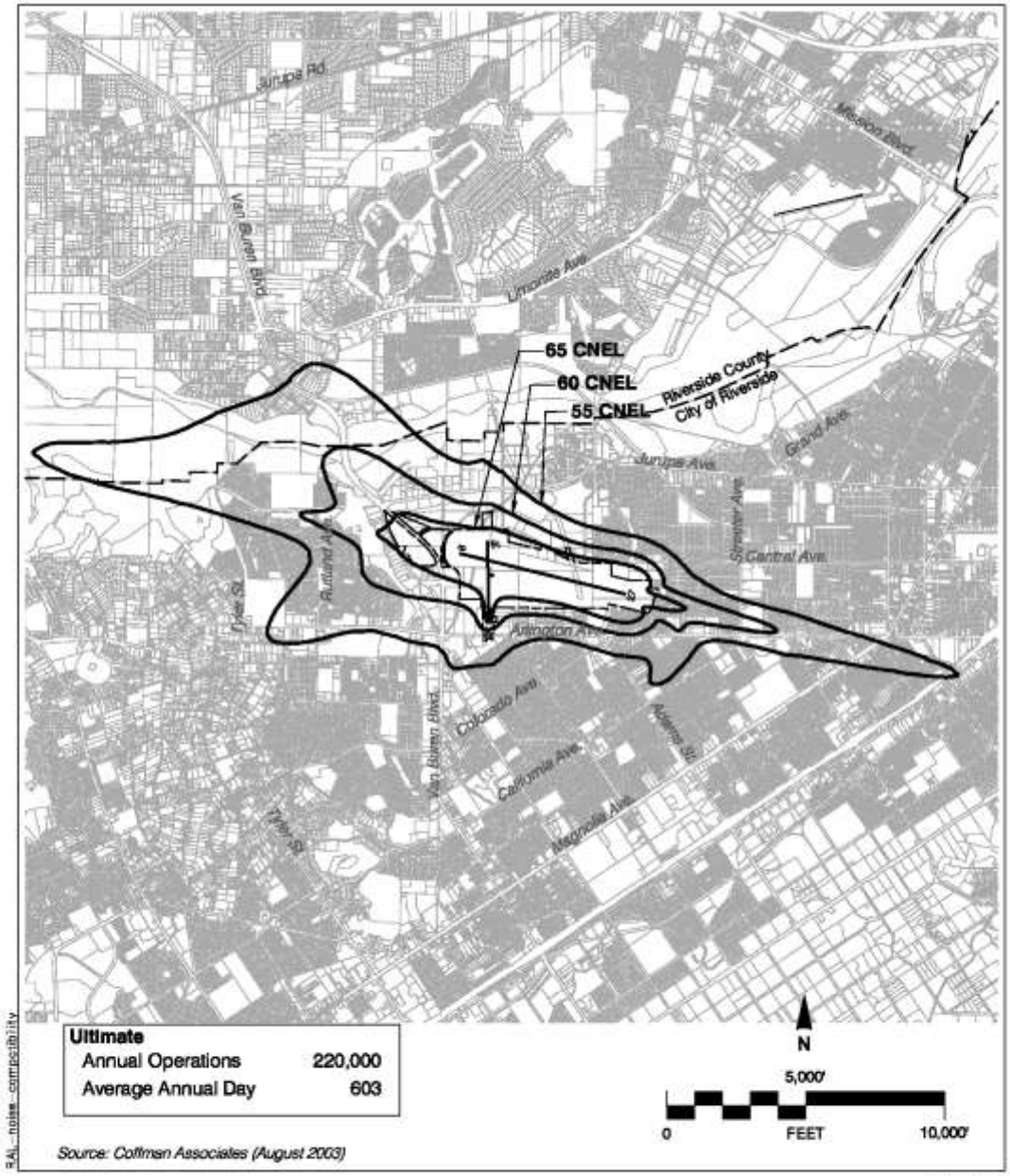

AIRPORT AIRSPACE DRAWING
OBSTRUCTION TABLE
OBSTRUCTION TABLE
Map RI-2



RAL_noise_compatibility

Map RI-3

Noise Compatibility Contours

Riverside Municipal Airport

APPENDIX C

Methods for Determining Concentrations of People

One criterion used in the *Riverside County Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance**—The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.

- **Maximum Occupancy**—The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Table C1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people per acre determination. Even with this adjustment, the UBC-based methodology typically produces intensities at the high end of the likely range.

- **Survey of Similar Uses**—Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Table C2 shows sample calculations.

APPENDIX C METHODS FOR DETERMINING CONCENTRATIONS OF PEOPLE

	Use	Minimum Square Feet per Occupant
1.	Aircraft Hangars (no repair)	500
2.	Auction Rooms	7
3.	Assembly Areas, Concentrated Use (without fixed seats)	7
	Auditoriums	
	Churches and Chapels	
	Dance Floors	
	Lobby Accessory to Assembly Occupancy	
	Lodge Rooms	
	Reviewing Stands	
	Stadiums	
	Waiting Areas	3
4.	Assembly Areas, Less Concentrated Use	15
	Conference Rooms	
	Dining Rooms	
	Drinking Establishments	
	Exhibit Rooms	
	Gymnasiums	
	Lounges	
	Stages	
	Gaming	11
5.	Bowling Alley (assume no occupant load for bowling lanes)	4
6.	Children's Homes and Homes for the Aged	80
7.	Classrooms	20
8.	Congregate Residences	200
9.	Courtrooms	40
10.	Dormitories	50
11.	Dwellings	300
12.	Exercising Rooms	50
13.	Garage, Parking	200
14.	Health-Care Facilities	80
	Sleeping Rooms	120
	Treatment Rooms	240
15.	Hotels and Apartments	200
16.	Kitchen – Commercial	200
17.	Library Reading Room	50
	Stack Areas	100
18.	Locker Rooms	50
19.	Malls	Varies
20.	Manufacturing Areas	200
21.	Mechanical Equipment Room	300
22.	Nurseries for Children (Daycare)	35
23.	Offices	100
24.	School Shops and Vocational Rooms	50
25.	Skating Rinks	50 on the skating area; 15 on the deck
26.	Storage and Stock Rooms	300
27.	Stores — Retail Sales Rooms	
	Basements and Ground Floors	30
	Upper Floors	60
28.	Swimming Pools	50 for the pool area; 15 on the deck
29.	Warehouses	500
30.	All Others	100

Source: California Building Code (1998), Table 10-A

Table C1

Occupancy Levels—California Building Code

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. *Calculation Based on Parking Space Requirements*

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data for the traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the number of people on the property is assumed to equal 1.5 times the number of parking spaces.

The average usage intensity would therefore be calculated as follows:

1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces

2) 134 parking spaces x 1.5 people per space = 200 people maximum on site

3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 20,000 sq. ft. bldg. ÷ 2 stories = 10,000 sq. ft. bldg. footprint

2) 10,000 sq. ft building footprint ÷ 43,560 sq. ft. per acre = 0.23 acre bldg. footprint

3) Building footprint <1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre

B. *Calculation Based on California Building Code*

Using the CBC (Appendix C1) as the basis for estimating building occupancy yields the following results for the above example:

1) 40,000 sq. ft. bldg. ÷ 100 sq. ft./occupant = 400 people max. building occupancy (under CBC)

2) 400 people max. building occupancy x 50% adjustment = 200 people maximum on site

3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Conclusions: In this instance, both methodologies give the same results. For different uses and/or different assumptions, the two methodologies are likely to produce different numbers. In most such cases, the CBC methodology will indicate a higher intensity.

Table C2

Sample People-Per-Acre Calculations

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 1.7 net acres. Counting a portion of the adjacent road, the gross area of the site is 2.0 acres.

A. Calculation Based on Parking Space Requirements

Assume that local codes require 1 parking space per 1,500 square feet of use area for a furniture store. Next, assume 1.5 people per automobile for this type of use.

The average usage intensity would be:

1) 24,000 sq. ft. bldg. x 1.0 parking space per 1,500 sq. ft. = 16 required parking spaces

2) 16 parking spaces x 1.5 people per space = 24 people maximum on site

3) 24 people ÷ 2.0 acres gross site size = 12 people per acre average for the site

Again assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 24,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.55 acre bldg. footprint

2) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 24 people per single acre

B. Calculation Based on California Building Code

For the purposes of the CBC-based methodology, the furniture store is assumed to consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimated as follows:

1) 12,000 sq. ft. retail floor area ÷ 30 sq. ft./occupant = 400 people max. occupancy in retail area

2) 12,000 sq. ft. warehouse floor area ÷ 500 sq. ft./occupant = 24 people max. occupancy in warehouse area

3) Maximum occupancy under CBC assumptions = 400 + 24 = 424 people

4) Assuming typical peak occupancy is 50% of CBC numbers = 212 people maximum expected at any one time

5) 212 people ÷ 2.0 acres = 106 people per acre average for the site

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 106 people per single acre.

Conclusions: In this instance, the two methods produce very different results. The occupancy area estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. On the other hand, the 12 people-per-acre estimate using the parking requirement methodology appears low, but is probably closer to being realistic. Unless better data is available from surveys of similar uses, this proposal should be considered compatible within *Zone B2* (100 people per average acre and 200 people per single acre) and potentially also compatible within *Zone B1* (25 people per average acre and 50 people per single acre).

Table C2, continued

APPENDIX D

Compatibility Guidelines for Specific Land Uses

The compatibility evaluations listed below for specific types of land uses can be used by affected jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted ALUC policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapter 2 of this document, the contents of Chapter 2 shall prevail.

	Compatibility Zones					
Land Use	**A**	**B1**	**B2**	**C**	**D**	**E**
Agricultural Uses						
Truck and Specialty Crops	0	+	+	+	+	+
Field Crops	0	+	+	+	+	+
Pasture and Rangeland	0	+	+	+	+	+
Vineyards	0	+	+	+	+	+
Orchards	–	0	0	+	+	+
Dry Farm and Grain	0	+	+	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	–	0	0	+	+	+
Fish Farms	–	0	0	+	+	+
Feed Lots and Stockyards	–	0	0	+	+	+
Poultry Farms	–	0	0	0	+	+
Dairy Farms	–	0	0	+	+	+
Natural Uses						
Fish and Game Preserves	0	0	0	0	0	0
Land Preserves and Open Space	0	+	+	+	+	+
Flood and Geological Hazard Areas	0	+	+	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	0	0	+
Residential						
Rural Estate (2.0-10.0 acre parcels)	–	–	–	0	0	+
Rural Residential (0.5-1.0 du / acre)	–	–	–	–	–	+
Low-Density Residential (1.1-5.0 du / acre)	–	–	–	–	–	+
Medium-Density Residential (5.1-15.0 du / acre)	–	–	–	–	+	+
High-Density Residential (>15.0 du / acre)	–	–	–	–	+	+
Mobile Home Parks	–	–	–	–	0	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Institutional						
Schools, Colleges and Universities	–	–	–	–	0	+
Day Care Centers	–	–	–	–	+	+
Hospitals and Residential Care Facilities	–	–	–	–	0	+
Churches	–	–	–	0	0	+
Memorial Parks / Cemeteries	–	0	+	+	+	+
Recreational						
Golf Courses (except clubhouse)	0	0	0	+	+	+
Golf Course Clubhouses	–	0	0	0	+	+
Parks low intensity; no group activities	0	+	+	+	+	+
Playgrounds and Picnic Areas	–	0	0	0	+	+
Athletic Fields (with small or no bleachers)	–	0	0	0	+	+
Spectator-Oriented Sports Complexes or Stadiums	–	–	–	–	–	0
Riding Stables	–	0	0	+	+	+
Marinas and Water Recreation	–	0	0	+	+	+
Health Clubs and Spas	–	–	0	0	0	+
Tennis Courts	–	0	0	+	+	+
Swimming Pools	–	0	0	0	0	+
Fairgrounds and Race Tracks	–	–	–	–	–	0
Resorts and Group Camps	–	–	–	0	0	+
Shooting Ranges	–	0	0	0	0	+
Industrial						
Research and Development Laboratories	–	0	0	0	+	+
Warehouses and Distribution Facilities	–	0	+	+	+	+
Manufacturing and Assembly	–	0	0	0	+	+
Cooperage and Bottling Plants	–	0	+	+	+	+
Printing, Publishing and Allied Services	–	0	+	+	+	+
Chemical, Rubber and Plastic Products	–	–	0	0	0	+
Food Processing	–	–	0	0	0	+
Commercial Uses						
Low-Intensity Retail (e.g., auto, furniture sales)	–	0	0	+	+	+
Retail Stores (1 floor)	–	0	0	0	+	+
Retail Stores (2 or 3 floors)	–	–	–	0	0	+
Large Shopping Malls (500,000+ sq. ft.)	–	–	–	–	0	+
Restaurants and Drinking Establishments (no drive-thru)	–	0	0	0	+	+
Fast Food Restaurants	–	–	0	0	0	+
Auto and Marine Services	–	0	0	+	+	+
Building Materials, Hardware and Heavy Equipment	–	0	0	+	+	+
Office Buildings (1 or 2 floors)	–	0	0	+	+	+
Office Buildings (3 floors)	–	–	–	0	0	+
Banks and Financial Institutions (1 or 2 floors)	–	0	0	+	+	+
Repair Services	–	0	0	+	+	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Commercial Uses, continued						
Gas Stations	–	0	0	0	+	+
Government Services / Public Buildings (1 or 2 floors)	–	0	0	0	+	+
Motels (1 or 2 floors)	–	–	–	0	+	+
Hotels and Motels (3 floors)	–	–	–	0	0	+
Theaters, Auditoriums, Large Assembly Halls	–	–	–	–	0	0
Outdoor Theaters	–	–	–	–	0	0
Truck Terminals	–	0	+	+	+	+
Any Uses with more than 3 habitable floors aboveground	–	–	–	–	0	+
Transportation, Communications and Utilities						
Aircraft Storage	0	+	+	+	+	+
Automobile Parking	0	+	+	+	+	+
Highway and Street Right-of-Ways	0	+	+	+	+	+
Railroad and Public Transit Lines	0	+	+	+	+	+
Taxi, Bus, and Train Terminals	–	0	0	+	+	+
Electrical Substations	–	0	0	0	0	+
Power Plants	–	–	–	0	0	+
Power Lines	–	0	0	0	0	+
Reservoirs	–	0	0	0	0	+
Sewage Treatment and Disposal Facilities	–	0	0	0	0	+
Sanitary Landfills	–	–	–	–	–	0

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 5.0
General Plan Advisory Committee (GPAC) Final Report



April 2017

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 6.0
Meeting Minutes



April 2017

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
REGULAR MEETING
February 11, 2015

1. **Call to Order and Roll Call**

   The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m., on February 11, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

   Matthew Burris presiding as Chair.

   Members present:

   - Matthew Burris, Chair
   - George Ruiz, Chair Pro Tem
   - Rachel Lopez, Commission Member
   - John West, Planning Commission Member
   - Robert Zavala, Commission Member

   Members absent: None

2. **Pledge of Allegiance** was led by Commissioner West

3. **Oath of Office**

   Ms. Rachel Lopez took oath of office as Planning Commissioner

Public Appearance/Comments:

Mr. Kevin Hoggard, resident spoke regarding article in The Record News regarding Pedley Shopping Center and truck traffic issues with the proposed project.

4. **Approval of the Agenda**

Commissioner Ruiz moved and Commissioner West seconded the motion to approve agenda. The motion was approved 5:0.

Ayes: Burris, Ruiz, Lopez, Zavala, West

Noes: None

Abstained: None

Absent: None

5. **Approval of Minutes**

5.1 Commissioner West moved and Commissioner Ruiz seconded the motion to approve the:

December 10, 2014 minutes

December 24, 2014 minutes

January 14, 2015 minutes

January 28, 2015 minutes

The motion was approved 4:1.

Ayes: Burris, Ruiz, Zavala, West

Noes: None

Abstained: Lopez

Absent: None

6. **Public Hearings - None**

7. **DISCUSSION ITEM: JOINT COUNCIL/COMMISSION STUDY SESSION REGARDING GENERAL PLAN ISSUES AND OPPORTUNITIES**

STAFF PRESENTATION

Ms. Mary Wright, Civic Solutions, presented to the Commissioners an overview of planning issues and opportunities in the City to be discussed at the joint session with the City Council on February 12th. The issues presented have been categorized into six categories including Land Use, Transportation, Public Services and Facilities, Environmental Resources / Hazards, Visual Resources and Community Character and Economic Sustainability. Ms. Wright provided handouts to the Commissioners for discussion on the General Plan Issues.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Lopez

Commissioner Lopez requested keeping a Rural Lifestyle element in the plan as well as making use of vacant warehouse facilities.

Chair Burris

Chair Burris requested summary of the notes from the GPAC workshops and if notes reflected the community input and noted economic sustainability element be strongly encouraged in the General Plan.

Commissioner Zavala

Commissioner Zavala requested a matrix of the comments reflecting the community and if they would be available to the GPAC Committee. Ms. Wright notified the Commissioner that a matrix is currently being developed and would be available soon.

8. **Public Appearance/Comments**

Ms. Robin Kilcoyne, resident of Jurupa Valley, requested key public facilities and developments include Corona-Norco Unified School District and requested they be included in the General Plan consideration.

9. **STAFF PRESENTATION: 2015 PENDING ENTITLEMENT APPLICATIONS**

Mr. Tom Merrell, Planning Director, made a PowerPoint presentation of the various projects under review for Planning Commission Hearings or Directors Hearing to be considered in the next six months.

10. **Public Appearance/Comments**

Ms. Betty Anderson, resident of Jurupa Valley, requested status on Emerald Meadows and when it would be scheduled for public hearing.

Ms. Robin Kilcoyne, stated she was not in favor of the Vernola project and the high density planned for the area.

Ms. Josie Gaytan, resident, of Jurupa Valley requested advance notification of meetings scheduled for GPAC.

11. **REPORT BY COMMISSIONERS ZAVALA AND WEST REGARDING GENERAL PLAN ADVISORY COMMITTEE ACTIVITIES**

Commissioner West gave a brief update of the General Plan Advisory Committee. He stated the Committee was sworn in and Frank Johnson was Chair and Ms. Penny Newman was selected as Vice Chair. Commissioner West noted the staff presented the composition, role and procedures for the GPAC. He noted the next meeting was scheduled for February 23, 2015 and the tour with the GPAC is scheduled for March 7, 2015. He noted Riverside Transit had offered their buses and would accommodate the GPAC bus for the entire group for the tour and thanked Councilman Frank Johnston for arranging it. Commissioner Zavala noted there is an opening for Residential / Commercial member which has not been filled. Commissioner Zavala also noted the last of the outreach workshops was held the past Saturday.

12. **ANNUAL REORGANIZATION OF THE PLANNING COMMISSION**

Commissioner Burris relinquished the Chair to Mr. Merrell to chair this portion of the meeting. Mr. Merrell called for nominations for Chair. Commissioner West nominated Commissioner Zavala for Chair. Chair Burris nominated Commissioner Ruiz for the position of Chair. Commissioner Lopez seconded the nomination of Commissioner Ruiz for Chair. Nominations were closed.

The motion was approved 5:0 for Commissioner George Ruiz elected as Chair.

Commissioner Ruiz assumed the position of Planning Commission Chair and called for nominations for Chair Pro Tem.

Commissioner West nominated Commissioner Robert Zavala as Chair Pro Tem

The motion was approved 5:0 for Commissioner Robert Zavala as Chair Pro Tem

13. **Public Appearance/Comments**

None

14. **Planning Commissioners Report**

Commissioner Zavala welcomed newly appointed Commissioner Rachel Lopez. He also thanked Mr. Merrell for the 2014 Summary of Planning Commission Actions and would like to include the report to the City Council. Commissioner Zavala also thanked Mr. Merrell for the document "Project at a Glance" and found it very informative.

Commissioner West welcomed newly appointed Commissioner Rachel Lopez and agreed with Commissioner Zavala of the documents provided by Mr. Merrell.

Commissioner Rachel Lopez thanked the Commissioners for their support.

Commissioner George Ruiz thanked the Commissioners for the support and looks forward to 2015.

There being no further business before the Jurupa Valley Planning Commission, Chair Ruiz adjourned the meeting at 9:18 pm to the February 25, 2015 at 7:00 pm at the Jurupa Valley City Council Chambers, 3930 Limonite Ave., Jurupa Valley, California

Respectfully submitted,

Thomas G. Merrell, Planning Director/Secretary

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
WORK SESSION - REGULAR MEETING
June 24, 2015

1. **Call to Order and Roll Call**

   The Work Session meeting of the Jurupa Valley Planning Commission was called to order at 6:00 p.m., on June 24, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

   George Ruiz, presiding as Chair.

   Members present:

   - Robert Zavala, Chair Pro Tem
   - Rachel Lopez, Commission Member
   - John West, Commission Member
   - Matt Burris, Commission Member

   Chair Ruiz

   Chair Ruiz announced Agenda Item 6. 1 Zoning Code Amendment for temporary signs has been pulled from the agenda and additional information would be given at the Regular Session commencing at 7:00 pm.

2. **Public Appearance/Comments - None**

3. **Commission Business**

   3.1 MA14155 Work Session: Paradise Knolls Specific Plan

   Principal Planner Ms. Tamara Campbell presented a brief summary of the background, project description and uses and announced that the project consultants would be presenting additional detailed information. She explained that the Commission would be provided Development Review Considerations as well as details of the Environmental Impact Report.

   Mr. Ernest Perea, CEQA consultant discussed the Paradise Knolls early stages of the work done to date and noted the firm of LSA had analyzed the technical studies and significant impacts of this project.

Mr. Kent Norton, LSA Consultant, presented a slide presentation of the CEQA and Draft EIR process for public review. Mr. Kent Norton discussed each of the significant impacts related to Paradise Knolls.

PLANNING COMMISSIONERS COMMENTS

Commissioner Burris

Commissioner Burris commented that the EIR was well written and was impressed with the quality of the document. He asked for clarification relating to project design features and the energy performance of building requirements. Mr. Ken Norton replied the project exceeds the Title 24 guidelines by 25% and would verify the percentage calculations. Commissioner Burris also requested additional information on landscaping sequestration and recycling measures. Mr. Ken Norton addressed the inquiries on landscaping sequestration and Mr. Mike Myers, City Engineer provided information of the recycling program tracking.

Commissioner West

Commissioner West requested clarification on Assembly Bill 32 and Senate Bill 375 and how it relates to this project. Mr. Kent Norton replied AQMD has developed guidelines and the project will be meeting the intent and compliance of the legislation.

Commissioner Lopez

Commissioner Lopez inquired of the verification and monitoring schedule for the Tier 4 construction equipment. Mr. Norton replied an identification process is developed for the equipment and logged for city inspection and monitoring purposes. Mr. Mike Myers noted it is AQMD who is the monitoring agency and also would be the enforcement agency.

STUDY SESSION HEARING OPEN

Mr. Jim Kozak, Partner for Paradise Knolls presented a history of the project and significant issues for the 107 acre property. Mr. Kozak discussed in detail the proposed project and the land use benefits projected for the community.

Mr. Matthew Fagan, Consultant for Paradise Knolls presented a slide presentation of the community benefits, equestrian friendly amenities and the proposed design guidelines and noted the project had been revised to date. Mr. Fagan stated there are current discussions with the County of Riverside on the surplus parcel adjacent to the proposed project and hopeful for equestrian facilities to be considered.

REGULAR SESSION

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m., on June 24, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

George Ruiz, presiding as Chair.

Members present:

- Robert Zavala, Chair Pro Tem
- Rachel Lopez, Commission Member
- John West, Commission Member
- Matt Burris, Commission Member

2. **Pledge of Allegiance** was led by Commissioner Burris

3. **Public Appearance/Comments - None**

4. **Approval of the Agenda**

Commissioner Zavala moved and Commissioner Burris seconded the motion to approve the agenda with the modification to remove Item 6.1. The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

STUDY SESSION HEARING RECONVENED

Commissioner Zavala

Commissioner Zavala requested an update on the JATC property and what options are available. Mr. Jim Kozak replied attempts to work with the Board were unsuccessful.

Commissioner Burris

Commissioner Burris requested clarification on the fiscal benefits of the project. Mr. Fagan noted at build out the benefit would be approximately $83,000.00 a year as currently proposed.

Commissioner Zavala

Commissioner Zavala requested clarification on the phasing plan schedule. Mr. Fagan noted each phase would be developed concurrently.

Resident, Mr. Henry Escalera stated he is opposed to the project and feels there is no connectivity with the project and is opposed to the HOA access to the public and lack of trails.

Resident, Ms. Kim Jarrell Johnson stated the EIR and CEQA report were inadequate and she presented a letter with her analysis and her resume noting her background information. Ms. Johnson asked if there had been a Cultural Resource Pier Review. Mr. Ernest Perea stated there was a Cultural Resource Peer Review conducted and reviewed by LSA. Ms. Johnson noted there were several items and issues that were not properly addressed in the EIR.

Resident, Ms. Sheila Ehrlich stated she is opposed to the high density of the proposed project and stated she would like the area to remain rural.

Resident, Ms. Carina Mares, representing Hispanic Western Heritage stated she is in support of the project and noted as an equestrian, she is pleased the project proposes equestrian friendly uses that would be an economic benefit to the community.

Resident, Mr. David Zimmerman, representing Jurupa Valley Horseman's Association stated he is in support of the proposed project specifically for the variety of density design as well as the equestrian and development of trail friendly uses.

Resident, Stephen Anderson stated his main concern had to do with regional trail accessibility.

Resident, Betty Anderson stated the EIR submitted was inadequate and she expressed concern for water supply issues, high density and the traffic issues.

Resident and Business Owner Mr. Roberto Ramirez stated he is opposed to the proposed project and disagrees with high density and felt the horse community is not adequately represented.

Resident Mr. Noel Olsen stated he is opposed to the proposed project due to the density and proximity to the river.

Resident, Ms. Josie Gaytan stated she is opposed to the proposed project specifically due to the lack of walkability in the community.

Resident, Randy Young representing the Jurupa Valley Horsemen's Association stated he is in support of the proposed project as it addresses what the residents have desired in an equestrian-friendly community.

PLANNING COMMISSIONERS COMMENTS

Commissioner Zavala

Commissioner Zavala stated for the record and disclosure that he met with the Developer, Mr. Kozak and Mr. Fagan on December 2, 2013 prior to his appointment to the Commission and was contacted after his appointment to the Commission. After his appointment, he stated he would not be available to meet with parties and referred him to Mr. David Zimmerman.

Commissioner Lopez

Commissioner Lopez is concerned with density, flooding, sewage and traffic issues and would recommend a modified site plan.

Commissioner Burris

Commissioner Burris stated he is favor with low density that would preserve the vegetation and topography sight, the parameter design and would prefer to see a recreational-oriented use for the area specifically due to the river's proximity.

Commissioner Zavala

Commissioner Zavala stated the area is within the Pedley Village Design Guidelines and felt there is an opportunity for a mixed density.

Commissioner West

Commissioner West stated he was also concerned with flooding issues and is supportive of the project however, he is concerned with the density and noted the area is beautiful and should be preserved.

Resident, Ms. Carina Mares, representing Hispanic Western Heritage stated she is in support of the project and noted as an equestrian, she is pleased the project proposes equestrian friendly uses that would be an economic benefit to the community.

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Commissioner Zavala stated the area is within the Pedley Village Design Guidelines and felt there is an opportunity for a mixed density.

Commissioner West

Commissioner West stated he was also concerned with flooding issues and is supportive of the project however, he is concerned with the density and noted the area is beautiful and should be preserved.

Chair Ruiz

Chair Ruiz stated his concern is flooding and the density issues and feels the area is beautiful and would prefer to see larger lots. He is in agreement for a Homeowners Association. Chair Ruiz suggested to the consultant to work with staff for additional feedback received this evening from the Commissioners and the public.

Mr. Jim Kosak stated he would meet with staff for input.

STUDY SESSION HEARING CLOSED

5. Approval of Minutes

5.1 Commissioner Burris moved and Commissioner West seconded the May 13, 2015 Planning Commission Minutes be approved with corrections. The motion was approved with corrections. The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

Commissioner Lopez moved and Commissioner Zavala seconded the motion to approve the June 10, 2015 Planning Commission Minutes be approved with corrections. The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

Assistant City Attorney Serita Young

Assistant City Attorney Serita Young briefly explained the details for taking Item 6.1 off tonight's agenda. She noted that a Supreme Court ruling on June 18 regarding signage was significant and felt the City Attorney needed to review the proposed Ordinance again to be consistent with the current ruling.

6. Commission Business

6.2 Zoning Code Amendment

Planning Director, Mr. Tom Merrell presented a brief background on the current discretionary case approval process. Mr. Merrell explained a need for certain items which are currently delegated to the Planning Director to be referred to the Planning Commission for review and decision. Mr. Merrell noted there is currently no mechanism in the code by which the Planning Director may refer these entitlements to the Commission for review and noted that the City Council initiated a code amendment authorizing the Planning Director to refer certain discretionary entitlements to the Planning Commission by a unanimous vote.

PUBLIC HEARING

Chair Ruiz opened the public hearing. Upon noting no one wished to speak on the item, he closed the public hearing.

PLANNING COMMISSIONERS COMMENTS

Chair Pro Tem Zavala

Chair Pro Tem Zavala stated he is in support of the zoning code amendment.

Assistant City Attorney Serita Young

Assistant City Attorney Sertia Young clarified the zoning ordinance included approval of Site Development Permits.

Commissioner Burris moved and Commissioner West seconded the motion to approve Resolution No. 2015-06-24-03 Zoning Code Amendment. The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

7. Commission Business

7.1 Work Session – General Plan Policy Review No. 1 Land Use Element Policy Review

Ms. Mary Wright, General Plan Program Manager presented detailed information of work done to date by the GPAC Committee. Ms. Wright provided draft materials for the Commissioners for discussion and input. Ms. Wright reminded the Commissioners the Work Sessions would be scheduled at future Planning Commission Meetings.

Commission Deliberation

The Commissioners discussed and reviewed the Value Statements, the existing General Plan and Land Use Element Issues in detail. The Commissioners will review the Interim General Plan and will utilize existing goals and policies of the Riverside County General Plan and the Jurupa Area Plan and offer suggestions to update and reflect the character and values of the new City of Jurupa Valley.

8. General Plan Advisory Committee Status Report from Commissioners Zavala and West

Commissioner Zavala noted a summary of items discussed for Item 7.1 were reviewed in depth and noted the upcoming GPAC meetings would provide additional information at the June 29th workshop.

9. Public Appearance/Comments - None

10. Planning Commissioner's Reports and Comments

Commissioner Lopez announced she attended the Air Quality Forum at Mission Middle School regarding Air Quality in Mira Loma sponsored by AQMD and noted the report's findings that some of Mira Loma's air quality is below standards. Commissioner Lopez stated AQMD is offering to do presentations for City Council and/or Planning Commission.

11. Planning Department Report - None

There being no further business before the Jurupa Valley Planning Commission, Chair George Ruiz then adjourned the meeting at 10:13 pm to July 8, 2015 at 6:00 pm at the Jurupa Valley City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California.

Respectfully submitted, Thomas G. Merrell

Thomas G. Merrell, Planning Director/Secretary

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
WORK SESSION - REGULAR MEETING
July 8, 2015

1. **Call to Order and Roll Call**

   The meeting of the Jurupa Valley Planning Commission was called to order at 6:00 p.m., on June 24, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

   George Ruiz, presiding as Chair.

   Members present:

   - Robert Zavala, Chair Pro Tem
   - Rachel Lopez, Commission Member
   - John West, Commission Member
   - Matt Burris, Commission Member

2. **Public Appearance/Comments - None**

3. **Commission Business**

   3.1 Work Session: General Plan Policy Review No.2- Conservation/Open Space

   Mr. Jeff Hook, Principal Planner presented notes from past GPAC meetings and also presented several matrices for the Commissioners to review. Mr. Hook noted the information had been collected from the GPAC at past meetings for review and recommendation. In the matrices Mr. Hook identified each policy by number, title and category and identified their implementation status and noted staff had identified whether each policy should be included in the new General Plan "as is," included with changes or removed. Mr. Hook noted when discussing these matrices that many of the policies, programs or issues no longer apply and therefore the Commission's feedback would be valuable.

COMMISSION DISCUSSION

Commissioners discussed and reviewed materials and made recommendations for the Conservation and Open Space Element Matrix on the following topics:

1. Water Conservation
2. Water Quality, Ground Water Recharge
3. Floodplain and Riparian Area Management
4. Farmlands, Forest Resources, Vegetation, Wind Energy, Solar Energy
5. Geothermal Resources, Biomass Resources, Mineral Resources
6. Petroleum Resources, Energy Conservation, Multi-Species Habitat Conservation Plans
7. Environmentally Sensitive Lands, Cultural and Paleontological Resources
8. Open Space, Parks and Recreation, Scenic Resources, Scenic Corridors

Mr. Jeff Hook announced the next workshop will focus on circulation and mobility and is scheduled for the next Planning Commission meeting on July 22, 2015.

Resident Ms. Ellen Porter and member of the Trails Committee gave a brief update on current equestrian trails and open space plans.

REGULAR SESSION

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on July 8, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

George Ruiz, presiding as Chair.

Members present:

- Robert Zavala, Chair Pro Tem
- Rachel Lopez, Commission Member
- John West, Commission Member
- Matt Burris, Commission Member

2. Pledge of Allegiance was led by Commissioner Zavala

3. Public Appearance/Comments

Resident, Ms. Kim Jarrell Johnson requested that a copy of the Planning Commission Agenda be placed at the counter for the public to view.

4. Approval of the Agenda

Commissioner West moved and Commissioner Zavala seconded the motion to approve the agenda with the modification to continue with the work session item 3.1 following approval of the agenda. take item 6.1 off calendar. The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None

Absent: None

3.1 STUDY SESSION HEARING (CONTINUED)

The Commissioners continued their discussion and recommendations and suggested recommendations to the General Plan Policy/Implementation Program text.

STUDY SESSION HEARING CLOSED

5. Approval of Minutes

5.1 Commissioner Burris moved and Commissioner West seconded the June 24, 2015 Planning Commission Minutes be approved with corrections. The motion was approved with corrections. The motion was approved 5:0

Ayes: Ruiz, Lopez, Zavala, Burris, West

Noes: None

Abstained: None

Absent: None

Absent: None

6. Public Hearings

6.1 MA14117 PROPOSED INDUSTRIAL BUILDING AT SOUTHEAST CORNER OF HALL AND EL REVINO ROAD

Ms. Rocio Lopez, Associate Planner, presented a brief project description, a view of the site plan and emphasized the project is for a "shell" industrial building with no end user identified at this time and would be operated as an industrial use pursuant to the permitted and conditionally permitted uses allowed. Ms. Lopez presented detailed development plan exhibits for the Commissioners to review and announced neighbor resident and homeowner, Mr. Romo was in the audience and also had submitted a letter expressing his concerns for the proposed project and requested consideration for specific items to be addressed by the Commissioners.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Burris

Commissioner Burris asked about residentially owned property in the vicinity. Ms. Lopez replied the area is not clearly defined as businesses and aerials identified construction storage, pallet storage, truck parking and large accessory structures and other mixed uses.

Commissioner Lopez

Commissioner Lopez asked about the term "truck restrictions." Mr. Ernest Perea, CEQA Consultant, explained that it refers to various truck operations such as running motors, the loading and unloading of materials. Truck restrictions prohibit such activities from occurring between 10:00 p.m. and 7:00 a.m. Commissioner Lopez also requested truck route designation restrictions. Ms. Rocio Lopez detailed restrictions for truck traffic on El Rivino Rd.

Commissioner West

Commissioner West asked about dust mitigation measures and requested that they comply with South Coast Air Quality Management District Rule 403. Mr. Perea replied that while grading the contractor is required to water three times a day to stabilize stock pile materials, grading, and equipment travel on unpaved roads per mitigation measures.

Commissioner Zavala

Commissioner Zavala questioned if the soil had been tested for contaminants. Mr. Ernest Perea replied the grounds were tested and no contaminants were found.

Commissioner Burris

Commissioner Burris questioned what uses fall under Heavy Industrial. Ms. Lopez replied the zoning dictates uses such as manufacturing, some assembly, contractor's storage yard. Certain uses would require a conditional use permit. Assistant City Attorney Serita Young indicated there are more than twenty-six uses and noted most require a CUP. Commissioner Burris referred to the letter from the resident on his request to change the zone to Light Industrial. Ms. Lopez replied that this item was not a change of zone but rather a request for a General Plan Amendment to make the land use consistent with the Agua Mansa Specific Plan land use designation of Heavy Industrial.

PUBLIC HEARING OPENED

Mr. John Wheatly, Applicant/Representative described the proposed project in detail and noted they took into consideration the surrounding area. He presented the proposed building and landscaping plans. Mr. Wheatly noted traffic and noise mitigation has been included. Mr. Wheatly added that the proposed project takes into consideration the concerns outlined in the letter Mr. Romo submitted and would work with Mr. Romo to resolve any issues.

PUBLIC HEARING CLOSED

Commissioner Zavala

Commissioner Zavala stated he liked the project however was concerned with the future use. Planning Director, Mr. Tom Merrell, clarified the detailed process in which a new tenant would occupy a building subject to a site development permit and a thorough review process.

Commissioner Burris

Commissioner Burris stated he had three concerns; truck traffic, buffering between the site and the residents, and the resident's zoning request. Commissioner Burris stated he felt more comfortable if walls were higher and different type of trees (not African Sumac) were planted. He felt other species would be better at clarifying the air and suggested using the trees that were approved for the Riverbend project. Commissioner Burris stated an eight-foot fence is not sufficient to protect the residents from industrial uses and felt a ten-foot high fence would be more appropriate to mitigate industrial uses.

Mike Myers, City Engineer indicated that truck traffic is limited so no trucks over 5 ton would be allowed along El Rivino Rd. between Hall Ave. and Agua Mansa Blvd. He also explained that a standard commercial drive-way is currently designed to facilitate truck traffic. He does not recommend a one way design due to future potential development. He also does not recommend restricting right turns to the site. He would recommend posting a "no right turn"sign on-site for trucks over 5 tons. Mr. Myers noted enforcement for truck traffic issues has improved and will continue to improve in the future.

COMMISSIONERS DELIBERATIONS

Commissioners discussed landscaping, zoning and wall height concerns and Chair Ruiz concluded with requesting resident Mr. Romo if a ten-foot wall would be adequate. Mr. Romo stated that he would prefer an eight-foot wall. The Commissioners deliberated on the specific trees for landscaping and noted if the African Sumac trees were adequate for the site. Chair Ruiz asked Mr. Romo if the trees suggested were adequate. Mr. Romo replied he had no issues with the tree selection. Deliberations continued for the type of trees selected for the Riverbend project and the recommended selection for the proposed project. The trees selected for the project should be drought tolerant, improve air quality and provide buffering. Commissioners directed staff to refer to the Riverbend project for the list of trees selected and requested staff to incorporate and substitute one or more along the industrial and residential side along the eastern property line. They also requested such trees be planted along the other perimeters and that the substitution trees comply with the landscaping guidelines.

Commissioner Burris moved and Commissioner West seconded the motion to approve Resolution No. 2015-07-08-01 with the following additional conditions:

1. Within 30 days of City Council Adoption of the Resolution on this entitlement, MA14117 (SDP31435 & GPA1409), Applicant shall install a minimum 6-foot high chainlink fence around the entire perimeter of the site. Applicant shall obtain any required building permit prior to installation.

2. Prior to the issuance of any building permit, repair any damage caused by removal of on-site weeds/trees to adjacent property owner's sprinkler system, along the easterly property line. Applicant shall notify adjacent property owner (to the east) prior to any work.

3. Upon installation of the temporary fencing in Condition No. 1, Applicant shall install signs located in prominent locations stating: "private property – no trespassing". Such signs shall be in both English and Spanish.

4. Prior to the issuance of grading permit, Applicant shall have the subject property surveyed by a licensed surveyor and provide a copy of such survey to the Planning Director.

5. Remove the word "Meandering" from Condition No. 14. F.II and omit item 3.7.3 Traffic Signal Improvement plans per County Standards.

6. Change the tree type and planting along the industrial/residential side to reflect best practices for air quality.

The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

6.2 ZONING CODE AMENDMENT – PLANNED UNIT DEVELOPMENT ORDINANCE

Ms. Maryann Marks, Senior Planner presented a brief background of the zoning proposed and noted at a previous work session the Commissioners identified the need for a "Planned Unit Development" in order to provide for projects that have a more progressive approach to project design and promote high quality development for the best use of the remaining undeveloped land. Ms. Marks presented examples of current projects and discussed the proposed Draft Ordinance Regulations and Standards.

PUBLIC HEARING OPENED- No Public Comment

PUBLIC HEARING CLOSED

COMMISSIONERS QUESTIONS

Commissioner Burris

Commissioner Burris commented he was pleased with the PUD Zone Code proposal.

Commissioner Zavala moved and Commissioner West seconded the motion to adopt Resolution No. 2015-07-8-02 recommending the City Council approve a code amendment to the City of Jurupa Valley Zoning Ordinance for the creation of a Planned Unit Development (PUD) zone.

The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

7. Commission Business

7.1 GENERAL PLAN CONFORMANCE DETERMINATION- 5-YEAR "MEASURE A" LOCAL STREETS AND ROADS CAPTIAL IMPROVEMENT PROGAM FOR FISCAL YEAR 2015-2016 THROUGH FISCAL YEAR 2019-2020 AND CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEAR 2015-2016

Mr. Steve Loriso, Deputy City Engineer presented a brief summary of the City responsibility for recommending, preparing plans for, or constructing, major public works. The City of Jurupa Valley has a list of the proposed public works projects recommended for planning, initiation or construction during the ensuing fiscal year. The list and a coordinated program is required to be submitted to the Planning Agency for review. The Planning Agency is required to review the program and determine if it is in conformance with the adopted general plan. Mr. Loriso stated staff has reviewed the draft CIP and has concluded that is consistent with the existing Land Use and Circulation Element as well as related goals and polices of the City of Jurupa Valley's Interim General Plan. The Plan will not conflict with the new General Plan upon its adoption.

COMMISSIONERS QUESTIONS

Commissioner Burris

Commissioner Burris requested clarification on projects on the list and grant funding. Mr. Loriso clarified the projects described and identified remaining projects.

Commissioner West

Commissioner West asked about the General Drive re-pavement schedule and wanted to know the cause for delay in re-pavement. Mr. Loriso replied he would research the situation. Mr. Mike Myers noted the funds are programed and prioritized and noted it would be at the end of the year to begin scheduling.

Chair Ruiz

Chair Ruiz asked about 46th Street and Riverview Drive near the Parks Headquarters. He wanted to know if this was on the schedule for repair and widening. Mr. Myers replied there is a list of unfunded projects and would confirm if 46th and Riverview is planned or if it would be included for consideration.

Commissioner Burris moved and Commissioner West seconded the motion to adopt Resolution No. 2015-07-8-03 finding the City of Jurupa Valley's Five-Year Measure "A" Capital Improvement Program (CIP) for Fiscal Year 2015-2016 through Fiscal Year 2019-2020 is consistent with the City of Jurupa Valley's General Plan; and Resolution No. 2015-07-08-04 finding that the City of Jurupa Valley's Capital Improvement Program (CIP) for Fiscal Year 2015-2016 is consistent with the City of Jurupa Valley's General Plan.

The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

8. General Plan Advisory Committee Status Report from Commissioners Zavala and West

Commissioner West noted items discussed at the last GPAC were Circulation and mobility. Issues that arose were connectivity throughout the city and improvements were suggested. The next meeting is July 27 and the topic is Safety, Noise, Assets and Needs.

9. Public Appearance/Comments - None

10. Planning Commissioner's Reports and Comments

Commissioner West thanked the staff for the information at tonight's meeting. Chair Ruiz also thanked the staff for the thorough information presented at this evening's Planning Commission meeting.

11. Planning Department Report

Mr. Merrell announced the upcoming items for City Council and also upcoming Planning Commission meetings. Mr. Merrell also announced that on July 16th the City Council would consider a code amendment for setting standards for second units. Mr. Merrell also announced the Planning Commission schedule for the following meetings.

Commissioner Zavala noted the Bar None had done some Landscaping improvements and asked staff for updates at the next meeting.

There being no further business before the Jurupa Valley Planning Commission, Chair George Ruiz then adjourned the meeting at 10:33 p.m. to July 22, 2015 at 7:00 p.m. at the Jurupa Valley City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California.

Respectfully submitted,

Thomas G. Merrell, Planning Director/Secretary

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
REGULAR MEETING
July 22, 2015

1. **Call to Order and Roll Call**

   The meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m., on July 22, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

   George Ruiz, presiding as Chair.

   Members present:

   - Robert Zavala, Chair Pro Tem
   - Rachel Lopez, Commission Member
   - John West, Commission Member
   - Matt Burris, Commission Member

2. **Pledge of Allegiance**

   Pledge of Allegiance was led by members of Boy Scout Troop #921 Zackery and Robert. Ms. Leslie Selle, Chapter Representative announced the Troop was there as part of their Merit Badge requirements and to learn about city government.

3. **Public Appearance/Comments**

   Resident Ms. Sheila Ehrlich discussed the Paradise Knolls development and felt the minutes were incomplete and asked that additional details be reflected in the minutes.

   Chair Ruiz noted the Planning Commission minutes are action minutes and provide an essence of what is said and offered copies of recordings of any meetings and further suggested that copies may be obtained from the Planning Secretary.

4. **Approval of the Agenda**

   Commissioner Lopez moved and Commissioner West seconded the motion to approve the agenda. The motion was approved 5:0

Ayes: Ruiz, Lopez, Zavala, Burris, West

Noes: None

Abstained: None

Absent: None

5. Approval of Minutes

5.1 Commissioner Zavala moved and Commissioner Lopez seconded the July 8, 2015 Planning Commission Minutes be approved with corrections. The motion was approved with corrections. The motion was approved 5:0

Ayes: Ruiz, Lopez, Zavala, Burris, West

Noes: None

Abstained: None

Absent: None

Absent: None

Ms. Tamara Campbell, Principal Planner introduced Planning Department's new staff member Mr. Rick Fisher, Associate Planner.

6. Public Hearings

6.1 MA15021 (CONDITIONAL USE PERMIT 1403) APPROVAL OF A CONDITIONAL USE PERMIT TO ALLOW THE CONTINUANCE OF AN EXISTING CLASS IV CATTERY AT 8354 63RD ST. (ROOM 8 MEMORIAL CAT FOUNDATION)

Assistant Planner, Mr. Eddie Guerrero noted that the Room 8 Memorial Cat Foundation is a 501 (3), (c), a non-profit organization that currently provides shelter and care for approximately 90 cats. Its primary mission is to care for cats that were owned by the elderly or disabled who could no longer care for their pets due to relocation or other issues. The Foundation also shelters found cats, feral cats and cats that may be euthanized at the County of Riverside Animal Services Facility. Representatives of the Foundation indicate that the cattery has been in operation at the 8354 63rd Street facility since 1987. Mr. Guerrero noted the Foundation's license to open and operate the facility was issued by the County of Riverside Animal Services in 1987 however, in 2008 Animal Services denied the license indicating a Conditional Use Permit would be required. The Foundation has been operating without a license and the required CUP since 2008. When the City of Jurupa Valley incorporated, the County of Riverside Zoning Code was adopted and required a CUP for all Class IV Catteries (41 or more cats). The Foundation desires to obtain full licensing from the Riverside County Department of Animal Services and approval of the required CUP.

Mr. Guerrero noted that on January 2015 the City Council adopted a policy that waived planning fees under certain circumstances for applications requested by non-profit organizations and set a maximum fee of $7,500.00. As a result of that waiver, the Room 8 Memorial Cat Foundation applied for the necessary application to continue their operations. Mr. Guerrero further provided a project description for the Commissioners.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Zavala

Commissioner Zavala asked if the site has experienced flooding. Mr. Guerrero replied and stated the project was routed to Flood Control and noted there were no comments or concerns with flooding Expressed.

The applicant, Ms. Gale Shelton thanked the commissioners, the City of Jurupa Valley and the Planning Department.

Commissioner Lopez

Commissioner Lopez noted on Conditions of Approval 3, 5 and 8 that the license, property and number of cats are regulated by Riverside County Department of Animal Services and asked if the agreement would be permanent and suggested adding to the conditions to state "according to the requirements of the Riverside County Department of Animal Services as "designated by the City of Jurupa Valley." Commissioner Lopez furthermore suggested adding to Condition No. 10. "and no other commercial operations unrelated to cats without proper permits by the City of Jurupa Valley."

PUBLIC HEARING CLOSED

Commissioner Zavala

Commissioner Zavala thanked the applicant for her perseverance during the process.

Commissioner Zavala moved and Commissioner Lopez seconded the motion to approve Resolution No. 2015-07-22-01 granting the issuance of Conditional Use Permit (CUP) No. 1403 with the following recommended added conditions:

1. Add language to Conditions of Approval 3, 5 and 8 that specify "as required by the Riverside County Department of Animal Services and as designated by the City of Jurupa Valley."
2. Add to Condition No. 10 "and no other commercial operations unrelated to cats without proper permits by the City of Jurupa Valley."

The motion was approved 5:0

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

7. Commission Business

7.1 WORK SESSION: EXISTING GENERAL PLAN AND JURUPA AREA PLAN CIRCULATION/MOBILITY POLICY REVIEW

Ms. Mary Wright, General Plan Project Manager presented to the Commissioners items from the GPAC June 29th meeting discussing Circulation/Mobility and identified key assets, issues and needs to be addressed in the Interim General Plan (IGP). Furthermore, outlining the June 24, and July 8th Planning Commission Meetings. Planning staff has begun reviewing policies in the Riverside County General Plan and Jurupa Area Plan and identified policies that should be: 1) included in the IGP, 2)

included with changes, or 3) not included at all. Ms. Wright presented the detailed matrixes presented in the power-point presentation.

COMMISSION DISCUSSION

Commissioners discussed and reviewed materials and made recommendations for the Circulation/Mobility Issues and Needs Matrix on the following topics:

1. GPAC Notes: Circulation/Mobility Assets, Issues and Needs
2. Summary: Recommended General Plan Circulation/Mobility Space Policies to Remain
3. Existing General Plan Circulation/Mobility Policy Evaluation Matrix
4. Existing Jurupa Area Plan Circulation/Mobility Policy Evaluation Matrix
5. Additional discussion regarding Truck Traffic and routes

Ms. Wright announced the next workshop will focus on Safety, Noise, Assets and Needs and is scheduled for the next Planning Commission meeting on August 12, 2015

8. General Plan Advisory Committee Status Report from Commissioners Zavala and West

Commissioner West thanked staff GPAC staff and noted the past six months have been very informative. Commissioner Zavala also thanked staff. The next meeting for the GPAC is schedule for July 27th and the topic is Safety, Noise, Assets and Needs.

9. Public Appearance/Comments - None

10. Planning Commissioner's Reports and Comments

Commissioner West thanked the staff for the information at tonight's meeting. Chair Ruiz also thanked the staff for the thorough information presented at this evening's Planning Commission meeting.

11. Planning Department Report

Mr. Merrell announced the upcoming items for City Council and also upcoming Planning Commission meetings. Mr. Merrell recommended that Commissioners use the city assigned email address for Planning Commission business and suggested if they needed assistance, the Planning Secretary would provide assistance.

There being no further business before the Jurupa Valley Planning Commission, Chair George Ruiz adjourned the meeting at 9:55 p.m. to August 12, 2015 at 7:00 p.m. at the Jurupa Valley City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, Planning Director / Secretary of the Planning Commission

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
REGULAR MEETING
August 12, 2015

1. **Call to Order and Roll Call**

   The meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m., on August 12, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California 92509.

   George Ruiz, presiding as Chair.

   Members present:

   - Robert Zavala, Chair Pro Tem
   - Rachel Lopez, Commission Member
   - Matt Burris, Commission Member

   Members absent:

   - John West, Commission Member

2. **Pledge of Allegiance**

   Pledge of Allegiance was led by Commissioner Matt Burris.

3. **Public Appearance/Comments - None**

4. **Approval of the Agenda**

   Commissioner Zavala moved and Commissioner Burris seconded the motion to approve the agenda. The motion was approved 4:0

Ayes:	Ruiz, Lopez, Zavala, Burris
Noes:	None
Abstained:	None
Absent:	West

5. Approval of Minutes

5.1 Commissioner Zavala moved, and Commissioner Lopez seconded, the July 8, 2015 Planning Commission Minutes to approve with corrections. The motion was approved with corrections. The motion was approved 4:0

Ayes:	Ruiz, Lopez, Zavala, Burris
Noes:	None
Abstained:	None
Absent:	West
Absent:	None

6. Public Hearings - None

7. Commission Business

7.1 WORK SESSION: EXISTING GENERAL PLAN AND JURUPA AREA PLAN CIRCULATION/MOBILITY POLICY REVIEW – "GENERAL PLAN SAFETY AND NOISE POLICIES"

Ms. Mary Wright, General Plan Project Manager, presented to the Commissioners items from the July 27th GPAC meeting regarding Safety and Noise Assets, Issues and Needs, and concerns to be addressed in the Interim General Plan (IGP). Planning staff has continued reviewing policies in the Riverside County General Plan and Jurupa Area Plan and identified policies that should either be: 1) included in the IGP, 2) included with changes, or 3) not included at all. Ms. Wright presented the detailed matrices presented in the power-point for discussion and comments.

COMMISSION DISCUSSION

Commissioners discussed and reviewed materials and made recommendations for the Circulation/Mobility Issues and Needs Matrix relating to the following topics:

1. GPAC Notes: Safety/Noise Assets, Issues and Needs
2. Summary: Recommended General Plan Safety/Noise Policies to Review, Recommend and Remain
3. Existing General Plan Safety/Noise Policy Evaluation Matrix
4. Existing Jurupa Area Plan Safety/Noise Policy Evaluation Matrix

Ms. Wright announced the next GPAC meeting topic is Community Services and Facilities and the following topic would be Housing and Economic Policies. The Planning Commission work session on these two topics would be scheduled in September.

7.2 STUDY SESSION: PEDLEY VILLAGE CENTER DESIGN GUIDELINES

Mr. Tom Merrell, Planning Director, presented a summary of the June 10th Planning Commission work session discussion and materials of the proposed Pedley Village Center Design Guidelines for the Commissioners review and recommendations. At the June 10th work session, staff received comments from the Commissioners and the public and has since revised the draft guidelines. Mr. Merrell presented a map of the proposed area and discussed the various lot sizes throughout the proposed area. The

guidelines, as suggested are for encouraging developers to design projects that incorporate as many of the principles as possible.

PUBLIC COMMENT DISCUSSION

Resident, Ms. Kim Jarrell Johnson stated residential density versus lot size should be compatible with lot size and building height.

COMMISSION DISCUSSION

Commissioners suggested some edits and clarifications to several of the items described under Land Use, Transportation, General Development and Residential Design Guidelines sections. Consensus from the Commissioners recommended the following edits:

Land use:

- Residential density should be concentrated around **activity centers such as** transit stops and retail center, **to promote and encourage walkability**
- Should be a strong emphasis on **creating a sense of place through cohesive development** throughout the policy area.

Commissioner Burris moved and Commissioner Zavala seconded approval and recommendation to City Council, Resolution 2015-08-12-01 with edits and clarifications to the Land Use section. The motion was approved 4:0

Ayes:	Ruiz, Lopez, Zavala, Burris
Noes:	None
Abstained:	None
Absent:	West
Absent:	None

8. General Plan Advisory Committee Status Report from Commissioners Zavala

Commissioner West thanked staff GPAC staff and noted the past six months have been very informative. Commissioner Zavala also thanked staff. The next meeting for the GPAC is scheduled for August 24th 2015.

9. Public Appearance/Comments - None

10. Planning Commissioner's Reports and Comments

Commissioner Zavala noted his attendance at a Caltrans Public Outreach for the Limonite Avenue Interchange project in Eastvale and noted the next Outreach Meeting is on Wednesday, August 19th from 6:00 p.m. to 8:00 p.m. and notice of meeting was scheduled to be in the local newspaper and fliers are available at the City Hall. Commissioner Zavala asked if the formula was derived for density area by population versus residential area units and population. Planning Director Mr. Merrell replied the General Plan in California measures dwelling units to address the impacts of development. Chair Ruiz noted the Interagency meeting was held at Riverside County Flood Control Headquarters which features various low impact development and sustainable features and invited the Commissioners to tour the facility.

11. Planning Department Report

Planning Secretary Ms. Grizelda Reed announced step by step directions for each Commissioner to log on to their Jurupa Valley email accounts.

There being no further business before the Jurupa Valley Planning Commission, Chair George Ruiz adjourned the meeting at 8:42 p.m. to August 26, 2015 at 7:00 p.m. at the Jurupa Valley City Council Chambers, 8930 Limonite Ave., Jurupa Valley, California.

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director/Secretary of the Planning Commission

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
REGULAR MEETING
October 21, 2015

1. **Call to Order and Roll Call**

   The Regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on October 21, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

   George Ruiz presiding as Chair.

   Members present:

   - Robert Zavala, Chair pro Tem
   - Rachel Lopez, Commission Member
   - Matt Burris, Commission Member
   - John West, Commission Member

2. **Pledge of Allegiance**

   Pledge of Allegiance was led by Commissioner Zavala

3. **Public Appearance/Comments - None**

4. **Approval of the Agenda**

   Commissioner West moved and Commissioner Burris seconded the motion to approve the agenda. The motion was approved 5:0.

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

5. **Approval of Minutes**

   5.1 Commissioners agreed to continue the October 7, 2015 Planning Commission Minutes to add additional comments for the Paradise Knolls Item and to review them at the November 10, Planning Commission Meeting .

6. Public Hearings:

6.1 PUBLIC HEARING FOR ZONING CODE AMENDMENT NO. 1505

ZONING CODE AMENDMENT TO ADD THE R-VC ZONE TO SECTION 18.48 "ALCOHOLIC BEVERAGE SALES" ALLOWING THE SALE OF ALCOHOLIC BEVERAGES FOR OFF-PREMISES CONSUMPTION SUBJECT TO A CONDITINAL USE PERMIT

APPLICANT: LA FAMOSA MARKET

Ms. Annette Tam, Associate Planner presented a brief history of the Zoning Code Amendment proposed affecting the applicant. Ms. Tam stated prior to the city's incorporation, the applicant, La Famosa Market submitted a Conditional Use Permit (CUP) application to the County of Riverside to allow a vacant hardware store with the sales of alcoholic beverages for off-premises consumption. In 2011, the City Council reviewed the request and denied the application. In 2015, the applicant, La Famosa Market submitted a CUP to request the sales of alcohol beverages for off-premises consumption, but the use was not permitted in the R-VC zone. Since the use was not allowed in the zone, the applicant submitted a request to amend the zoning code to allow the use in the R-VC zone. Ms. Tam noted that staff presented the applicant's request to amend the zoning code to allow the use to the City Council on September 17, 2015. The City Council initiated the code amendment and staff prepared the daft code amendment for the Planning Commission's consideration and recommendation.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Zavala

Commissioner Zavala asked if the census tract allowance is for two licenses and would that be considered an oversaturation for the area. Ms. Tam replied if there were more than three, then it would be considered oversaturation. In addition, the ABC has a formula to determine saturation based on population on census tract maps. Commissioner Zavala inquired of details of the different types of licenses. Ms. Tam explained some of the details for the various licenses; type 86 on site tasting and type 21 for spirits. In addition, Commissioner Zavala asked if the Rubidoux Village Revitalization Program fell under the General Plan or the Rubidoux Village Plan. Ms. Tam replied the Revitalization Plan fell under the General Plan. Commissioner Zavala also asked if Emerald Meadows was located in the Rubidoux Village Plan. Ms. Tam replied it was not located in the Rubidoux Village Plan area.

PUBLIC COMMENTS OPENED

Mr. Bill Rahman, applicant, spoke in favor of the proposal and noted it would add an economic boost to the area to have this amendment consideration.

Mr. Dick Evitt, the applicant's representative, spoke in favor of the proposal and gave a brief history of the ABC License process.

Mr. Tom Merrell, Planning Director, clarified several issues for the Conditional Use Permit (CUP) process.

PUBLIC COMMENT PERIOD CLOSED

Commissioner Burris

Commissioner Burris thanked the Planning Director for the explanation of the process and was in favor of the Code Amendment.

Commissioner Lopez

Commissioner Lopez stated as long as any applications for licenses would be heard by the Planning Commission, she would be in favor of the Zoning Code Amendment.

Commissioner Zavala

Commissioner Zavala expressed his support for the Zoning Code Amendment.

Commissioner Burris moved and Commissioner Zavala seconded the motion, to make the recommendation to City Council to adopt the Zoning Code Amendment as proposed by staff. The motion was approved 5:0.

Ayes:	Ruiz, Lopez, Zavala, Burris, West
Noes:	None
Abstained:	None
Absent:	None

7. Commission Business

7.1 GENERAL PLAN ADVISORY COMMITTEE – WORK SESSION: EXISTING GENERAL PLAN HOUSING ELEMENT POLICIES

Ms. Mary Wright, General Plan Program Manager presented detailed information of work done to date by the GPAC Committee. Ms. Wright provided draft materials for the Commissioners for discussion and input on the topic of Existing General Plan Housing Policy Review.

PLANNING COMMISSIONERS DISCUSSION

The Commissioners discussed and reviewed the Existing General Plan Housing Policy Issues, Assets and Needs in detail and deliberated on policies to be retained as is or be retained with changes. The Commissioners and Ms. Wright reviewed the recommended revisions and offered suggestions to update goals and objectives to reflect the character and values of the new City of Jurupa Valley.

8. General Plan Advisory Committee Status Report

Commissioner Zavala briefed the Commissioners on the upcoming meeting on Monday and that the topic would be Air Quality and Healthy Communities; Issues and Needs.

9. Public Appearance/Comments – None

10. Planning Commissioner's Reports and Comments

Commissioner Lopez commented on the construction issues of the Riverbend project and stated the streets have pot holes and are dangerous to travel. Chair Ruiz announced the upcoming Town Hall Meeting at 6:00 pm Tuesday, October 27 at Patriot High School.

11. Planning Department Report

Planning Director Tom Merrell explained that the Paradise Knolls Specific Plan is scheduled for a public hearing on December 9th and that he is working with staff to address the recommendations by the Planning Commission. Mr. Merrell updated the Commissioners on the upcoming schedule for the next meeting as well as the holiday meeting schedule.

There being no further business before the Jurupa Valley Planning Commission, Chair Ruiz adjourned the meeting at 7:59 to the November 10, 2015 Planning Commission Meeting at 7:00 pm at the Jurupa Valley City Council Chamber, 8930 Limonite Ave., Jurupa Valley

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

November 10, 2015

1. Call to Order and Roll Call

The Work Session of the Jurupa Valley Planning Commission was called to order at 6:30 p.m. on November 10, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

George Ruiz presided as Chair.

Members present:

- Robert Zavala, Chair pro Tem
- Matt Burris, Commission Member

Members absent:

- Rachel Lopez, Commission Member
- John West, Commission Member

2. Public Appearance/Comments - None

3. Commission Business

3.1 MA1212 – WORK SESSION

RICHLAND-HIGHLAND – 398 LOT SUBDIVISION – NE OF PACIFIC AND SIERRA (EXTENSION)

APPLICANT: JOHN SCHAEFER

Ms. Annette Tam, Associate Planner presented 1) a revised project design and 2) a draft Environmental Impact Report for the proposed project. Ms. Tam stated in 2013 staff introduced "Highland Park," a residential subdivision to the Planning Commission and had provided comments on the project's design and potential impacts. The project has been redesigned to address the Commission's comments and other agency comments. Ms. Tam presented a detailed slide presentation of the project's current revisions for the Commissioners' review and highlighted several discussion items for their consideration. Ms. Tam continued her presentation at the Regular meeting.

1. Call to Order and Roll Call

The Regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on November 10, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

George Ruiz presided as Chair.

Members present:

- Robert Zavala, Chair pro Tem
- Matt Burris, Commission Member

Members absent:

- Rachel Lopez, Commission Member
- John West, Commission Member

2. **Pledge of Allegiance**

Pledge of Allegiance was led by Commissioner Robert Zavala.

3. **Public Appearance/Comments - None**

4. **Approval of the Agenda**

Commissioner Zavala moved and Commissioner Burris seconded the motion to approve the agenda. The motion was approved 3:2

Ayes: Ruiz, Zavala, Burris

Noes: None

Abstained: None

Absent: West, Lopez

5. **Approval of Minutes**

5.1 Commissioner Burris moved, and Commissioner Zavala seconded to approve the October 7, 2015 Planning Commission Minutes. Commissioner Zavala moved and Commissioner Burris seconded to approve the October 21, 2015 Planning Commission Minutes. The motion was approved. The motion was approved 3:0

Ayes: Ruiz, Zavala, Burris

Noes: None

Abstained: None

Absent: West, Lopez

Item 3.1 MA1212 – WORK SESSION - Continued

Mr. Ernest Perea, CEQA Administrator, presented a brief overview of the Draft Environmental Impact Report prepared by Michael Baker International Consulting firm under the direction of city staff.

Mr. Kevin Thomas, Michael Baker International, presented a brief summary of the Draft Environmental Impact Report and included a PowerPoint presentation. Mr. Thomas presented an overview of the CEQA process and important points of the Draft Environmental Impact Report. He also noted the public review period ends on November 30th.

Commissioner Zavala

Commissioner Zavala asked about the EIR report for the year 2035 and if the project were not built versus project being built would there be significant reduction in traffic impacts. Mr. Ernest Perea, CEQA Administrator, stated there would not be unavoidable significant impact for the project. Commissioner Zavala asked staff what the growth study was based on and if affordable housing was included in the project. Staff replied

the report was compiled by Southern California Association of Governments and affordable housing is not part of the project. The affordable housing part was derived from comments received from the initial scoping meeting and not part of the proposed project. Commissioner Zavala also asked about the signal at the Valley Way and 37th Street intersection. Staff replied that there will be a signal located at the intersection and that it will be synchronized.

Mr. John Schafer, Richland Communities Representative, discussed a brief history of the project and noted the initial comments received from the Commissioners had been considered and have been implemented into the revised plan.

Commissioner Zavala

Commissioner Zavala noted from previous minutes the project had not included equestrian trail discussions. Commissioner Zavala inquired if the project would consider an equestrian staging area at the end of Paramount. Mr. Schafer stated they would review options. Commissioner Zavala also asked about the determination of water districts to serve the project. Mr. Schafer replied the majority of the project lies within the Jurupa Community Services District.

Commissioner Burris

Commissioner Burris asked about the public right-of-way for La Canada Street and if it would be vacated and developed. Mike Myers, City Engineer, replied that the City would consider it, however, the determination would be up to City Council. Mr. Myers noted 20th and Sierra would have four lanes of travel and trails on the side. Commissioner Burris asked about the number of daily trips and the Consultant replied the total accumulative trips per day on Sierra Ave.is approximately 24,700 trips as the Traffic Study specifies. Commissioner Burris inquired why staff recommended granting a Variance. Ms. Tam replied that lot irregularities due to circulation and existing developments that abut the project provide justification. Commissioner Burris requested clarification on the collector streets. Mr. Myers replied that they are typically one lane in each direction.

Commissioner Zavala

Commissioner Zavala asked about the Green Belt area between lots and the purpose for the area. Staff replied there is a difference in elevation between the lots. Commissioner Zavala asked for clarification on the at-grade rail crossing safety. City Engineer, Mike Myers, stated there will be signalization and a median north and south from tracks. In addition, there will be pedestrian gates.

PUBLIC COMMENTS

Ms. Betty Anderson, resident, stated the density is high for the location and would like to see it reduced by 100 units. Another concern is the truck traffic from Sierra Ave.

COMMISSIONERS DISCUSSION

Commissioners discussed the following:

1. Equestrian - Consider staging area for equestrian
2. Street– Prefer narrower streets by a few feet (from curb to curb) and street median
3. Weight Limit Restriction for Trucks – Prefer to extend weight limit restriction for trucks on Sierra Avenue through the tract.
4. Bike Lane – Requested a more detailed cross-section
5. Fencing – (1) Not in favor of vinyl fencing; (2) request for graffiti protection on perimeter walls
6. Landscaping – (1) Prefer other species of trees with larger canopies; (2) prefer wider parkways for landscaping and trails;

7. Speed Limit near Park. Request for a 20 mile per hour speed limit around the Community Park.
8. Street Lighting –(1) Prefer street lighting at pedestrian scale; (2) shielded light fixtures for the parks
9. Sierra Avenue & 20th Street – Prefer wider sidewalks (6' wide)

Commissioners addressed the items for consideration and were pleased with the revised plans.

Chair Ruiz

Chair Ruiz noted representing the Assistant City Attorney, Ms. Serita Young, was Ms. Maricela Marroquin.

6. Public Hearings:

6.1 MASTER APPLICATION (MA) NO. 14160 (CONDITIONAL USE PERMIT (CUP) NO. 1402/SITE DEVELOPMETN PERMIT (SDP) NO. 31462/PUBLIC CONVENIENCE OR NECESSITY (PCN) NO. 15003)

REQUEST TO CONSTRUCT AN ARCO GAS STATION, A DRIVE-THRU CAR WASH AND AN AM/PM CONVENIENCE STORE WITH BEER AND WINE SALES FOR OFF-SITE CONSUMPTION. A DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY IS REQUIRED FOR ALCOHOL SALES.

APPLICANT: PANKAJ PATEL

Ms. Rocio Lopez, Associate Planner presented a brief presentation of the proposed request to construct an Arco Gas Station that includes a Drive-thru car wash, and an AM/PM convenience store with Beer and Wine Sales. The applicant proposes to demolish an existing 1,735 square-foot auto repair building and construct a new Arco gas station consisting of a 3,258 square-foot facility.

The site is located along the south side of Limonite Avenue with the De Anza Plaza Shopping Center at the northeast corner of the Kmart site. Ms. Lopez presented a slide presentation of the site plan that included an elevation map, architectural design and street improvements proposed for the area.

Mr. Fred Cohen, Applicant representative, thanked the Commissioners and staff and noted they had met with staff to discuss to finalize the design proposed project. Mr. Cohen noted the project was designed as an example of a one-stop service to meet the needs of the community.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Zavala

Commissioner Zavala asked if the station would be providing diesel fuel and if this was the first franchise for the owner. The applicant replied diesel fuel will be provided and noted this was the first franchise for the applicant. Mr. Cohen noted the average sales for the car wash projected would be approximately 10 to 12 thousand dollars a month in gross sales.

Chair Ruiz

Chair Ruiz requested clarification on the landscape plan and specifically if trees would be planted in the center median. Mr. Cohen replied the trees will be added to the landscape plan.

Commissioner Zavala

Commissioner Zavala asked if the pumps would have the new automated video advertising. Mr. Cohen noted that would be an option available to the Franchisee.

Maricela Marroquin, Assistant City Attorney noted staff would be amending the Conditions of Approval to add that the project comply with the color board site/amenity package contained in the staff report.

PUBLIC COMMENT PERIOD CLOSED

Commissioner Burris

Commissioner Burris stated he was pleased with the architectural design and the location of the proposed project.

Commissioner Zavala

Commissioner Zavala stated he too was in favor and indicated that the project fits well with the community. Commissioner Zavala noted the proposed project is an upgrade for the community.

Commissioner Burris moved and Commissioner Zavala seconded the motion to adopt Planning Commission Resolution No. 2015-11-10-01 granting the issuance of CUP No. 1402, Site Development Permit (SDP) No. 31462 and Public Convenience or Necessity (PCN) No. 15003 subject to the Conditions of Approval. The motion was approved 3:0.

Ayes:	Ruiz, Zavala, Burris
Noes:	None
Abstained:	None
Absent:	West, Lopez

6.2 **PUBLIC HEARING ON A DRAFT MUNICIPAL CODE AMENDMENT (ZCA 1506) ADDING SECTION 9.10.110, MARIJUANA CULTIVATION PROHIBITED, TO CHAPTER 9.10, AMENDMENTS TO THE COUNTY ZONING ORDINANCE, OF TITLE 9, PLANNING AND ZONING, OF THE JURUPA VALLEY MUNICIPAL CODE TO AMEND AND SUPERSEDE CERTAIN PROVISIONS OF THE RIVERSIDE COUNTY CODE AND RIVERSIDE COUNTY ORDINANCE NO. 348 AND ADDING CHAPTER 11.25, MARIJUANA CULTIVATION, TO TITLE 11, PEACE, MORALS AND SAFETY, OF THE JURUPA VALLEY MUNICIPAL CODE TO PROHIBIT MARIJUANA CULTIVATION, AND FINDING AN EXEMPTION FROM CEQA UNDER SECTION 15061(B)(3) OF THE CEQA GUIDELINES**

Ms. Maryann Marks, Senior Planner, presented the staff report and asked the Commission to adopt Resolution No. 2015-11-10-02 that forwards a recommendation of City Council approval of Municipal Code Amendment ZCA No. 1506, a proposed ordinance that would amend the Jurupa Valley Municipal Code and Zoning Ordinance to prohibit marijuana cultivation.

Ms. Marks briefed the Commissioners of the recently signed law called the Medical Marijuana Regulation and Safety Act, which is comprised of three related bills, AB 243, AB266 and SB643. The Act establishes licensing requirements for the cultivation, distribution and transportation of medical marijuana, safety and testing standards for medical marijuana and medical marijuana products and it also regulates the physicians who recommend or prescribe medical marijuana to patients. Ms. Marks further explained the Act allows cities to maintain local control over medical marijuana and does not require a city to allow medical marijuana dispensaries within its border.

The City adopted Section 17.12.040 on July 1, 2011 which prohibits medical marijuana dispensaries in any zone classification in the City however, the City's land use regulations neither prohibit nor regulate marijuana cultivation and noted if the City wishes to ban the cultivation of marijuana, the City Council must take immediate action to adopt a land use ordinance that bans the cultivation of marijuana. This ordinance must be in effect by March 1, 2016. The proposed amendment ZCA No. 1506 specifically addresses cultivation of marijuana in the City. This prohibition would apply to both indoor and outdoor cultivation in all zones within the City with certain exceptions. If the City prohibits the cultivation of medical marijuana by ordinance then the State Department of Food and Agriculture may not issue a state license to entities desiring to cultivate medical marijuana within Jurupa Valley's jurisdiction. Ms. Marks presented details of 11 different criteria for limited exemptions for the Commissioners review.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Burris

Commissioner Burris requested clarification for the criteria mentioned. Assistant City Attorney Ms. Marroquin explained the criteria are State Law and gave additional details.

Commissioner Zavala

Commissioner Zavala asked if the Ordinance is to be considered an emergency one. Staff replied it was not an emergency Ordinance, however, the Ordinance must be in effect by March 1, 2016. Commissioner Zavala asked if local law takes precedent over federal law regulations. The Assistant City Attorney replied that federal law has left enforcement to local city jurisdictions but that the Act also includes an appeal process.

Commissioner Burris

Commissioner Burris inquired if any funding would be affected if the Ordinance was not approved. Staff confirmed funding may be affected. Assistant City Attorney also briefed the Commissioners of additional details pertaining to the legal aspects of enforcement and permit criteria.

PUBLIC COMMENT

There were no speakers from the public

PLANNING COMMISSIONER COMMENTS

Commissioner Zavala

Commissioner Zavala stated he was in favor of the proposed Ordinance

Commissioner Burris

Commissioner Burris stated he was in agreement and supports the Ordinance proposal.

Chair Ruiz

Chair Ruiz stated he was in agreement and supports the Ordinance proposal.

Commissioner Burris moved and Commissioner Zavala seconded the motion to adopt Planning Commission Resolution No. 2015-11-10-02 recommending that the City Council approve Municipal Code Amendment (ZCA No.1506), a proposed ordinance that would amend the Jurupa Valley Municipal Code and Zoning Ordinance to prohibit marijuana cultivation. The motion was approved 3:0.

Ayes:	Ruiz, Zavala, Burris
Noes:	None
Abstained:	None
Absent:	West, Lopez

7. Commission Business

7.1 WORK SESSION: EXISTING GENERAL PLAN AIR QUALITY POLICY REVIEW

Ms. Maryann Marks, Senior Planner presented the most recent input from the October 26th meeting of the General Plan Advisory Committee on Air Quality Assets, Issues and Needs. Ms. Marks indicated there are no air quality policies in the Jurupa Area Plan and in addition, Healthy Community policies are not included as there was not a Healthy Communities Element of the Riverside County General Plan when the City of Jurupa Valley incorporated in 2011 and adopted the General Plan as its own.

Ms. Marks noted that at the City Council's direction, staff will be developing a new Healthy Communities Element for the Interim General Plan and stated the input from the Commission will assist the Planning Department in its preparation of the Draft IGP. At a later date, the Commission will be asked to provide direction on new policies, based on technical data, public comment and further policy refinement by staff. The presentation outlined, contains the existing General Plan and several polices, program and issues no longer apply and some are relevant but need changes to reflect the new City's values, goals and needs.

PUBLIC COMMENT

Resident Ms. Betty Anderson stated AQMD has criteria for sensitive receptors for development and should consider including similar documentation for the revised plan.

COMMISSION DISCUSSION

Commissioners discussed and reviewed materials and made recommendations for the Air Quality Policy Review Element Matrix on the following topics:

1. Multi-Jurisdictional Cooperation and policy language revision
2. Sensitive Receptors policy language
3. Mobile Pollution Sources and Stationary Pollution Sources
4. Energy Efficiency and Conservation
5. Housing Ratio Element
6. Education and Job Training – Business Development
7. Particulate Matter – Monitoring-Control Measures

8. General Plan Advisory Committee Status Report

Commissioner Zavala briefed the Commissioners on the upcoming meeting December 14th for the Review of the Final Summary Report and the upcoming Study Session with

both City Council and Planning Commissioners on Land Use Changes scheduled for December 1 at 6:00 p.m.

9. **Public Appearance/Comments – None**

10. **Planning Commissioner's Reports and Comments**

Chair Ruiz commented that both Commissioners West and Lopez were absent due to family illness and Commissioner Lopez was recovering from illness and wished them both support and well wishes.

11. **Planning Department Report**

Planning Director Mr. Tom Merrell updated the Commissioners on the upcoming joint meeting scheduled for December 1st. with City Council and Planning Commissioners. In addition, the next scheduled meeting for the Commissioners on December 9th would include several projects as well as the reorganization of the Commissioners would be scheduled. Mr. Merrell responded to Commissioner Zavala question regarding the warehouse policy area and stated it would be considered. Mr. Merrell reminded the Planning Commission of the holiday meeting schedule.

There being no further business before the Jurupa Valley Planning Commission, Chair Ruiz adjourned the meeting at 10:36.

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
December 9, 2015

1. Call to Order and Roll Call

The Work Session of the Jurupa Valley Planning Commission was called to order at 6:00 p.m. on December 9, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

George Ruiz presided as Chair.

Members present:

- Robert Zavala, Chair Pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- John West, Commission Member

2. Public Appearance/Comments – None

3. Commission Business

3.1 WORK SESSION -PROPOSED CHANGES TO THE INTERIM GENERAL PLAN LAND USE MAP AND LAND USE DESIGNATIONS

Mr. Jeff Hook presented a brief summary of the most recent proposed changes to the Interim General Plan Land Use Map and Land Use designations. Mr. Hook briefed the Commissioners on the recent Joint City Council/Planning Commission Study Session where 19 properties within the City were the subject of possible land use changes as part of the Interim General Plan. Mr. Hook explained that the 19 areas represent the areas staff believes are most critical to address major issues identified by residents, other stakeholders and the GPAC. Staff is proposing two types of proposed land use changes; 1) the basic or integrated land use changes would be adopted with the Interim General Plan and would go into effect immediately following approval, and 2) the Program land use changes would be implemented following General Plan adoption after additional outreach and involvement of affected property owners. The Program changes are identified by a (CDO) "Community Development Overlay" and in these cases, the CDO would be applied to the underlying designation and would indicate the City's intent to study the area further and property owners would then be able to request zoning changes consistent with those changes. Mr. Hook presented a slide presentation of each of the areas and further explained each of the proposed Interim General Plan Land Use Map changes.

PUBLIC COMMENTS OPENED

Mr. John Nolan, property representative, stated he was opposed to the proposed land use changes.

Ms. Janice Loomis, property owner, opposed the land use proposed for her property.

Mr. Richard Ortiz, property owner representative, is concerned with the proposed land use changes for future use of their businesses.

Mr. Tom Searles, property owner representative, stated the owners' objection to the proposed land use changes and prefer a commercial use designation.

Mr. Jerry Jackles, property owner, stated he would like to meet with staff to discuss the proposed land use designation.

Mr. Troy Adams, property owner, stated he would like to work with staff on proposed land use designations.

Ms. Betty Anderson, resident, stated she is concerned with the proposed land use designations, specifically on Etiwanda Ave. She is also concerned with sewer connectivity as well as heavy truck traffic in the area.

Ms. Kim Jarrell Johnson, resident, asked the Commissioners to clarify the agenda details specifically for the Land Use Designation items and stated the legal, non-conforming issue should be clarified to the property owners.

Mr. Stephen Anderson, resident, discussed Land Use Area 5 and asked the area remain open space.

PUBLIC COMMENTS CLOSED

Commissioner Burris

Commissioner Burris asked if a workshop would be scheduled for Land Use Areas 1-5. Mr. Hook replied workshop for Land Use Areas will be scheduled and property owners would be notified.

REGULAR SESSION AT 7:00

1. **Call to Order and Roll Call**

   The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on December 9, 2015 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

   George Ruiz presided as Chair.

   Members present:

   - Robert Zavala, Chair pro Tem
   - Matt Burris, Commission Member
   - Rachel Lopez, Commission Member
   - John West, Commission Member

2. **Pledge of Allegiance**

   Pledge of Allegiance was led by Commissioner Robert Zavala. He then asked for a moment of silence for the tragedy in San Bernardino.

3. **Public Appearance/Comments - None**
4. **Approval of the Agenda**

Commissioner Burris moved and Commissioner West seconded the motion to approve the agenda. The motion was approved 5:0

Ayes: Ruiz, Zavala, Burris, West, Lopez

Noes: None

Abstained: None

Absent: None

5. **Approval of Minutes**

5.1 Commissioner Zavala moved, and Commissioner Burris seconded to approve the November 10, 2015 Planning Commission Minutes. The motion was approved 3:2 with 2 abstentions.

Ayes: Ruiz, Zavala, Burris

Noes: None

Abstained: West, Lopez

Absent: None

6. **Public Hearings:**

6.1 MASTER APPLICATION MA15110 (TPM36976)-CONDOMINIUM MAP FOR APPROVED BUSINESS PARK

WESTERLY OF DE FOREST CIRCLE; SOUTH OF HOPKINS STREET; NORTH OF NOBEL COURT

APPLICANT: BOATMEN DEVELOPMENT

Ms. Annette Tam presented the proposed project for approval of a tentative parcel map for condominium purposes subject to conditions. Ms. Tam stated the applicant is proposing to subdivide the airspace for a previously approved Business Park as an industrial condominium, and explained that an individual or an entity can own the building or unit within the airspace. The common areas such as landscaping and parking areas will be owned and maintained by a property owner's association as required by a recommended condition. Ms. Tam gave a brief history of the project dating back to 2011 and the County's approval within the Mira Loma Commerce Center and culminating with the lawsuit against the project by Center for Community Action and Environmental Justice (CCAJE). To resolve CCAJE's claims, a Consent Judgement was executed on February 14, 2013 noting the approved plans are subject to the conditions of the Consent Judgement. Ms. Tam briefed the Commissioners on the detailed list of conditions required.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Lopez

Commissioner Lopez stated the residential area has for many years been locked in with only one way in and one way out and inquired if there is an emergency exit as a matter of safety. Ms. Tam replied the Fire Department has designated a secondary option in the case of an emergency. Lansford Street would be unlocked.

Mr. Brad Boatman, Project Representative stated he had no comments and thanked the Commissioners.

PUBLIC COMMENTS OPENED – NONE

PUBLIC COMMENTS CLOSED

Commissioner Burris

Commissioner Burris asked about the approval for the tentative parcel map and conditions of approval. Ms. Tam replied the approval would be for the tentative parcel map only.

Commissioner Zavala moved and Commissioner West seconded the motion to adopt Planning Commission Resolution No. 2015-12-09-01 approving a tentative parcel map for condominium purposes subject to the attached conditions. The motion was approved 5:0.

Ayes:	Ruiz, Zavala, Burris, West, Lopez
Noes:	None
Abstained:	None
Absent:	None

6.2 MASTER APPLICATION (MA15088) (EXTENTION OF TIME FOR TTM33428) – REQUEST FOR ONE (1) YEAR EXTENSION OF TIME FOR TENTATIVE TRACT MAP NO.33428

HARVEST VILLAGES – LENNAR RESIDENTIAL DEVELOPMENT NORTH SIDE OF LIMONITE AVE. BETWEEN WINEVILE AVENUE AND PATS RANCH ROAD

Ms. Rocio Lopez, Associate Planner, presented a brief overview of Tentative Tract Map 33428. The applicant is requesting a one (1) year Extension of Time subject to Conditions of Approval. Ms. Lopez gave a brief description of the project area and noted the General Plan Land Use Designation is Medium Density Residential (MDR). Ms. Lopez also gave a brief history of the project site and previous entitlements dating back from approval from Riverside County Planning in 2009. The project was originally designed to be constructed in six phases however, due to market conditions; the 6 phases were consolidated into 3 phases. Ms. Lopez summarized the proposed Extension of Time for TTM33428 and noted the map to be in conformance with City's Zoning Ordinance and General Plan. She stated that the site is suitable for the type of development and proposed land use.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Zavala

Commissioner Zavala asked if County Ordinance 460 for subdivision had been adopted by the City of Jurupa Valley. Ms. Lopez confirmed the Ordinance was adopted by the City and that the project is in conformance.

PUBLIC COMMENTS OPENED – NONE

PUBLIC COMMENTS CLOSED

Commissioner Burris moved and Commissioner West seconded the motion to adopt Planning Commission Resolution No. 2015-12-09-02 granting the issuance of a one (1) year Extension of Time for Tentative Tract Map (TTM) No. 33428, subject to the Conditions of Approval. The motion was approved 5:0

Ayes:	Ruiz, Zavala, Burris, West, Lopez
Noes:	None
Abstained:	None
Absent:	None

6.3 MASTER APPLICATION (MA14115) 1) SPECIFIC PLAN 1402-PARADISE KNOLLS MATER PLANNED COMMUNITY, 2) GENERAL PLAN AMENDMENT (GPA1406), 3) CHANGE OF ZONE (CZ1496); 4) TENTATIVE TRACT MAP 36822, 5) TENTATIVE TRACT MAP 36823 (TTM36823); 6) ENVIRONMENTAL IMPACT REPORT AND 7) DEVELOPMENT AGREEMENT

LOCATION: SOUTH OF LIMONITE AVENUE, WEST OF DOWNEY STREET, NORTH OF THE SANTA ANA RIVER.

APPLICANT: JAMES KOZAK – LANSING COMPANIES

Ms. Tamara Campbell, Principal Planner, presented a description of the project. She explained that the proposed site consists of approximately 107.2 acres and that a Pre Application Review application was submitted in 2013 to solicit input for the creation of a 1,000 residential unit master planned community with a commercial component at the Paradise Knolls Country Club. To date, the Planning Commission has conducted three study sessions, reviewed two revised Specific Plans and attended a site tour of the property.

At the most recent study session (October 7, 2015), the Commission expressed concerns with the following issues: a) compatibility with the existing Pedley area b) master plan site design and configuration, c) project edges, street rights –of-way (parkway) improvements, and trail design, and d) connectivity within the project and between surrounding neighborhoods. Since the October 7th study session, City Planning, Engineering and Management staff have worked closely with the applicant to develop options and resolve concerns. As a result of these meetings, the applicant submitted a revised Plan that provided stronger design standards and increased the level of subsequent Planning Commission review. Ms. Campbell discussed the highlighted areas in the slide presentation.

Mr. Ken Norton, EIR Consultant discussed the Environmental Impact Report and noted the report had been prepared in accordance with all the legal mandates set by the California Environmental Quality Act. Mr. Norton presented an overview of the impacts to the project.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Burris

Commissioner Burris requested clarification if the specific plan for the proposed community be a gated community and crime prevention design. Ms. Tamara clarified it does not specify a gated community and consultant would clarify crime prevention design.

Commissioner Zavala

Commissioner Zavala requested clarification from the EIR Consultant for provisions for equestrian runoff in the larger lots to the Pyrite Creek. Mr. Ken Norton stated there are provisions in the EIR for drainage concerns and runoff would drain directly onto the storm drain system.

Commissioner West

Commissioner West requested clarification of existing levee and any concerns. Mr. Ken Norton, EIR Consultant clarified that the new levee would tie in with existing one and is one of the conditions of approval.

Commissioner Lopez

Commissioner Lopez stated she is concerned with flooding and density.

Commissioner Burris

Commissioner Burris inquired why the building on site was not considered of historical significance. Mr. Ken Norton replied building was evaluated by historians and determined it did not have historical context, however recommended a historical marker for community awareness.

PUBLIC COMMENTS OPENED

Mr. Jim Kosak, applicant/representative, briefed the Commissioners of the project and introduced the development team.

Mr. Mattew Fagen, consultant to representative, briefed the Commissioners of the current architectural and design revisions and noted the design follows the Pedley Village Design Guidelines.

PLANNING COMMISSIONERS QUESTIONS

Commissioner Zavala

Commissioner Zavala requested clarification of the wells on the property and if they would be capped. Mr. Kozak stated that plans had not been finalized with Jurupa Community Services District to date and would recommend continuing their use for irrigation purposes. Commissioner Zavala also asked about wildlife provisions in the area and the potential for a community garden designation.

Mr. Morales, Wildlife Consultant, had replied to the Fish and Wildlife agency and noted that a Habitat Conservation Plan is in place for this project. Mr. Fagen noted the location of the community garden location.

Chair Ruiz

Chair Ruiz asked about the ½ acre lots and trail connectivity to the river. Mr. Kosak replied that the future tentative tract map would illustrate connectivity through that specific area.

PUBLIC COMMENTS OPENED

Ms. Kim Jarrell Johnson, resident, stated she was opposed to the project due to various concerns such as traffic, density, no facility for Home Owners Association, parking and was concerned that the staff report lacked information related to the project.

Ms. Betty Anderson, resident, stated she was concerned with density issues and architectural design.

Mr. Stephen Anderson, resident, stated he was concerned with density and trails standardization and is opposed to the project.

Mr. Edward Lee, resident, stated he is concerned with plumes from Stringfellow and also the additional traffic and density that the project would create along Limonite.

Mr. Robert Ramirez, resident, stated he is in support of the project.

Mr. Richard Koosa, representative from Community Works Design Group, stated he represents communities with transit orientated centers and discussed land use density and regional needs.

Mr. Ron Anderson, resident, stated he opposed to the project.

Mr. Matthew Fagan, applicant's representative, replied to the various issues addressed by the residents in the Public Comment period.

Mr. Ken Norton, EIR consultant, replied to the question about the Stringfellow plumes and stated that EIR examines the issue and noted that the project will not be using ground water for potable supply use. He indicated that he will add additional language for conditions that require further precautions. Mr. Norton also addressed the traffic issue concerns.

PUBLIC COMMENTS CLOSED

Commissioner Burris

Commissioner Burris stated he was in support of the project with current revisions and refinement of design and connectivity.

Commissioner West

Commissioner West stated he is in support of the project and agreed with Mr. Kozak's revisions to the proposal.

Commissioner Lopez

Commissioner Lopez stated she is concerned with density and traffic issues.

Commissioner Zavala

Commissioner Zavala stated he was in support of the project and the Neighborhood Development Plan addresses concern with the design for future uses. He also suggested CC'R's for consideration.

Commissioner Burris

Commissioner Burris suggested additional planning concepts for consideration and refinement for the project and included the following recommendations; a) to include conditions to change the specific plan language so as to require smaller blocks 400-800 feet long with a perimeter of 600 feet; b) provide better pedestrian connectivity between single-family residences and future retail; c) include a requirement for a "Tree Removal Permit" as part of the HOA, CC&R's; d) the internal streets should be revised to have narrower lanes and lanes wider than 10 feet should be striped to delineate a 10 foot carriageway; e) prohibit homes from backing up to a collector street, collector street frontage or side yards allowed; f) multifamily units on Limonite should face and have direct pedestrian access to Limonite Ave., walkway; g) ensure that any homes on Downey and 63rd front the street; h) the housing types should be refined to include more traditional types also be refined so as to be less automobile oriented; i) the Specific Plan should have language to provide direction on appropriate CEPTED strategies for future development; j) require the use of mid-block pedestrian pathways for blocks greater than 800 feet long; k) provide examples of ally loaded homes that show dimensions and details.

Chair Ruiz

Chair Ruiz requested clarification for provisions of maintaining undeveloped property while under construction. Ms. Tamara Campbell replied that in the supplemental staff report, she included a condition of approval requiring a phasing plan for preservation and maintenance of the undeveloped properties during construction.

Mr. Tom Merrell discussed the Neighborhood Development Plan requirement in detail and the map with additional conditions for remaining architect and landscaping.

Commissioner Burris moved and Commissioner Ruiz seconded the motion to reopen the hearing for Tentative Tract Map No. 36823 and the Development Agreement Hearing and to continue the request to January 13th 2016. The motion carried 5-0.

Ayes:	Ruiz, Zavala, Burris, West, Lopez
Noes:	None
Abstained:	None
Absent:	None

Commissioner Zavala moved and Commissioner Ruiz seconded a motion recommending that the City Council approve the Specific Plan 1402, to address concerns that relate to the following: a) change the configuration of the tract to comply with the Specific Plan provisions for length of blocks, b) provide better pedestrian connectivity between single-family residences and future retail, c) include a requirement for a "Tree Removal Permit" as part of the HOA CC&R's. d) revise the internal street widths to be narrower, e) ensure that homes on collector streets face the street, f) ensure that multifamily units have access to the Limonite Ave. walkway, g) ensure that any homes on Downey and 63rd front the street, h) the housing types should be refined to include more traditional types, i) ensure that future tracts include CEPTED strategies, j) provide pedestrian pass-thru's. k) provide examples of ally loaded homes that show dimensions and details.

The motion also included the recommendation that the City Council approve General Plan Amendment 1406 and Change of Zone 1496 and Tentative Tract Map 36822 and to certify and adopt the Environmental Impact Report. The motion was approved 4:1

Ayes:	Ruiz, Zavala, Burris, West
Noes:	Lopez
Abstained:	None
Absent:	None

7. Commission Business

7.1 Annual Reorganization of the Planning Commission

7.1A Selection of Chair for 2016 – Commissioner Zavala

7.1B Selection of Chair Pro Tem 2016 – Commissioner West

8. General Plan Advisory Committee Status Report

Commissioner West stated the last meeting would be held Monday, December 28th

9. **Public Appearance/Comments – None**

10. Planning Commissioner's Reports and Comments

Commissioner West thanked staff for additional work for tonight's agenda and thanked the new Chair, Mr. Zavala. Commissioner Ruiz thanked the Commissioners and staff for their hard work and wished all Happy Holidays. Chair Zavala thanked the Commissioners and look forward to the following year.

11. Planning Department Report

Mr. Merrell stated updates for the upcoming meetings and the next meeting would be January 13th and thanked the Commissioners for their dedication to the community.

There being no further business before the Jurupa Valley Planning Commission, Chair Zavala adjourned the meeting at 11:06.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

January 13, 2016

1. Call to Order and Roll Call

The Work Session of the Jurupa Valley Planning Commission was called to order at 6:00 p.m. on January 13, 2016 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair Pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Public Appearance/Comments – None

3. Commission Business

3.1 STUDY SESSION –GENERAL PLAN LAND USE STUDY SESSION NO. 1: PROPOSED GENERAL PLAN LAND USE ELEMENT TEXT AMENDMENTS AND LAND USE MAP AMENDMENTS IN WEST CITY AREA: LUA-1,LUA-2 LUA-17 AND LUA-19

Mr. Jeff Hook, Principal Planner, presented a brief history of recent Joint City Council/Planning Commission Study Sessions and highlighted the proposed land use designations and amendments and how to organize discussion of the proposals. It was determined that the land use designations for this session be merged through the subsequent study session on the various General Plan elements and in order to organize for in-depth discussion of the proposed land use changes, they will be dived into west, central, and east areas. Mr. Hook presented Land Use Changes for LUA-1, LUA-2, LUA-17 and LUA19 areas and began with LUA-1, the Etiwanda Residential Infill Corridor. Mr. Hook noted there are 113 parcels and recommended change for land use designation for approximately 100 acres from Retail Commercial (C-R) to Retail Commercial – Community Development Overlay (CR-CDO) to implement General Plan program to preserve and expand residential uses along Etiwanda.

COMMISSION COMMENTS

Discussions of the following topics were discussed:

1. Community Development Overlay for the area and details how it would affect the area.
2. Notification to property owners
3. Lot sizes

4. Density
5. Discussion of Legal, Non-Conforming Uses
6. Land Use Designation to be removed and added
7. Policy Areas
8. Equestrian Lifestyle Overlay
9. Historical Overlay
10. Flabob Airport Influence Policy Area

PUBLIC COMMENTS OPENED

Mr. John Nolan, representing Riverside Cement, stated he is opposed to the proposed Land Use Designation, LUA-9 recommendation from industrial use to business park use.

REGULAR SESSION AT 7:00

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on January 13 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Pledge of Allegiance

Pledge of Allegiance was led by Chair Pro Tem John West.

3. Public Appearance/Comments – Continuation from item 3.1

Ms. Kim Jarrell Johnson, resident stated she would like copy a of the staff report and maps for reference during discussion.

CONTINUED COMMISSION COMMENTS

1. Additional Equestrian Lifestyle to the Etiwanda / Mira Loma Corridor
2. Land Use Designation Definition for LUA-1
3. Definition and Coordination for LUA-19
4. Additional land use changes for the western area to be considered

4. Approval of the Agenda

Commissioner Burris moved and Commissioner West seconded the motion to approve the agenda. The motion was approved 5:0

Ayes:	Ruiz, Zavala, Burris, West, Lopez
Noes:	None
Abstained:	None
Absent:	None

5. Approval of Minutes

5.1 Commissioner Burris moved, and Commissioner Lopez seconded to continue the December 9, 2015 Planning Commission Minutes for further information on Item 6.3 and to provide a copy of CD of Hearing. The motion was approved 5:0

Ayes:	Ruiz, Zavala, Burris
Noes:	None
Abstained:	West, Lopez
Absent:	None

6. Public Hearings:

6.1 MASTER APPLICATION 14115 TENTATIVE TRACT MAP 36823 AND DEVELOPMENT AGREETMENT -9330 LIMONITE AVE. (PARADISE KNOLLS) (TO BE CONTINUED)

Commissioner Ruiz moved, and Commissioner West seconded to continue the MA14115 to the January 27th Planning Commission Meeting. The motion was approved 5:0

Ayes:	Ruiz, Zavala, Burris
Noes:	None
Abstained:	West, Lopez
Absent:	None

7. Commission Business

7.1 STUDY SESSION: ZONING CODE AMENDMENT ZCA1503 TO ADD A PROVISION FOR "INEGRATED LIVING SUITE" TO ALLOW A SEPARATE INDEPENDENT LIVING AREA WITIN A SINGLE-FAMILY HOME ON LOTS LESS THAN 7,200 SQUARE FEET.

Ms. Annette Tam, Associate Planner, presented a history of the zoning code amendment initiated by City Council on July 16, 2015 to allow some residents of a single-family dwelling to live independently of others within the home on lots less than one acre. On September 23, 2015 the Planning Commission held a study session and staff discussed the current issue and the intent and benefits of the code amendment. Ms. Tam discussed the difference between Integrated Living Suite and Principal Living Area. The Integrated Living Suite is a subordinate living area and the remaining area is considered Principal Living Area. Ms. Tam noted several sample development standards such as architectural design requirements, minimum lot size, required interior connection, size restriction, owner-occupancy restriction, and parking requirements.

PUBLIC COMMENTS OPENED

Mr. Geoff Smith, Lennar Homes representative, stated Lennar provided a letter for the commissioners regarding the design considerations and deed restrictions and lot size and twenty percent for new tracts.

Mr. Dan Boyd, DR Horton representative, requested thirty or no less than twenty-five percent for new tracts and parking constraints consideration and deed restrictions and offered the suggestion of deed restriction for the second unit which can only be occupied by a family member.

Ms. Kim Jarrell Johnson, resident stated integrated living unit should only be 1 bedroom and stated the parking is a concern and was concerned with lot size as well. Ms. Johnson also requested clarification of the planning approval process for second units permit.

Ms. Betty Anderson, resident stated she is opposed to the lot size less than 7,200 square foot lots for these units.

Mr. Stephen Anderson, resident stated he is opposed to the lot size less than 7,200 square foot lots.

PUBLIC COMMENT CLOSED

COMMISSION COMMENTS

Commissioners discussed the following concerns and issues:

1. Lot size should remain no less than 7,200 sq. ft.
2. Maximum of 1,000 sf.
3. Direct access from street
4. Design standards be consistent
5. Covered parking requirements standards/restrictions
6. Add additional language for Deed restrictions
7. New Tract requirements not to exceed 30% and only 1 bedroom

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments

Commissioner Lopez thanked staff and commissioners for their support during her illness. Commissioner Ruiz briefed the commissioners of the upcoming events for annual APA conference to be held in Pasadena. Commissioner Burris briefed the commissioners of the recent Healthy Jurupa and the topic new development. Chair Zavala thanked the Commissioners and looked forward to the coming year and reminded Commissioners and staff of his vacation schedule and will miss the January 27th Commission Meeting.

10. Planning Department Report

Mr. Merrell stated updates for the for the next meeting on January 27th and discussed the topics to be on the agenda as well as the GPAC presentation at the next City Council meeting.

There being no further business before the Jurupa Valley Planning Commission, Chair Zavala adjourned the meeting at 9:18

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

February 10, 2016

1. Call to Order and Roll Call

The Study Session of the Jurupa Valley Planning Commission was called to order at 6:00 p.m. on February 10, 2016 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair Pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Public Appearance/Comments

Mr. John C. Nolan, Gresham, Savage Nolan & Tilden spoke in opposition to LUA-9.

Ms. Kim Jarrell Johnson spoke requesting to have back gate open for public parking

3. Commission Business

STUDY SESSION –GENERAL PLAN LAND USE TEXT AMENDMENTS AND LAND USE MAP AMENDMENTS IN CENTRAL CITY AREA: LUA-3, LUA-4, LUA-5, LUA-10, LUA-13, LUA-14, LUA15 A,-B,-C, LUA-16 AND LUA-18

Mr. Jeff Hook, Principal Planner, provided a power point presentation describing the various areas under consideration for Land Use Amendments in the Central City Area

The Planning Commissioners discussed the areas in detail requesting additional review for LUA14, LUA15 and LUA16.

REGULAR SESSION AT 7:00

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on February 10, 2016 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair pro Tem

- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Pledge of Allegiance

Pledge of Allegiance was led by Chair Pro Tem John West.

3. Public Appearance/Comments – Continuation from item 3.1

Mr. Phillip Jones, Representative for the Garrett Group requested clarification of the General Plan Amendments.

Ms. Janice Loomis- requested clarification of the General Plan Land Use Amendments.

Mr. Osama Omari- spoke in opposition of the General Plan Land Use Amendments.

Mr. Patrick Conner – spoke in opposition of the General Plan Land Use Amendments.

Ms. Ingrid Carlino – spoke in favor of the General Plan Land Use Amendments.

4. Approval of the Agenda

Commissioner Burris moved and Commissioner West seconded the motion to approve the agenda. The motion was approved 5:0

Ayes:	Ruiz, Zavala, Burris, West, Lopez
Noes:	None
Abstained:	None
Absent:	None

5. Approval of Minutes

5.1 Commissioner Burris moved, and Commissioner West seconded to approve the January 27th 2016 Planning Commission Minutes with corrections. The motion was approved 5:0

Ayes:	Ruiz, West, Burris
Noes:	None
Abstained:	Zavala, Lopez
Absent:	None

6. Public Hearings:

6.1 MASTER APPLICATION 14115: TENTATIVE TRACT MAP 36823, NEIGHBORHOOD DEVELOPMENT PLAN 1601 (NDP1601) AND DEVELOPMENT AGREEMENT 1403 (DA1403) FOR PROPERTY WITHIN THE PARADISE KNOLL'S SPECIFIC PLAN (CONTINUED FROM JANUARY 27,2016)

Ms. Tamara Campbell, Principal Planner, provided the Commissioners a Power Point presentation and a detailed review of recent items requested by the Commissioners for consideration.

Mr. Mattew Fagen, Representative for the Lansing Companies, presented an overview of the revisions to date as requested by staff.

Mr. Ken Norton, EIR Consultant, presented a brief summary of the EIR.

PUBLIC COMMENT OPENED

Mr. David Zimmerman, resident, spoke in favor of the project.

Mr. Edward Lee, resident, spoke in opposition of the project.

Ms. Kate Hall, resident, spoke in favor of the project.

Mr. Robert Ramirez, resident, spoke in favor of the project.

Ms. Betty Anderson, resident, spoke in opposition of the project.

Ms. Kim Jarrell-Johnson, resident, spoke in opposition of the project.

Mr. Don Porter, resident, spoke in opposition of the project.

Mr. Stephen Anderson, resident, spoke in opposition of the project.

PUBLIC COMMENT CLOSED

The Planning Commission discussed the proposed Tentative Tract Map, Neighborhood Development Plan and Development Agreement.

Commissioner Lopez shared her experience as the Equestrian Center Manager in Pico Rivera and noted operational challenges.

Some of the Commissioner's expressed concern with the future operation of the Equestrian Center. It was requested that staff conduct research on the management and size of equestrian centers and present such research to the City Council.

Commissioner Burris asked if the City consider increasing the minimum number of stalls at the equestrian center. A discussion of the economic viability of the equestrian center ensued. It was agreed that staff should work with the developer to investigate the number of horses needed to support the cost of operating the equestrian center.

Commissioner Ruiz expressed concerns with the levee not being certified.

Commissioner West expressed concerns with the levee and the flood plain.

Chair Zavala indicated his support of the project and commended the project applicant and consultants for addressing the Planning Commission's concerns and expressed support of the requested entitlements.

Commissioner Ruiz moved and Commissioner West seconded the motion to approve MA14115. The motion was approved 4:1

Ayes:	Ruiz, Zavala, Burris, West
Noes:	Lopez
Abstained:	None
Absent:	None

6. Public Hearings:

6.2 ZONING CODE AMENDMENT (ZCA) NO.1503 – AMEND ZONING CODE TO ADD "INTEGRATED LIVING SUITE" TO ALLOW SEPARATE INDEPENDENT LIVING AREA WITHIN SINGLE-FAMILY HOMES ON LOTS WITH A MINIMUM OF 7,200 SQUARE-FEET

Ms. Annette Tam, Associate Planner, provided a Power Point presentation of items requested by the Commissioners at a previous work session.

Mr. Geoff Smith, Representative for Lennar Homes, provided a summary of the recent recommendations suggested by staff and the Planning Commission.

PUBLIC COMMENTS OPENED

Ms. Betty Anderson, Resident, spoke in opposition of the amendment

Mr. Stephen Anderson, resident spoke in opposition of the amendment

PUBLIC COMMENT CLOSED

Commissioner Ruiz moved and Commissioner Burris seconded the motion to approve ZCA No. 1503. The motion was approved 5:0.

7. Commission Business

7.1 STUDY SESSION: MA15105/PROS1517 68-UNIT MULTI-FAMILY AFFORDABLE HOUSING PROJECT WITH 16,019 SQ.-FT. COMMERCIAL BUILDING LOCATED AT 5171 MISSION BLVD.

Principal Planner Tamara Campbell provided a power point presentation of the proposal to be considered for Planning Commission review and discussion.

Mr. Curtis Dahle, Representative for Northtown Housing presented a power point presentation of the proposed project.

COMMISSIONERS DELIBERATON

Commissioner Lopez expressed her support of the project, but indicated that the density was too high and building too plain. She felt that this site is particularly important as a "Gateway" to the community. She also stated that it doesn't conform with the rest of the Rubidoux area.

Commissioner West asked about the proposed commercial uses and tenant screening and income qualifications.

Commissioner Ruiz expressed concerns with a potential conflict of interest. Assistant City Attorney, Serita Young, explained the process for determining "conflict of interests."

Commissioner Burris would like to see the commercial building front on Crestmore and asked that configuration of the project be revised. He indicated that the design needs work and that he supports the program but the configuration is not right. He wants special consideration given to this site as an important edge and anchor to the Rubidoux Village. He would like to see the City really build that corner of town as a Village and Town Center.

The Commissioners overall were supportive of the proposal and encouraged the applicant to consider their comments and submit a revised project as a formal application.

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments - None

10. Planning Department Report -None

There being no further business before the Jurupa Valley Planning Commission, Chair Zavala adjourned to the February 24, Planning Commission Meeting at 11:28 pm

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

March 9, 2016

1. Call to Order and Roll Call

The Study Session of the Jurupa Valley Planning Commission meeting was called to order at 6:00 p.m. on March 9, 2016 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair Pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Public Appearance/Comments

Mr. Stephen Whyld spoke on a property for consideration on the Interim General Plan Amendment.

3. Commission Business

STUDY SESSION – GENERAL PLAN LAND USE STUDY SESSION NO. 3 - PROPOSED GENERAL PLAN LAND USE MAP AMENDMENTS IN THE EAST CITY AREA: LUA-6, LUA-7, LUA-8, LUA-9, LUA-11 AND LUA-12

Mr. Jeff Hook, Principal Planner, provided a power point presentation describing the various areas under consideration for Land Use Amendments in the East City Area. The six land use map amendments fall within the eastern area and are the recommend land use changes based on General Plan Advisory Committed input from the public and eight community-wide workshops held throughout the city as well as staff's analysis of community needs, assets opportunities and constraints. Mr. Hook presented a slide presentation of each of the areas and further discussed each of the proposed Interim General Plan Land Use Map changes.

COMMISSION COMMENTS

Discussions of the following topics were discussed:

1. Discussion of implementation for Community Development Overlay.
2. Adjacent property development to fit Land Use Designation
3. LUA-9 Designation to Business Park Master Plan discussion

PUBLIC COMMENTS OPENED

Mr. Tate Goss, President of Veridian Partners spoke in favor of LUA-9 Land Use Designation

Mr. Jeff Hook continued with proposed Land Use Designation presentations.

COMMISSION COMMENTS

1. Buffer zones for proposed land use designations adjacent to residential areas.
2. Discussion and mitigation concerns for contamination on proposed land use designations.
3. Housing development applications.

REGULAR SESSION AT 7:00

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on March 9, at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Robert Zavala presided as Chair.

Members present:

- John West, Chair pro Tem
- Matt Burris, Commission Member
- Rachel Lopez, Commission Member
- George Ruiz, Commission Member

2. Pledge of Allegiance

Pledge of Allegiance was led by Chair Robert Zavala.

3. Public Appearance/Comments – Continuation from item 3.1

Mr. Jeff Hook continued with discussion commencing with LUA 2 proposed Land Use Designation to Business Park designation Specific Plan overlay

COMMISSION COMMENTS

Discussions of the following topics were discussed:

1. Discussion of Etiwanda Residential Infill Corridor.
2. LUA 3 and 4 Pyrite-Granite Hill Commercial-Tourist Area
3. LUA 5 Hillside Portion of Heaving/Light Industrial Site Discussion

PUBLIC COMMENTS OPENED

Mr. Tom Searles discussed commercial development of LUA 3 and LUA 4 frontage property.

Mr. Jeff Hook continued with discussions on LUA 10 Mission Blvd east Residential Infill Corridor and consideration for Retail Commercial Community Development Overlay. LUA 13 Hidden Valley discussion to keep as Open Space/Recreation.

LUA 14 Clay Street Opportunity District discussion to support Medium High Density Residential with Commercial Neighborhood along the east side of Clay Street

Commissioner Lopez expressed concerns for the Clay Street property's potential contamination and toxic remains. Mr. Merrell stated proposal for this development will need to have a comprehensive Environmental Impact Reports submitted.

Mr. Jeff Hook continued presentation of remaining Land Use Amendments and detailing each of the proposed uses.

COMMISSION COMMENTS

1. Reduce potential impacts between industrial and residential land uses
2. Discussion to address potential contaminated areas
3. Retail Commercial with Village Center Overlay
4. Discussion of Business Park to Medium Density Residential to allow variable sized lots
5. Discussion of Policy Areas
6. Equestrian Lifestyle Overlay Policy discussion

4. Approval of Agenda

Commissioner Burris moved and Commissioner Ruiz seconded the motion to approve the agenda. The motion was approved 5:0

Ayes: Zavala, Burris, West, Lopez, Ruiz

Noes: None

Abstained: None

Absent: None

5. Approval of Minutes

Commissioner Lopez moved and Commissioner Burris seconded the motion to approve the February 24, 2016 Planning Commission Minutes. The motion was approved 4:1

Ayes: Zavala, Burris, West, Lopez

Noes: None

Abstained: Ruiz

Absent: None

6. Public Hearings – None

7. Commission Business – None

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments

Commissioner Lopez thanked the audience in attendance. Commissioner West thanked staff for presentation.

10. Planning Department Report

Planning Director Mr. Merrell discussed the letter from Mr. Whyld regarding Interim General Plan.

Mr. Merrell briefed the commissioners of the item on the City Council Agenda regarding Integrated Living Suites to be referred back to the Planning Commission.

There being no further business before the Jurupa Valley Planning Commission, Chair Zavala adjourned to the March 23, 2016 Planning Commission Meeting at 8:20 P.M.

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

January 11, 2017

1. Call to Order and Roll Call

The Study Session of the Jurupa Valley Planning Commission meeting was called to order at 6:00 p.m. on January 11, 2017 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair Pro Tem.

Members present:

- William Hofferber, Commission Member
- Frank Johnston, Commission Member
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member

2. Public Appearance/Comments - None

3. Commission Business

STUDY SESSION – MASTER APPLICATION (MA) NO. MA15072 AND MA15148 EMERALD RIDGE: 281 SINGLE-FAMILY LOTS AND 118 CONDO UNITS ON 68 ACRES NORTH OF SR-60, WEST OF AVALON ST., SOUTH OF 28TH ST., & EAST OF RIO VISTA SPECIFIC PLAN

Mr. Tom Merrell, Planning Director, provided a power-point presentation and a brief history of the proposed project. In 2016, staff introduced the Emerald Ridge residential community with two tentative tract maps to the Planning Commission. The Commission provided comments on the project's design to the applicant and the project has been redesigned to address some of the Commission's comments. Mr. Merrell provided a chart and summary of Planning Commission's feedback.

Mr. Ernest Perea, CEQA Administrator, provided a summary of the impacts for the proposed project.

Ms. Carrie Fernandez, Dudek Environmental Consultant, introduced the draft Environmental Impact Report and has informed the Planning Commission that the public review is pending.

Mr. Nick Brose, Applicant, provided a PowerPoint presentation of the Emerald Ridge project. Mr. Brose provided renderings of proposed development including landscaping, walking trails, parks and other amenities provided. Additionally, he noted the Commission's previous recommendations Commissioners and shared his experience with outreach in the community.

COMMISSION COMMENTS

The following topics were discussed:

1. Air Quality Impacts in proximity to the proposed project
2. Traffic Impacts
3. CFD or HOA to be considered for Maintenance of On-site Facilities
4. Sound Barrier Wall adjacent to the proposed project
5. Landscaping design
6. Public Access to parks
7. Street Improvements on Canal Street and Avalon Street are supported
8. Safety Design of Railroad Crossing

PUBLIC COMMENTS

Ms. Maria Marlevo, resident, supports the project and inquired if parks are available to the public.

Mr. Jose Coria, resident, stated he is in support of the project and would like the city to address the homeless issue.

Ms. Gabriela Baumer, resident, stated she is concerned of the traffic and homeless situation in Jurupa Valley.

REGULAR SESSION AT 7:00 PM

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on January 11, 2017, at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair Pro Tem.

Members present:

- William Hofferber, Commission Member
- Frank Johnston, Commission Member
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member

2. Pledge of Allegiance

Pledge of Allegiance was led by Chair Pro Tem Matt Burris

3. Public Appearance/Comments – NONE

3.1 Continued Study Session

3.1 Continued Study Session

COMMISSION COMMENTS

The following topics were discussed:

1. Landscaping along the Project Frontage to include trees which filter air pollutants
2. Project designed for First Time Buyers and other income levels.
3. Amenities including trails
4. Single-story homes and master suites on the first floor
5. Supportive of Emerald Ridge design

4. Approval of Agenda

Commissioner Johnston moved and Commissioner Ruiz seconded the motion to approve the agenda. The motion was approved 5:0

Ayes: Burris, Hofferber, Johnston, Pfannenstiel, Ruiz

Noes: None

Abstained: None

Absent: None

5. Approval of Minutes

Commissioner Burris moved and Commissioner Ruiz seconded the motion to approve the December 7, 2016 Planning Commission Minutes. The motion was approved 2:1

Ayes: Burris, Ruiz

Noes: None

Abstained: Hofferber

Absent: None

Commissioner Burris moved and Commissioner Ruiz seconded the motion to approve the December 14th and 28, 2016 Planning Commission Minutes. The motion was approved 3:0

Ayes: Burris, Hofferber, Ruiz

Noes: None

Abstained: None

Absent: None

6. Public Hearings – None

7. Commission Business

7.1 STUDY SESSION – GENERAL PLAN AMENDMENT 1406 (GPA 1406) 1) DISCUSSION OF PLANNING COMMISSION REVIEW STRATEGY, 2) INTRODUCTION TO THE DRAFT 2017 GENERAL PLAN, AND 3) REVIEW GOALS, POLICIES AND

PROGRAMS IN THE DRAFT LAND USE, HOUSING, CONSERVATION AND OPEN SPACE, AIR QUALITY AND NOISE ELEMENTS.

Mr. Tom Merrell, Planning Director, and Ms. Mary Wright, General Plan Program Manager, gave an introduction to the Draft 2017 General Plan. Mr. Jeff Hook, Principal Planner, provided a PowerPoint presentation describing the purpose of the Study Session and recommending an approach for reviewing the Draft 2017 General Plan. He then gave an overview of the General Plan and described the process to date and the overall organization and approach to the General Plan. Mr. Hook then provided an overview of the following elements: Land Use, Housing, Conservation and Open Space, Air Quality and Noise. For each element, he described new initiatives and major concepts as well as key policies and programs.

COMMISSION COMMENTS

Commission comments on the Draft 2017 General Plan included the following:

Land Use Element
1. Support for the Equestrian Lifestyle Protection Overlay
2. Making policy statements stronger
3. Adding an 'intent' discussion to summary sections
4. Addressing what we want to preserve, not just what we want to discourage
5. The Community Development Overlay and how to incentivize what we want
6. The Village Center Overlay and density transfers
7. Adding language discouraging 'business as usual'
8. Whether to refer to secondary policy documents

Housing Element
1. Connecting density with unit size
2. Encouraging smaller units

Conservation and Open Space Element

Requiring Health Risk Assessments for larger projects

Air Quality Element

Adding Greenhouse Gas thresholds

Noise Element

Ensuring that noise policies don't restrict the development of Village Centers

Overall

Moderate the amount of information for future General Plan Study Sessions based on the time available.

PUBLIC COMMENTS OPENED

Ms. Kim Jarrell Johnson, resident, requested that the Planning Commission consider adding an archaeological overlay to the General Plan on and around the Stater Bros. store in Rubidoux as it was the site of the Louis Rubidoux home and may contain important cultural resources.

7.2 ANNUAL REORGANIZATION OF THE PLANNING COMMISSION

Commissioner Hofferber nominated Matt Burris as Chair and Commissioner Phannenstiel moved to close nominations and elect Commissioner Burris to the office of Planning Commission Chair for 2017. Commissioner Ruiz seconded the motion and it was approved 5:0

Ayes: Burris, Hofferber, Johnston, Phannenstiel, Ruiz

Noes: None

Abstained: None

Absent: None

Chair Matt Burris nominated William Hofferber as Chair Pro Tem and Commissioner Phannenstiel moved to close nomination and elect Commissioner Hofferber to the office of Planning Commission Chair Pro Tem for 2017. Commissioner Ruiz seconded the motion and it was approved 5:0

Ayes: Burris, Hofferber, Johnston, Phannenstiel, Ruiz

Noes: None

Abstained: None

Absent: None

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments - None

10. Planning Department Report

Mr. Merrell briefed the commissioners of the item on the City Council Agenda regarding the new State law allowing accessory dwelling units and advised it will be discussed by the City Council on January 19th.

There being no further business before the Jurupa Valley Planning Commission, Chair Burris adjourned to the January 25, 2016 Planning Commission Meeting at 10:30 P.M.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
January 25, 2017

1. Call to Order and Roll Call

The Study Session of the Jurupa Valley Planning Commission meeting was called to order at 7:00 p.m. on January 25, 2017 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair

Members present:

- William Hofferber, Chair Pro Tem
- Frank Johnston, Commission Member
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member

Members absent:

- Matt Burris, Chair

2. Pledge of Allegiance

Pledge of Allegiance was led by Chair Pro Tem William Hofferber

3. Public Appearance/Comments - None

4. Approval of Agenda

Commissioner Johnston moved and Commissioner Pfannenstiel seconded the motion to approve the agenda. The motion was approved 4:1

Ayes: Hofferber, Johnston, Pfannenstiel, Ruiz
Noes: None
Abstained: None
Absent: Burris

Chair Burris arrived at 7:02

- **Approval of Minutes**

  Commissioner Johnston moved and Commissioner Pfannenstiel seconded the motion to approve the January 11, 2017 Planning Commission Minutes. The motion was approved 5:0

  Ayes: Burris, Hofferber, Johnston, Pfannenstiel, Ruiz,

  Noes: None

  Abstained: None

  Absent: None

6. Public Hearings – None

7. Commission Business

7.1 STUDY SESSION – GENERAL PLAN AMENDMENT 1406 (GPA 1406): REVIEW MAJOR GENERAL PLAN LAND USE AND MOBILITY ELEMENT INITIATIVES AND RELATED POLICIES AND PROGRAMS

Ms. Mary Wright, General Plan Program Manager, and Mr. Jeff Hook, Principal Planner, gave an introduction to the second study session on the Draft 2017 General Plan. Ms. Wright provided an overview on major Land Use and Mobility Element Initiatives and related policies and programs. Mr. Jeff Hook, provided a PowerPoint presentation which highlighted the Draft Land Use Element and the Draft Mobility Element. For each element, he described new initiatives and major concepts as well as key policies and programs for evaluation.

COMMISSION COMMENTS

Commission comments on the Draft 2017 General Plan Mobility and Land Use Elements included the following:

Multi-Purpose/Equestrian Trail System

- Chair Burris suggested clarifying what the vision of the multi-purpose trails system is
- It was suggested that the City partner with the Jurupa Area Parks and Recreation District-to update existing trails
- The PC asked staff to analyze Primary Trails, Secondary Trails and Equestrian Streets and add a program to develop a funding and maintenance plan
- Overall, the Planning Commission indicated support of the Multi-Purpose and Equestrian Trails System Polices and Plan

Mobility Corridors

- The PC generally liked the Mobility Corridor concept
- There was some clarification needed about how mobility corridors relate to roadway classifications
- Overall the PC directed staff to include protection for the semi-rural character and discourage the construction of large urban arterial streets
- There was concern about collector streets going through neighborhoods

Limited Street Widenings

- The PC generally liked the idea of limiting street widening to preserve the semi-rural character of the City

Scenic Corridors

- Requested that staff add a policy to provide standards for Scenic Corridors

Overall

- Chair Burris provided staff with a number of detailed comments on the Land Use Element
- Chair Burris and Commissioner Pfannenstiel stated that the large size of the Draft General Plan makes it difficult to find the important information. They recommended moving much of the background information into an Appendix or other document to streamline the Plan.

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments - None

10. Planning Department Report

Ms. Tamara Campbell reported Mr. Merrell would be returning next week.

There being no further business before the Jurupa Valley Planning Commission, Chair Burris noted that the February 8th meeting has been rescheduled to February 13, 2017. The meeting adjourned to the February 13, 2017 Planning Commission Meeting at 10:35 P.M.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

February 22, 2017

1. Call to Order and Roll Call

The Study Session of the Jurupa Valley Planning Commission meeting was called to order at 6:00 p.m. on February 22, 2017 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair

Members present:

- William Hofferber, Chair Pro Tem
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member

Members absent:

- Frank Johnston, Commission Member

2. Public Appearance/Comments - None

3. Commission Business

STUDY SESSION – MA16205 (CUP16012)- GAS STATION AND CONVENIENCE STORE WITH BEER AND WINE SALES FOR OFF-SITE CONSUPTION AND A DRIVE-THRU CAR WASH AT 9306 JURUPA ROAD (APN:167-231-002 & 167-231-003)

Ms. Rocio Lopez, Senior Planner provided a PowerPoint presentation on the proposed Gas Station and Convenience Store located at 9306 Jurupa Rd. Ms. Lopez provided a detailed project description along with various views from the area noting the proximity to residential land uses, schools and adjacent commercial businesses. The project proposes to merge two parcels to create a .85 net acre site and develop a "76" gas station with 12 fueling positions and a 3,360 square foot fueling canopy; a 3,886 square foot "Circle K" convenience store with beer and wine sales for off-site consumption; and a 1,050 square foot drive-thru automated car wash. Also proposed is a 500 gallon propane tank that is 4 ½ feet wide by 15 ½ feet long and five feet high.

Applicant Mr. Joseph Karaki provided ownership history and provided photos of the previous gas station prior to demolition.

Tom Merrell, Planning Director, explained that the focus of this study session is to give feedback to the applicant in regard to the alcohol sales and CUP related issues, since this project has similarities with the 7-11 project that was recently denied by the Planning Commission and City Council. Other concerns listed in the staff report can be addressed during the entitlement process.

COMMISSION COMMENTS

Commission comments on the proposed project included the following:

1. Proximity and potential impacts to area residents
2. Concern that use may be incompatible with residential area
3. Concern for 24 hour operations
4. Concerns with alcohol sales in close proximity to 2 schools
5. Traffic concerns – ingress/egress – projected grade separation concerns
6. Would prefer other commercial land use options
7. Commission expressed their desire to hear from area residents
8. Site development, as proposed, is too overdeveloped for the parcel size
9. Not in favor of 20 foot pole sign

Applicant encourged to work with staff to modify or scale down site proposed and return to Planning Commission for consideration.

REGULAR SESSION AT 7:00 PM

1. Call to Order and Roll Call

The regular meeting of the Jurupa Valley Planning Commission was called to order at 7:00 p.m. on February 22, 2017, at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair

Members present:

- William Hofferber, Chair Pro Tem
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member

Members absent:

- Frank Johnston, Commission Member

2. Pledge of Allegiance

Pledge of Allegiance was led by Commissioner Ruiz

3. Public Appearance/Comments- NONE

4. Approval of Agenda

Commissioner Pfannenstiel moved and Commissioner Ruiz seconded the motion to approve the agenda. The motion was approved 4:0

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz

Noes: None

Abstained: None

Absent: Johnston

5. Approval of Minutes

Commissioner Pfannenstiel moved and Commissioner Ruiz seconded the motion to approve the February 13, 2017 Planning Commission Minutes. The motion was approved 4:0

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz

Noes: None

Abstained: None

Absent: Johnston

6. PUBLIC HEARINGS

6.1 GENERAL PLAN AMENDMENT 1406 (GPA 1406) PUBLIC HEARING NO. 1 TO CONSIDER THE DRAFT 2017 GENERAL PLAN, ZONING ORDINANCE AND MAP AMENDMENTS AND DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR).

Ms. Mary Wright, General Plan Program Manager provided a PowerPoint presentation summarizing the recent Draft 2017 General Plan study sessions and introducing the first public hearing and a presentation on the remaining Draft General Plan Elements which include Air Quality, Noise, and Community Safety, Services and Facilities.

Mr. Jeff Hook, Principal Planner continued with the presentation summarizing the Draft Environmental Justice, Healthy Communities and Economic Sustainability Elements.

Mr. Kent Norton provided an overview of the Draft Environmental Impact Report (DEIR) for the Commissioners review and discussion.

PUBLIC COMMENTS OPENED

Resident Kim Jarrell Johnson requested various clarifications of Cultural Resources Report language and also provided a complied list of historical sites for the Commissioners review.

Mr. Phil Jones, representative for The Garrett Group requested that the majority of LUA-4 be designated Business Park. Mr. Jones provided maps for the Commissioners.

Ms. Pamela Steele, representative for Team Truck requested the General Plan map for the LUA-5 area be revised.

Ms. Sheila Ehrlich, resident is opposed to the R-1 zone on Jurupa Rd. area under consideration for zone change.

Ms. Sybl Acree, resident is opposed to the R-1 zone on Jurupa Rd. area under consideration for zone change.

Ms. Betty Anderson, resident would like to see stronger language for Commercial Truck Emissions restrictions.

Mr. Stephen Anderson, resident would like to restrict Commercial Truck routes in residential areas.

Ms. Diana Fox, Reach Out representative, thanked the Commissioners and City Council for providing in the General Plan a Healthy Communities Element.

COMMISSION COMMENTS
Commission comments on the Draft 2017 General Plan, Zoning Ordinance and Map Amendments, and DEIR included the following:

Air Quality
*Add Greenhouse Gas expectations or standards
*Include policies to retrofit negative air quality effects on existing sensitive receptors
*Encourage electric vehicle charging stations

Noise
*Consider adding a policy to evaluate existing noise impacts on a parcel-by-parcel basis
*Add a policy that different noise standards are appropriate in certain areas, such as Village Centers

Community Safety, Services and Facilities
*Add incentives, such as density transfers, for development in areas facing significant natural hazards to preserve risky areas

Healthy Communities
*Look at WRCOG's draft Healthy Communities Element again to see if any areas can be strengthened
*Make sure senior needs for social interaction and social services are addressed

Economic Sustainability
*Consider revising the bullet list on Page 11-6 to put City in a more positive light

Other Comments
*Regarding the potential grade separation at Jurupa and Van Buren – address in General Plan so the City has something to rely on when asking for future improvements
*Address the potential for High Speed Rail and include a map – to help get needed right of way in the future
*Regarding street resurfacing and other street improvements, consider adding a policy that if a project is tearing up a part of the street, the repairs must benefit the community

Chair Burris moved and Commissioner Hofferber seconded the motion to continue the hearing to the March 8th Planning Commission Meeting. The motion was approved 4:0

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz
Noes: None
Abstained: None
Absent: None
Absent: Johnston

7. Commission Business - None

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments

Commissioner Ruiz requested deadline for submitting comments to the CPUC Hearing held on February 8th. Mr. Merrell replied there is still opportunity to submit comments.

10. Planning Department Report - None

There being no further business before the Jurupa Valley Planning Commission, Chair Burris adjourned to the March 8, 2017 Planning Commission Meeting at 9:16 P.M.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES
PLANNING COMMISSION
CITY OF JURUPA VALLEY
March 8, 2017

1. CALL TO ORDER AND ROLL CALL

The Regular Session of the Jurupa Valley Planning Commission meeting was called to order at 7:00 p.m. on March 8, 2017 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair

Members present:

- William Hofferber, Chair Pro Tem
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member
- Frank Johnston, Commission Member

Members absent: All Present

2. PLEDGE OF ALLEGIANCE

Pledge of Allegiance was led by Chair Burris

3. PUBLIC APPEARANCE/COMMENTS- NONE

4. APPROVAL OF AGENDA

Commissioner Ruiz moved and Commissioner Hofferber seconded the motion to approve the agenda. The motion was approved 5:0

Ayes:	Burris, Hofferber, Pfannenstiel, Ruiz, Johnston
Noes:	None
Abstained:	None
Absent:	None

5. APPROVAL OF MINUTES

Commissioner Ruiz moved and Commissioner Pfannenstiel seconded the motion to approve the February 22, 2017 Planning Commission Minutes. The motion was approved 4:0:1

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz

Noes: None

Abstained: Johnston

Absent: None

6. PUBLIC HEARINGS

6.1 MASTER APPLICATION NO. 16204 (MA16204) REQUEST FOR A ONE (1) YEAR EXTENSION OF TIME FOR TRACT MAP NO. 33864 GENERALLY LOCATED WITHIN THE EMERALD MEADOWS SPECIFIC PLAN AREA, SOUTH OF HIGHWAY 60, WEST OF THE SANTA ANA RIVER, EAST OF RUBIDOUX BOULEVARD AND NORTH OF 34TH STREET.

Planning Director Tom Merrell stated the item will be continued at the request of the applicant's counsel to be scheduled for Public Hearing on April 12, 2017.

Commissioner Johnston moved and Commissioner Hofferber seconded the motion to continue Master Application MA16204 to the April 12th 2017 Planning Commission Meeting. The motion was approved 5:0

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz, Johnston

Noes: None

Abstained: None

Absent: None

6.2 GENERAL PLAN AMENDMENT NO. 1406 (GPA1406) PUBLIC HEARING NO.2: RECEIVE PUBLIC COMMENT AND CONSIDER THE DRAFT 2017 GENERAL PLAN, DRAFT LAND USE MAP AMENDMENTS, ZONING ORDINANCE AND MAP AMENDMENTS AND DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR).

Mr. Merrell introduced the item and provided a brief background on recent Commission hearings and study sessions. He then introduced Principal Planner Jeff Hook, who gave a PowerPoint presentation and briefed the Commissioners on 21 proposed General Plan Land Use Map amendments. He explained that notices of the proposed changes were sent to over 600 residents and agencies. He recommended the Commission hear public testimony on the proposed amendments and explained that staff responses to Commission and Public comments would be summarized at the March 22nd Planning Commission public hearing.

PUBLIC COMMENTS OPENED

Ms. Kim Jarrell Johnson requested clarification of LUA-18 comments that was reviewed by the Planning Commission and asked how the City Council was being informed of public and Planning Commission comments on the General Plan.

Mr. Robert Jimenez, owner of property adjacent to LUA-10, expressed concerns about possible development of commercial uses and possible increases in storm water runoff on to his property.

Ms. Pamela Steele, representative for Team Trucking, requested that LUA-5 be expanded to include Team Trucking and that the Heavy Industrial LUD be applied. .

Mr. Tom Searles, applicant representative for LUA-3, felt that with a street frontage over ½ mile long, it might be difficult to fill up the parcels with Tourist Commercial (C-T) uses. He

asked for Commission support to meet with City staff to discuss a possible mix of uses that included C-T and other commercial use opportunities.

Mr. Jerry Jaeckles, owner of Team Truck regarding LUA-5 requested the General Plan map for LUA5 area be revised to allow an expansion of the auto recycle business.

Mr. Matt Englhard, representative for Proficiency Capital, requested LUA-11, adjacent to his property, be denied and that it be kept industrial.

Mr. Russ Woodson, resident, requested that LUA-10 remain residential. He requested a meeting with staff regarding the General Plan changes.

COMMISSION COMMENTS

Commission comments on the Draft 2017 General Plan, Remaining Draft General Plan Elements Initiatives, Zoning Ordinance and Map Amendments were discussed. Commissioners requested clarification on comments heard in tonight's public hearing.

Mr. Merrell stated that staff will prepare responses to public comments and Commission discussion items, including options where appropriate, will be provided in the staff report for the March 22nd Planning Commission meeting for discussion.

Chair Burris moved and Commissioner Hofferber seconded the motion to continue the hearing to the March 22, 2017 Planning Commission Meeting. The motion was approved 5:0

Ayes:	Burris, Hofferber, Pfannenstiel, Ruiz, Johnston
Noes:	None
Abstained:	None
Absent:	None
Absent:	None

7. COMMISSION BUSINESS - NONE

8. PUBLIC APPEARANCE/COMMENTS – NONE

9. PLANNING COMMISSIONER'S REPORTS AND COMMENTS

Commissioner Pfannenstiel requested clarification on items or projects discussed with applicants. Assistant City Attorney provided details of items which can be discussed or prohibited.

Commissioner Ruiz requested an update on Paradise Knolls and its schedule. Mr. Merrell provided information of the proposed project.

10. PLANNING DEPARTMENT REPORT

Mr. Merrell provided the upcoming Planning Commission and City Council scheduled for hearings.

There being no further business before the Jurupa Valley Planning Commission, Chair Burris adjourned to the March 22, 2017 Planning Commission Meeting at 8:12 P.M.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

City of Jurupa Valley

MINUTES

PLANNING COMMISSION

CITY OF JURUPA VALLEY

March 22, 2017

1. Call to Order and Roll Call

The Regular Session of the Jurupa Valley Planning Commission meeting was called to order at 7:00 p.m. on March 22, 2017 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Matt Burris presided as Chair

Members present:

- William Hofferber, Chair Pro Tem
- Aaron Pfannenstiel, Commission Member
- George Ruiz, Commission Member
- Frank Johnston, Commission Member

Members absent: All Present

2. Pledge of Allegiance

Pledge of Allegiance was led by Member Frank Johnston

3. Public Appearance/Comments - NONE

4. Approval of Agenda

Commissioner Johnston moved, and Commissioner Pfannenstiel seconded. the motion to approve the agenda. The motion was approved 5:0.

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz, Johnston

Noes: None

Abstained: None

Absent: None

5. Approval of Minutes

Commissioner Johnston moved, and Commissioner Pfannenstiel seconded, the motion to approve the March 8, 2017 Planning Commission Minutes. The motion was approved 5:0.

Ayes: Burris, Hofferber, Pfannenstiel, Ruiz, Johnston

Noes: None

Abstained: Johnston

Absent: None

6. Public Hearings

6.1 GENERAL PLAN AMENDMENT NO 1406 (GPA1406) – 3RD PUBLIC HEARING TO CONSIDER THE DRAFT 2017 GENERAL PLAN, DRAFT LAND USE MAP AMENDMENTS, ZONING ORDINANCE AND MAP AMENDMENTS AND DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

General Plan Program Manager Ms. Mary Wright and Principal Planner Mr. Jeff Hook provided a PowerPoint Presentation on the Draft 2017 General Plan. Their focus was on Planning Commission and public comments discussed at the January 11th and 25th, February 13th and 22nd and March 8th Planning Commission meetings. Ms. Wright referred to the summary of comments contained in Attachment A of the staff report and indicated that most of the comments were straightforward and can be easily addressed by staff in the revised documents. Of the twenty-four remaining comments needing clarification, nine related to various comments on the General Plan and fifteen related to the Land Use Amendment areas. Ms. Wright and Mr. Hook summarized each of the remaining comments.

PUBLIC COMMENTS OPENED

Resident and Business Owner Mr. Marwan Alabbasi stated he is opposed to changing LUA-3 to Commercial-Tourist. He would also like the City to address the homeless problem in the area.

Ms. Pamela Steele, representative for Team Trucking, requested that LUA-5 be expanded to include Team Trucking and that the Heavy Industrial land use designation be applied.

Mr. Matt Englhard, representative for Proficiency Capital, requested that LUA-11 maintain his property as industrial and that staff explore how to buffer planned residential and industrial uses.

Mr. Tom Searles, applicant representative for LUA-3, asked for Commission support to meet with City staff to discuss a possible mix of uses that includes C-T and other commercial-retail use opportunities.

Mr. Jerami Schoeman, resident, opposes the proposed change from light industrial to residential on LUA-19.

Ms. Kim Jarrell Johnson, resident, suggested that LUA-3 be considered for an overlay. In addition, Ms. Johnson believes that LUA-18 is not compatible with the proposed designation.

Mr. Jorge Arriaga, resident, requested information on the proposed LUA-1 and would like to meet with staff regarding the General Plan changes.

COMMISSION COMMENTS

Comment No. 21 – The Commission clarified that Jurupa west of Etiwanda should be green (not west of Van Buren). They would also like to know the right-of-way width of Jurupa in that area.

Comment No. 22 – Regarding two distinct roadway categories, Commissioner Burris stated he explicitly wants a tool that safely allows residential driveways on a collector streets to avoid the problem encountered during the Paradise Knolls hearings.

Comment No. 25 – Commissioner Hofferber clarified that he's looking for language that addresses how to retrofit very wide roads like Camino Real through road diets or other means.

Comment No. 37 – Commission Burris stressed the desire to rename the four lowest density residential designations to disassociate from the County designations and reflect what we want the roadways to be.

Comment No. 39 – On whether to keep the tables of contents at the beginning of each element to retain the hyperlinks, the Commission is willing to wait and see how it works in the revised draft plan.

Comment No. 52 – Commissioner Pfannenstiel clarified that the potential 'source' of transferred density could be areas like the wetland/floodplain in LUA-18. He suggested adding a policy as well as a program to develop a transfer of density ordinance.

Comment No. 90 – The Commission was fine not adding an archaeological overlay but wants a program to develop an archaeological preservation program.

LUA-3 – The Commission is comfortable with the staff recommendation.

LUA-4 – The Commission is comfortable with the staff recommendation.

LUA-5 – The Commission agrees the issue should be addressed through the development application, not the General Plan.

LUA-10 – The Commission is comfortable with the staff recommendation.

LUA-11 – The Commission agrees with the need to provide buffering between residential and commercial uses. On whether to expand the residential designation to the north, they will withhold judgement until after the Emerald Ridge public hearing.

LUA-15a – The Commission is comfortable with the suggested change to retail.

LUA-15c – Commissioner Burris is uncomfortable with the proposed land use change but will support it if the property owners agree to it.

LUA-18 – The Commission supports the Business Park designation on Jurupa Road. On the remaining area, they want the ideas fleshed out a little more potentially with a low density base zone and a PUD or Specific Plan overlay that could achieve higher densities if sensitively designed.

Commissioner Johnston moved and Commissioner Hofferber seconded the motion to continue the hearing to the April 26, 2017 Planning Commission Meeting. The motion was approved 5:0.

Ayes:	Burris, Hofferber, Pfannenstiel, Ruiz, Johnston
Noes:	None
Abstained:	None
Absent:	None
Absent:	None

7. Commission Business - None

8. Public Appearance/Comments – None

9. Planning Commissioner's Reports and Comments

Commissioner Pfannenstiel announced that the current issue of Planning Magazine has an interesting article on the positive effects of fencing vacant properties. Commissioner Ruiz requested that the air-conditioning be adjusted accordingly to the weather.

10. Planning Department Report

Mr. Merrell provided the upcoming Planning Commission and City Council schedule for hearings.

There being no further business before the Jurupa Valley Planning Commission, at 9:29 P.M. Chair Burris adjourned to the April 12, 2017 Planning Commission Meeting.

Respectfully submitted,

Thomas G. Merrell

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission

MINUTES
OF THE SPECIAL MEETING
OF THE JURUPA VALLEY CITY COUNCIL
December 1, 2015

The meeting was held at the City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509

1. 6:00 P.M. - JOINT STUDY SESSION

Mayor Hancock called the special meeting to order at 6:05 p.m.

CALL TO ORDER – CITY COUNCIL:

- Brad Hancock, Mayor
- Laura Roughton, Mayor Pro-Tem
- Brian Berkson, Council Member
- Frank Johnston, Council Member
- Verne Lauritzen, Council Member

CALL TO ORDER – PLANNING COMMISSION:

- George Ruiz, Chair
- Robert Zavala, Vice-Chair
- Matthew Burris, Planning Commissioner
- Rachel Lopez, Planning Commissioner
- John West, Planning Commissioner

2. PLEDGE OF ALLEGIANCE was led by Commissioner Burris.

3. APPROVAL OF AGENDA

A motion was made by Council Member Johnston, seconded by Chair Ruiz, to approve the Agenda.

Ayes:	**Berkson, Burris, Hancock, Johnston, Lauritzen, Lopez, Roughton, Ruiz, West, Zavala**
Noes:	**None**
Absent:	**None**

4. JOINT GENERAL PLAN STUDY SESSION: PRESENTATION TO INTRODUCE AND REFER PROPOSED INTERIM GENERAL PLAN LAND USE CHANGES TO THE PLANNING COMMISSION

Thomas Merrell, Planning Director, reported that the purpose of this meeting is to introduce to the City Council and Planning Commission the proposed land use changes

that have been recommended by the Planning Department staff and the General Plan project team that will be brought to the Planning Commission at their December 9, 2015 meeting. Mr. Merrell gave a brief PowerPoint presentation and clarified that the proposed land use changes are based on the General Plan outreach program and previous comments from the Planning Commission and City Council.

Mr. Merrell clarified that the zoning has to be consistent with the General Plan. He advised that if the City Council adopts changes in the land use element and changes properties from one land use designation to another it will need to be followed by a change of zoning on those properties to make them consistent with the new land use designation. He explained that non-conforming uses may result from the changes in land uses to make them consistent with the General Plan.

Mr. Merrell outlined additional issues that will be focused on such as industrial land uses near homes, locations where is there is too much strict commercial, and the protection of the city's equestrian lifestyle.

Mary Wright, General Plan Program Manager, gave a PowerPoint presentation highlighting the proposed land use changes related to the Interim General Plan. She facilitated various discussion items and asked for input.

5. PUBLIC APPEARANCE/COMMENTS

Sheila Ehrlich voiced the following comments: 1) Jurupa Road between Pedley Road and Van Buren should remain commercial/light industrial as the current businesses in this location are well established and should not be jeopardized. 2) Clay Street should be considered for a hospital/medical center. 3) The east side of Etiwanda should remain commercial/retail. 4) Medium density residential should not exceed four houses per acre. 5) She clarified that the Discovery Center is considered the Glen Avon community, not Sunnyslope.

Barbara Evans stated that she voted for cityhood as she wanted the equestrian lifestyle preserved. She is opposed to building any more high density homes as these developments will just add traffic to streets that are already overburdened.

Gary Scott stated that he owns 51 acres labeled as LUA-18 (Pedley Low-Density Residential Infill) as referenced on the Draft Proposed General Plan Land Use Amendments. He voiced concern that developing this property has been a challenge and he has been unsuccessful in bringing a project to fruition. He asked for guidance in resolving this issue.

Sybl Acree voiced a concern regarding the property labeled LUA-18 (Pedley Low-Density Residential Infill), stating that she is opposed to the proposed zone change to low-density residential. She discussed the proposed rezoning along Jurupa Road and how it will negatively affect the existing businesses. She provided examples of why she believes Jurupa Road is not a good location for residential development.

Betty Anderson voiced the following concerns: 1) the LUA-1 - Etiwanda Residential Infill Corridor recommends a change in the land use designation from retail commercial to retail commercial – community development, however, more should be done to control the incompatible uses and the marijuana dispensaries along Etiwanda Avenue. 2) She noted that future low-density residential development would be hindered by the fact that the Santa Ana River Water Company does not provide sewer to this area. 3) The wording for PA 8.13 should be revised to discourage utility lines within the City's river corridor.

Tom Searles advised that he is involved with the property labeled as LUA-3 (Pyrite-Granite Hill Commercial-Tourist Area) as referenced on the Draft Proposed General Plan Land Use Amendments. He provided a brief history of the property that was formally an appliance recycling center. He is supportive of this designation and is excited to work with the City to develop this property as a future sit-down restaurant/hotel project.

Mike Goodland referred to the property labeled as LAU-13 (Hidden Valley Open Space Area). He encouraged the preservation of equestrian uses and horse trails. He specifically would like to see the development of ½ acre lots in the area that is bordered by the Santa Ana River.

Ellen Porter referred to the property labeled as LAU-13 (Hidden Valley Open Space Area), stating that she would like to see this area preserved as open space. She spoke on behalf of the Jurupa Area Recreation and Park District Trails Committee, stating that their vision is to have a trail all along the Santa Ana River with designated points of interest.

Derek Carrington, representing Recycling Centers stated that his business on Mission Boulevard has been in operation for more than 42 years. He referred to the property labeled as LUA-15B, stating that he has serious concerns about public safety, gang activity, and graffiti. He would like to see those issues addressed before any land use decisions are made.

Danielle Carrington, representing Recycling Services Centers, spoke regarding the property labeled as LUA-15B. She voiced concern that the recommended zone change will defeat the entrepreneurship of the already established businesses. She recommended that the area remain light industrial as it is economically depressed with high crime and would not make a good business district.

Kim Jarrell Johnson voiced a concern that there are areas where staff is proposing to change zoning which would create a grandfather clause to allow a business to continue operating under the previous laws. She noted that grandfathered status or a "non-conforming use" will prevent existing businesses to expand or get a loan to improve their business which is not beneficial for the community.

Wendy Mello voiced concern about the growth of the city and high-density housing. She would like to see the community kept rural with open space and horse trails. She is concerned that new development will negatively impact her quality of life.

Beatriz Canales referred to LUA-6 located at 5302 El Rio Avenue which is proposed to be changed from Heavy Industrial to Medium Density Residential. She advised that the main issue for this area is public safety and traffic.

5. COUNCIL COMMENTS

Following discussion, the City Council and Planning Commission provided feedback and gave direction to City staff.

6. ADJOURNMENT

There being no further business before the City Council, Mayor Hancock adjourned the meeting at 8:37 p.m.

The next meeting of the Jurupa Valley City Council will be held December 3, 2015 at 7:00 p.m. at the City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509.

Respectfully submitted,

_____
Victoria Wasko, CMC
City Clerk

MINUTES
OF THE REGULAR MEETING
OF THE JURUPA VALLEY CITY COUNCIL
February 18, 2016

The meeting was held at the Jurupa Valley City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509

1. 6:00 P.M. - JOINT STUDY SESSION WITH THE PLANNING COMMISSION

CALL TO ORDER – CITY COUNCIL:

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro-Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

CALL TO ORDER – PLANNING COMMISSION:

- Robert Zavala, Chair
- John West, Chair Pro Tem
- Matthew Burris, Planning Commissioner
- Rachel Lopez, Planning Commissioner
- George Ruiz, Planning Commissioner

Mayor Roughton called the study session to order at 6:05 p.m.

2. JOINT STUDY SESSION: PRESENTATION TO INTRODUCE AND REFER THE PROPOSED HOUSING ELEMENT TO THE CITY COUNCIL AND PLANNING COMMISSION

Jeff Hook, Principal Planner, introduced the proposed Housing Element. He provided a brief PowerPoint presentation and responded to questions from the City Council and Planning Commission.

3. PUBLIC APPEARANCE/COMMENTS

Ellen Porter discussed the homelessness issue and suggested that the Council consider working with Path of Life Ministries, a local non-profit which provides housing and shelter services. She suggested that a quality condominium project is a nice alternative for entry level homebuyers.

Betty Anderson suggested that apartments should not be concentrated in one area of town and should be equally distributed. She believes the community needs more entry-level homes that would attract first time home buyers; however, there should be a minimum lot size to discourage stacked-flats and high density homes.

CITY COUNCIL AND PLANNING COMMISSION COMMENTS

Following discussion, the City Council and Planning Commission members provided input and referred the proposed Housing Element to the Planning Commission for further review.

Mayor Roughton thanked the Planning Commission for participating in tonight's meeting. She recessed the meeting at 7:29 p.m.

4. 7:00 P.M. - RECONVENE IN REGULAR SESSION

5. CALL TO ORDER AND ROLL CALL FOR REGULAR SESSION

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

Mayor Roughton called the regular meeting to order at 7:40 p.m.

6. INVOCATION was given by Abbot Hongratana, from the Suddhavasa Buddhist Meditation Center.

7. PLEDGE OF ALLEGIANCE was led by Mayor Laura Roughton.

8. APPROVAL OF AGENDA

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to approve the Agenda.

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

9. PRESENTATIONS

A. PROCLAMATION HONORING RIVERSIDE CITY COLLEGE'S 100TH ANNIVERSARY AND MORENO VALLEY AND NORCO COLLEGES' 25TH ANNIVERSARIES

The City Council presented a Proclamation honoring Riverside City College's 100th Anniversary and Moreno Valley and Norco College's 25th Anniversaries.

Janet Green, representing the Riverside Community College District Board of Trustees accepted the Proclamation and presented a Certificate of Recognition to the Council.

B. PRESENTATION OF 2015-16 FY MID-YEAR BUDGET

Alan Kreimeier, Administrative Services Director, presented the staff report.

City Manager Gary Thompson provided additional information and responded to Council's questions.

Following discussion, a motion was made by Council Member Hancock, seconded by Council Member Johnston, to approve Fiscal Year 2015-16 amendments to the City's Budget as presented in the staff report.

Ayes: **Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes: **None**
Absent: **None**

10. PUBLIC APPEARANCE/COMMENTS

Ellen Porter voiced a concern that the Special Joint Council meeting on February 25, 2016 conflicts with the Jurupa Area Recreation and Park District's board meeting. This creates a missed opportunity for the JARPD board members to provide feedback.

Don Porter voiced opposition to the Paradise Knolls residential project and the housing density that is being proposed. He outlined his concerns that the proposed equestrian facility will not be used as it is intended because high-density housing does not mix well with horse owners.

Diana Leja announced that the Jurupa Valley Arts Council is gearing up for their next fundraising event: "An Evening in Tokyo." The event will take place on Saturday, February 27, 2016 at Country Village. Tickets are available by visiting their website: www.jurupavalleyartscouncil.org

Betty Anderson voiced a concern that the posted staff report for the Paradise Knolls Agenda Report did not include all the attachments.

11. INTRODUCTIONS, ACKNOWLEDGEMENTS, COUNCIL COMMENTS AND ANNOUNCEMENTS

Council Member Johnston announced that the YMCA will hold a fundraiser chili cook-off on Saturday, February 27 which benefits their programs and services. Tickets are available by contacting him at City Hall. He was pleased to attend the Eagle Scout Court of Honor last week under the leadership of Council Member Hancock. He complimented the two Eagle Scout recipients, stating that it was a very impressive ceremony. He encouraged the Jurupa Area Recreation and Park District staff to post their staff reports and financial data on their website.

Council Member Hancock offered his condolences to Mayor Roughton on the loss of her father.

Council Member Berkson announced that the next Town Hall meeting will be held Tuesday, February 23, 2016 at Rubidoux High School.

Mayor Pro Tem Lauritzen commended Council Member Hancock for his dedication to the scouting program. He expressed how he and his wife encouraged all seven of their sons to earn their Eagle Scout awards. He asked that tonight's meeting be adjourned in memory of Mayor Roughton's father.

Mayor Roughton thanked everyone for their outpouring of support over the last few weeks. She announced that Senator Richard Roth will host a small business summit at the Board of Supervisor's Chamber in the City of Riverside on Friday, February 19, 2016 at 8:00 am. Later that morning at 10:00 a.m., Assemblyman Eric Linder will host a "Senior Scam" fraud prevention program at Country Village.

12. CITY MANAGER'S UPDATE

City Manager Gary Thompson announced that the next Town Hall meeting will be held Tuesday, February 23 at Rubidoux High School. The Joint meeting with the City of Riverside will be held Thursday, February 25, 2016 at Crestmore Manor at 6:00 p.m. A public "meet and greet" reception will be held prior to the Joint Meeting.

13. APPROVAL OF MINUTES

A. FEBRUARY 4, 2016 REGULAR MEETING

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Berkson, to approve the Minutes of the February 4, 2016 meeting.

Ayes:	**Berkson, Hancock, Johnston, Roughton**
Noes:	**None**
Abstained:	**Lauritzen**

14. CONSENT CALENDAR

A. COUNCIL APPROVAL OF A MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS INCLUDED IN THE AGENDA

Requested Action: That the City Council waive the reading of the text of all ordinances and resolutions included in the agenda.

B. CONSIDERATION OF CHECK REGISTER IN THE AMOUNT OF $2,005,610.70

Requested Action: That the City Council ratify the check registers dated January 28 and February 4, 2016 as well as the payroll register dated February 3, 2016.

C. APPROVAL OF RIGHT-OF-WAY ACQUISITION AGREEMENT FOR THE ACQUISITION OF CERTAIN PROPERTY FROM THE RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT FOR THE WIDENING OF LIMONITE AVENUE BETWEEN ETIWANDA AVENUE AND BAIN STREET

1. Requested Action: That the City Council approve the Right-of-Way Acquisition Agreement for conveyance of real property from the Riverside County Regional Park and Open-Space District to the City of Jurupa Valley and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney; and

2. That the City Council appropriate $6,500 from the unencumbered Gas Tax funds to fund the Agreement; and

3. That the City Council authorize the City Manager to execute related documents as necessary to fulfill the terms of the Agreement.

D. UPDATING TRANSPORTATION FACILITIES TO BE FUNDED BY DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE WIDENING, ETIWANDA AVENUE TO BAIN STREET, AND DELETING BAIN STREET, LIMONITE TO BELLEGRAVE

Requested Action: That the City Council pass and adopt Resolution No. 2016-02, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, UPDATING THE FACILITIES TO BE FUNDED WITH DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE FROM ETIWANDA AVENUE TO BAIN STREET AND DELETING BAIN STREET FROM LIMONITE TO BELLEGRAVE

E. AGREEMENT FOR SERVICES BETWEEN THE COUNTY OF RIVERSIDE AND CITY OF JURUPA VALLEY FOR THE VAN BUREN BOULEVARD - PHASE 1A PAVEMENT REHABILITATION PROJECT, LIMONITE AVENUE TO 56TH STREET – REMOVED FROM THE CONSENT CALENDA FOR FURTHER DISCUSSION

1. Requested Action: That the City Council approve the Service Agreement by and between the County of Riverside and City of Jurupa Valley for the Van Buren Boulevard Pavement Rehabilitation Project - Phase 1A, Limonite Avenue to 56th Street in an amount not to exceed

$38,000 and authorize the Mayor to execute the Agreement in the final form as approved by the City Attorney; and

2. That the City Council appropriate $38,000 from unencumbered Measure A proceeds to fund the Agreement for the initial Environmental Clearance and Bidding Phase services.

F. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE 28TH STREET PAVEMENT REHABILITATION PROJECT

1. Requested Action: That the City Council accept the improvements constructed by All American Asphalt, Inc. in accordance with the agreement for the 28th Street Pavement Rehabilitation Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

G. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE LOCAL PONDING AREAS PROJECT

1. Requested Action: That the City Council accept the improvements constructed by Gentry Brothers, Inc. in accordance with the agreement for the Local Ponding Areas Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

H. APPROVAL OF SERVICE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY AND THE COUNTY OF RIVERSIDE FOR THE RUBIDOUX BOULEVARD AT STATE ROUTE 60 INTERCHANGE PROJECT DEVELOPMENT ACTIVITIES – REMOVED FROM THE CONSENT CALENDAR FOR FURTHER DISCUSSION

Requested Action: That the City Council approve the Service Agreement for project development activities between the City of Jurupa Valley and the County of Riverside for the Rubidoux Boulevard at State Route 60 interchange project and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney.

I. ADOPTION OF CONSTRUCTION PLANS, SPECIFICATIONS AND WORKING DETAILS, AND AUTHORIZATION FOR THE COUNTY OF RIVERSIDE TO SOLICIT BIDS FOR THE PYRITE STREET SAFE ROUTES TO SCHOOL PROJECT

1. Requested Action: That the City Council adopt the plans, specifications and working details for the Pyrite Street Safe Routes to School (SRTS) Project; and

2. Authorize the County of Riverside to solicit formal bids in accordance with applicable laws for construction of the Project subject to the California Transportation Commission (CTC) authorizing the grant funding expenditure; and

3. Approve an amendment to the Service Agreement for the Troth Street and Pyrite Street SRTS Improvements between the City of Jurupa Valley and the County of Riverside, subject to final form and format approved by the City Attorney; and

4. Direct the Administrative Services Director to amend the FY 2015/16 Capital Improvement Plan (CIP) to reflect construction costs as outlined in the financial impact section of the staff report.

J. CONSIDERATION OF A CONTRACT EXTENSION FOR PROVISION OF GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES

Requested Action: That the City Council authorize the City Manager to enter into an agreement with Digital Map Products, Inc. for the provision of Geographic Information System (GIS) services subject to final contract review by the City Attorney.

A motion was made by Council Member Johnston, seconded by Mayor Pro Tem Lauritzen, to approve the Consent Calendar with the exception of Items 14.E and 14.H which were removed for further discussion.

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

15. CONSIDERATION OF ANY ITEMS REMOVED FROM THE CONSENT CALENDAR

14.E. AGREEMENT FOR SERVICES BETWEEN THE COUNTY OF RIVERSIDE AND CITY OF JURUPA VALLEY FOR THE VAN BUREN BOULEVARD - PHASE 1A PAVEMENT REHABILITATION PROJECT, LIMONITE AVENUE TO 56TH STREET

Mayor Roughton requested that this item be removed from the Consent Calendar for further discussion. She asked City Manager Thompson to provide a status on the City's efforts to obtain a Local Agency Code, or "Locode" which is needed for processing agreements with Caltrans.

City Manager Thompson provided additional information and responded to Council's questions.

A motion was made by Mayor Roughton, seconded by Mayor Pro Tem Lauritzen, to approve the Service Agreement by and between the County of Riverside and City of Jurupa Valley for the Van Buren Boulevard Pavement Rehabilitation Project - Phase 1A, Limonite Avenue to 56th Street in an amount not to exceed $38,000 and authorize the Mayor to execute the Agreement in the final form as approved by the City Attorney; and appropriate $38,000 from unencumbered Measure A proceeds to fund the Agreement for the initial Environmental Clearance and Bidding Phase services.

Ayes: Berkson, Hancock, Johnston, Lauritzen, Roughton
Noes: None
Absent: None

14.H. APPROVAL OF SERVICE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY AND THE COUNTY OF RIVERSIDE FOR THE RUBIDOUX BOULEVARD AT STATE ROUTE 60 INTERCHANGE PROJECT DEVELOPMENT ACTIVITIES

Mayor Roughton requested that this matter be removed from the Consent Calendar for further discussion.

Mike Myers, Assistant City Engineer, provided additional information and responded to Council's questions.

A motion was made by Mayor Roughton, seconded by Council Member Johnston, to approve the Service Agreement for project development activities between the City of Jurupa Valley and the County of Riverside for the Rubidoux Boulevard at State Route 60 interchange project and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney.

Ayes: Berkson, Hancock, Johnston, Lauritzen, Roughton
Noes: None
Absent: None

16. PUBLIC HEARING

17. COUNCIL BUSINESS

A. JURUPA VALLEY PRO RODEO AND FAMILY FIESTA REQUEST FOR FEE WAIVER AND USE OF CITY SEAL TO PROMOTE THE UPCOMING RODEO

Terri Rollings, Assistant to the City Manager/PIO presented the staff report.

Laura Bakewell and Bob Laurence, representing the Jurupa Valley Pro Rodeo, provided information on the June 3-5, 2016 event and updated the Council on the status of their permit application process.

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to pass and adopt Resolution No. 2016-03, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, SUPPORTING THE JURUPA VALLEY PRO RODEO AND FAMILY FIESTA, ALLOWING THE USE OF THE CITY SEAL AND WAIVING THE PERMIT FEES

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

18. CITY COUNCIL MEMBER ORAL/WRITTEN REPORTS REGARDING REGIONAL BOARDS AND COMMISSIONS

A. MAYOR LAURA ROUGHTON

1. Mayor Roughton gave an update on the Western Riverside Council of Governments - Administration & Finance Committee meeting of February 10, 2016.

B. COUNCIL MEMBER BRAD HANCOCK

1. Council Member Hancock gave an update on the Northwest Mosquito and Vector Control District meeting of February 18, 2016.

C. COUNCIL MEMBER FRANK JOHNSTON

1. Council Member Johnston gave an update on the Northwest – Transportation NOW Coalition meeting of February 11, 2016.

19. CITY ATTORNEY'S REPORT

City Attorney Peter Thorson had no report.

20. COUNCIL MEMBER REPORTS AND COMMENTS

Council Member Berkson reminded residents that the 91 Freeway will be closed all weekend for major construction work.

Council Member Johnston provided the following closing quote: "Logic will get you from A to B but imagination will take you everywhere" ~ Albert Einstein.

Mayor Roughton reminisced about her father and shared some of her favorite memories of him.

21. ADJOURNED IN MEMORY

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to adjourn the meeting in memory of Mayor Roughton's father, James Frederick Fleck.

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

There being no further business before the City Council, Mayor Roughton adjourned the meeting at 9:27 p.m.

The next meeting of the Jurupa Valley City Council will be held March 3, 2016 at 7:00 p.m. at the City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509.

Respectfully submitted,

Victoria Wasko, CMC
City Clerk

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 7.0
Summary:
General Plan Workshops



April 2017

TCG Thomas Communications Group LLC

DATE: APRIL 9, 2015

TO: MARY WRIGHT, CITY OF JURUPA VALLEY

FROM: BARBARA J. THOMAS, THOMAS COMMUNICATIONS GROUP, LLC

SUBJECT: INTERIM GENERAL PLAN – PUBLIC OUTREACH WORKSHOPS SUMMARY REPORT

PROJECT OVERVIEW

Thomas Communications Group, LLC was retained by the City of Jurupa Valley to provide public outreach services for the City's Interim General Plan. Specifically, our focus was to plan, organize, conduct, and summarize eight (8) neighborhood meetings under the direction of City staff. The purpose of the initial outreach was to gather public input on their vision, values and goals for Jurupa Valley and to identify positive and negative community features. According to the August 7, 2014 City Council staff report for the Interim General Plan Work Program, an initial list of communities were identified as key areas for public workshops and/or neighborhood meetings: Mira Loma, Pedley, Glen Avon, Sunnyslope, Rubidoux, Belltown, Indian Hills and Sky Country. As a result of this six-month effort, TCG prepared this Summary Report and attachments to describe the results of the public outreach.

PUBLIC OUTREACH EFFORT

Thomas Communications Group developed a public outreach plan that was reviewed by City staff and approved by the City Council at its December 4, 2014 meeting. Outreach efforts were put into motion immediately following the meeting. The outreach plan was designed to: a) inform the Community about the Interim General Plan Process and b) solicit public input on Community issues, needs and opportunities to help inform and guide the general plan effort. To solicit a broad range of community interests and perspectives, the outreach effort was also designed to reach out to diverse groups and areas within the City, including, but not limited to: Spanish-speaking residents, seniors, families, businesses, Healthy Jurupa Valley, Center for Action and Environmental Justice, Chamber of Commerce, Rotary, Environmental groups, Houses of Worship, Homeowner Associations, Youth Sports leagues, and School Districts. A distribution list for public notices and publicity is included as *Attachment 1*. A workshop flyer was prepared and widely distributed, included here as *Attachment 2*.

The Workshop promotion and publicity strategy was extensive. Workshop publicity and notices were provided in both English and Spanish and included the following:

- Thomas Communications Group represented the City at the annual Jurupa Area Recreation and Parks District's Winter Carnival held on December 13, 2014. We made contact with over 200 families from Jurupa Valley and began creating a database of individuals for the City's use regarding interim general plan communications.
- Advertising in the Riverside County Record and Press-Enterprise
- Media releases and articles in the Riverside County Record and Press-Enterprise
- One-on-one meetings with community leaders
- One-on-one meetings with business leaders

- Presentations at community group meetings
- Flyer distribution to 20,000 students (k-8) through Jurupa Unified School District
- Flyer distribution at a weekend Swap Meet
- Flyer distribution to community organizations
- Notice included in Burrtec's monthly invoice
- Facebook Ads
- Canvasing the business community with flyer invites and posters
- Display posters on easels at key locations such as Rubidoux and Glen Avon Libraries
- Information was posted on the City's Website
- Worked with Supervisor Tavaglione's office; Workshop announcement was included in a weekly Enewsletter
- Several E-blast notices were sent to various groups such as the Jurupa Valley Chamber of Commerce, Jurupa Valley Rotary, and a list of engaged community members who attended the Winter Carnival.

PUBLIC WORKSHOP OVERVIEW

Thomas Communications Group conducted public workshops in each of the above listed communities between January 10 and February 7, 2015, rotating days of the week and times of day for meetings to provide ample opportunity for community attendance. A total of 128 community members participated in the workshops, including five individuals attending multiple workshops. Although the total number of workshop participants was small, attendees provided many wide-ranging and valuable comments on various Community issues, needs and opportunities.

The dates and locations of workshop were:

1. Saturday, January 10, 2015 from 9:30 a.m. – 11:30 a.m.
   Jurupa Community Center, 4810 Pedley Road, Jurupa Valley, CA 92509

2. Monday, January 12, 2015 from 6:30 p.m. – 8:30 p.m.
   Patriot High School, 4355 Camino Real, Jurupa Valley, CA 92509

3. Tuesday, January 20, 2015 from 6:30 p.m. – 8:30 p.m.
   Rubidoux High School, 4250 Opal Street, Jurupa Valley, CA 92509

4. Saturday, January 24, 2015 from 3:00 p.m. – 5:00 p.m.
   Indian Hills Elementary School, 7750 Linares Avenue, Jurupa Valley, CA 92509

5. Monday, January 26, 2015 from 6:30 p.m. – 8:30 p.m.
   Sky County Elementary School, 5520 Lucretia Avenue, Jurupa Valley, CA 92509

6. Saturday, January 31, 2015 from 3:00 p.m. – 5:00 p.m.
   Rubidoux Library, 5840 Mission Boulevard, Jurupa Valley, CA 92509

7. Monday, February 2, 2015 from 6:30 p.m. – 8:30 p.m.
   Jurupa Valley High School, 10551 Bellegrave, Jurupa Valley, CA 92509

8. Saturday, February 7, 2015 from 9:30 a.m. – 11:30 a.m.
   Country Village Apartments, 10250 Country Club Drive, Jurupa Valley, CA 91752

Each workshop included Spanish translation services, Spanish speaking small group tables and facilitators, and children's area with activities for various age groups. All workshops included refreshments and snacks for participants. Attendees were greeted at a registration table so they could sign in and complete a name tag. A map of the community was available for attendees to place a star representing their place of residence. This helped to capture what specific areas the workshops were drawing from. Residents were made to feel welcome. *Attachment 3* shows a map with stars marking the communities where many of the workshop participants lived.

Thomas Communications Group worked with City staff in developing a workshop agenda and PowerPoint presentation which were used consistently throughout the meetings. The workshops were conducted with a general session opening which provided attendees with an overview of the meeting format as well as an introduction to the Interim General Plan process. Barbara Thomas of Thomas Communications Group facilitated the workshops along with City staff.

Attendees then worked in small group settings. Each group was assigned a table leader/facilitator. Groups were provided a city land-use map which helped with identifying issues and for recording comments. The facilitator's roles were to ensure that relevant questions were presented in a timely manner, to respond to questions about the Interim General Plan process, and to discuss and help record attendees ideas and comments throughout the meeting. At the conclusion of each workshop, attendees would write their comments on a post-it note and post their notes on the appropriate Interim General Plan Element flip charts. Table leaders served as scribes and attendees at each table selected a spokesperson to report out to the whole workshop as to their table's top three to five issues.

At the conclusion of the meetings, the post-it(s) were collected. Brief summary reports outlined by Interim General Plan topics were then prepared, with the comments collected and sent to City staff for distribution to the City Manager, City Council, Planning Commission and members of the Interim General Plan Advisory Committee. A detailed matrix listing all of the individual comments by General Plan topic is included as *Attachment 5*.

FINAL REPORT SUMMARY

Of the 784 comments recorded during workshops one through eight, Thomas Communications Group identified recurring themes and concerns among attendees. To help gauge the frequency (and hence, importance) of the public's comments, it was decided to aggregate the data into 20 broad categories:

1. Parks and Recreation Services and Facilities
2. Open Space, Wildlife and Natural Resource Conservation
3. Equestrian Facilities and Trails
4. Historic Preservation, Cultural Facilities and Programs
5. Desired Land Uses and Land-Use Changes
6. Housing and Homeless
7. Social Programs, Facilities and Equity
8. Street and Circulation changes and Improvements
9. Street Lighting and Overhead Utilities

10. Zoning Code Enforcement
11. Public Transportation
12. Trucking and Warehousing
13. Traffic Safety and Safe Routes to Schools
14. Utilities and Growth
15. Visual Quality and Views
16. Law Enforcement and Traffic Safety
17. Cost of Living
18. Air Quality, Noise and Environmental Quality
19. Animals in the Community, Community Character and Rural Lifestyle
20. Other

The top-three categories with the most comments were:

- Desired Land-Use and Land-Use Changes (20%)
- Street Circulation Changes and Improvements (13%)
- Parks and Recreation Services and Facilities (11%)

Attachment 4 is a graph showing the frequency of public comments as a percentage of total comments received. For example, the analysis indicated that of all 784 individual comments, 20 percent or approximately 156 comments were associated with the Desired Land Uses and Land Use Changes category. Many attendees expressed interest in seeing various big-name grocery stores such as Costco, WinCo, Sam's Club, Cardenas Market, Superior Markets, and Ralphs come to Jurupa Valley. Workshop participants would also like to see additional restaurants built, particularly sit-down, dining establishments. Retail outlets such as Target, Kohl's, Walmart, and Home Depot were also requested by the residents and some attendees suggested specific locations for these uses, with an eye toward maintaining the City's rural and semi-rural character. There were also a number of requests for a hospital and/or emergency medical facility to be constructed.

The Public's comments in the Street Circulation Changes and Improvements notably expressed a need for sidewalks. Equestrian trails, bike trails and bike lanes were also stand-outs in the data, as well as concerns over street sweeping necessity and effectiveness. The comments received about parks and recreation services and facilities show that City dwellers take great pride in the Santa Ana River and would like to expand its recreational amenities with more equestrian and hiking trails and other recreational activities. Jurupa Valley locals would also like to see more parks and walking trails built to encourage exercise and wellness. Minutes from the eight workshops are included as *Attachment 6.*

During the eight public workshops, Jurupa Valley residents expressed their city-wide concerns, ideas and praise about and for the Community. Through proper guidance from workshop facilitators and a non-threatening environment for participants, residents' ideas and comments were expressed and recorded in a manner that offers Jurupa Valley Interim General Plan decision-makers a valuable tool to help guide their course of action. Thomas Communications Group appreciates the opportunity to have worked with and served the citizens of Jurupa Valley.

Thank you.

Attachments:

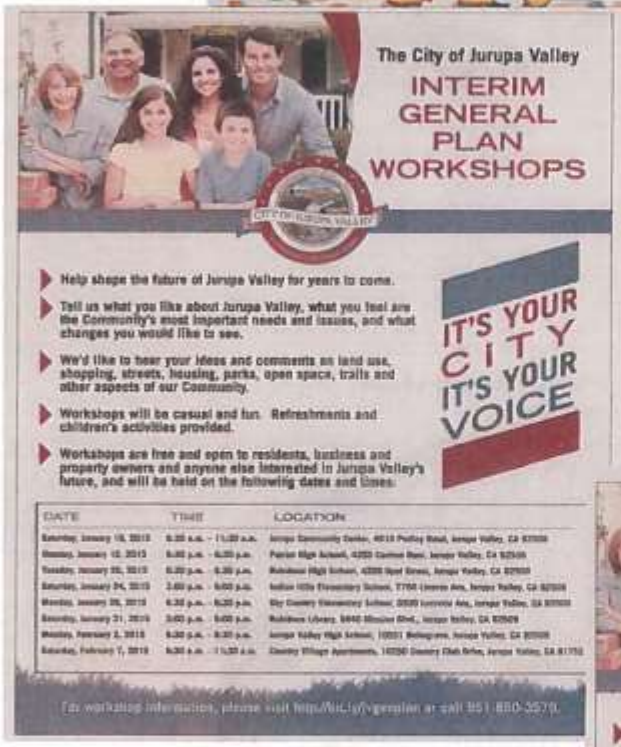
1. Publicity Distribution List and Publicity
2. Workshop Flyer
3. Attendees' Communities' Location Results
4. Frequency of Comments Graph
5. Matrix of Individual Comments
6. Workshop Minutes

Publicity Distribution List and Publicity - Attachment 1

First	MI	LAST	8	EMAIL	SOURCE
Laura Mae		Leach	Rubidoux Library	lauramae.leach@rivlib.net	Large Display Posters/Easel and flyer distribution
Zina		Whitney	Jurupa Area Recreation and Park District	zina@jarpd.org	Posters and flyer distribution (several hundred for youth grou
Terri		Rollings	City of Jurupa Valley-City Hall	trollings@jurupavalley.org	Posters and flyer distribution at City Hall
Jose		Gayton	Reach Out - Healthy Jurupa Valley		Had mtg. and discussed several avenues for outreach; spoke i
Diana		Fox	Reach Out - Healthy Jurupa Valley		
Janet		Dewhirst	Jurupa Unified School District		20k flyer distribution to students
			Country Village Apartments		Flyer distribution (door-to-door by management/association)
			Mobile Home Park		Flyer distribution (door-to-door by management-association)
			Mobile Home Park		Flyer distribution (door-to-door by management-association)
			Sikh Temple, Mission Road		Dropped off flyers
			Reformed Baptist Church, Mission Road		Dropped off flyers
			ACE Hardware, Mission Road		Dropped off flyers
			Midway Feed, Mission Road		Dropped off flyers
			Higher Ground Church, Mission Road		Dropped off flyers
			Mission Road Liquor & Grocery, Mission Rd.		Dropped off Poster

Page 1 of 3


"Be at war with your vices, at peace with your neighbors, and let every new year find you a better man."
The Riverside County Record
The Newspaper of the City of Jurupa Valley
Happy New Year


The City of Jurupa Valley
INTERIM GENERAL PLAN WORKSHOPS
Help shape the future of Jurupa Valley for years to come.
Tell us what you like about Jurupa Valley, what you feel are the Community's most important needs and issues, and what changes you would like to see.
We'd like to hear your ideas and comments on land use, shopping, streets, housing, parks, open space, trails and other aspects of our Community.
Workshops will be casual and fun. Refreshments and children's activities provided.
Workshops are free and open to residents, business and property owners and anyone else interested in Jurupa Valley's future, and will be held on the following dates and times:
IT'S YOUR CITY IT'S YOUR VOICE
DATE
TIME
LOCATION


Ciudad de Jurupa Valley
TALLERES PÚBLICOS PARA UN NUEVO PLAN GENERAL
Ayúdenos a diseñar el futuro de Jurupa Valley para los próximos años.
Díganos lo que le gusta de Jurupa Valley, lo que piensa que son las necesidades y asuntos más importantes de la comunidad y que cambios le gustaría ver.
Queremos oír sus ideas y comentarios sobre uso de terrenos, comercio, calles, vivienda, parques, espacio abierto, senderos y otros aspectos de la comunidad.
Los talleres serán casuales y divertidos. Bocadillos y actividades para niños estarán disponibles.
Los talleres son gratis y abiertos para residentes, dueños de negocios, propietarios y cualquier persona interesada en el futuro de Jurupa Valley. Fechas y horarios en los que se llevaran a cabo los talleres:
ES SU CIUDAD ES SU VOZ
FECHA
HORARIO
LUGAR



"We'll Take Care Of It"

The City of Jurupa Valley INTERIM GENERAL PLAN WORKSHOPS

The City of Jurupa Valley is holding a series of workshops in order to seek input from residents as part of the Interim General Plan. The city would like to hear your ideas and comments on land use, shopping, streets, housing, parks, open space, trails and other aspects of our Community. Please tell us what you like about Jurupa Valley, what you feel are the Community's most important needs and issues, and what changes you would like to see.

Your input will help to shape the future of the city for years to come.

Workshops will be casual and fun. Refreshments and children's activities provided.

Workshops are free and open to residents, business and property owners and anyone else interested in Jurupa Valley's future.

For workshop information including dates, times and locations, please visit http://bit.ly/jvgenplan or call 951-850-3579.

Household Hazardous Waste Collection

Materials such as abrasive cleaners, asbestos, cell phones, car and household batteries, paint, small propane tanks, and used motor oil and filters can be disposed of at the Riverside County Regional Household Hazardous Waste Facility located at 1780 Agua Mansa Road in Jurupa Valley on Saturdays from 9am to 2pm.

Contact Information

Burrtec Waste Industries
951-786-0639

1850 Agua Mansa Road
Riverside, CA 92509

Hours of Operation
Mon-Fri 8:00 am to 5:00 pm

Find us on Facebook

Residential Christmas Tree Collection

Burrtec will collect and recycle Christmas trees from single-family residences. Please place your tree at curbside during the period after Christmas (December 26, 2014 through January 9, 2015) on your collection day. Trees 6' and over need to be cut in half. Please take all ornaments, lights, and metal stands off of the tree. Flocked trees will not be recycled, they will be collected as trash. Flocked trees 6' and over need to be cut in half.

Extra Holiday Trash

Approximately 80% of your holiday trash is recyclable. All gift boxes, wrapping paper, greeting cards, and cardboard packaging are items that may be placed in your recycling barrel. Burrtec will collect your excess holiday trash and recyclables beginning December 26, 2014 through January 3, 2015. Place excess holiday trash/recyclables in bags alongside your containers on your collection day.

Bulky Item Pick-Up



Are you replacing an old sofa, water heater or refrigerator and don't know what to do with it? We'll take care of it. Residents can request up to two curbside collections of large or bulky items during a 12 month period. Limit of five items per collection. This program also includes electronic waste. This program is no additional charge and designed for your convenience. Please call our Customer Service Department one week prior to your scheduled collection day to arrange pick-up.

Automated Bill Pay

For your convenience, you can make a payment any day, anytime, using our free automated payment service.

Simply dial, (866) 306-8584, enter the last 6 digits of your account number and billing zip code, along with your credit card or check information. It's that easy!



Holiday Schedule

- Christmas Day - Thursday, December 25, 2014
- New Years Day - Thursday, January 1, 2015

When the holiday falls on a weekday, collections for the remainder of the week will be delayed by one day. There is no service interruption or delay when the holiday falls on a Saturday or Sunday.

JURUPA VALLEY: General plan workshops set - Press Enterprise



City News | Politics | Topics | Environment | Education | Announcements | Traffic | Photos | Blogs



NEWS
SAN BERNARDINO: Man charged in fatal crash



NEWS
EDUCATION: Schools eye breakfast in classrooms



NEWS
TRANSPORTATION: Work means Cajon Pass traffic could crawl



ENTERTAINMENT
COACHELLA 2015: Royal Blood poised to become rock royalty

NEWS

JURUPA VALLEY: General plan workshops set

A general plan is a blueprint that guides a city's growth and development

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BY SANDRA STOKLEY / STAFF WRITER

Published: Jan. 6, 2015 Updated: 3:54 p.m.



FILE PHOTO

Jurupa Valley officials will host eight workshops to discuss the city's interim general plan and gather public input for Jurupa Valley's first general plan.

A general plan is a document that guides a city's growth. It includes quality of life standards and policies that outline a program for development.

Dates and locations for the workshops are: Jan. 10, 9:30 a.m. to 11:30 a.m., Jurupa Community Center, 4810 Pedley Road; Jan. 12, 6:30 p.m. to 8:30 p.m., Patriot High School, 4355 Camino Real; Jan. 20, 6:30 p.m. to 8:30 p.m., Rubidoux High School, 4250 Opal St.; Jan. 24, 3 p.m. to 5 p.m., Indian Hills Elementary School, 7750 Linares Ave.; Jan. 26, 6:30 to 8:30 p.m. Sky Country Elementary School, 5520 Lucretia Ave.; Jan. 31, 3 p.m. to 5 p.m ., Louis Robidoux Library, 5840 Mission Blvd.; Feb. 2, 6:30 p.m. to 8:30 p.m., Jurupa Valley High School, 10551 Bellegrave Ave.; Feb. 7, 9:30 a.m. to 11:30 a.m., Country Village Apartments, 10250 Country Club Dr.

Information: 951-850-3579.

Contact the writer: 951-368-9647 or sstokley@pe.com

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"Courage is what it takes to stand up and speak; courage is also what it takes to sit down and listen."
–Winston Churchill

The Riverside County Record

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The Newspaper of the City of Jurupa Valley

e-mail - recordinfo@aol.com

A. S. BARNES Publishing Co.
Founded in 1865 in New York, New York

The Riverside County Record | Founded in 1925 | 685-6191 | Thursday, January 15, 2015 | 50c - $25 Per Year | Vol. 60 | No. 39



Jurupa Valley citizens Saturday gathered at tables at the Jurupa Community Center to tell planners what their dreams for a complete city are

Tell 'Em What You Want

JURUPA VALLEY – Three City of Jurupa Valley general plan workshops have been held and five remain between Saturday and February 7.

About 50 to 60 citizens appeared at the first general plan workshop at the Jurupa Community Center on Pedley Road in Glen Avon.

The attendance included everyone from Indian Hills developer Chuck Cox to former planning commissioner Ken Jarrell Johnson and back.

Pedley's Freda Fox and Lt. Colonel Dave Zimmerman were on hand as well as long-time community member Ron Anderson, who is also an elected member of the Jurupa Area Recreation and Park District board (JARPD).

The workshops are managed by city planning staff and outside organizations Civic Solutions and Thomas Communications Group.

Citizens separated into six individual groups, meeting at tables with copies of the general plan taped to the center.

"Myself, frankly, I'm here to represent the equestrian interest," Ron Anderson began. "I've lived here for more than 40 years and have had as many as 20 horses, although I'm down to six now."

Chuck Cox, who has been developing Indian Hills since the early 1970s, agreed with Anderson there should be an equestrian element in Jurupa Valley - but he wants it on the west side of Van Buren Boulevard.

"That's always where the horses have been," Cox said. "But in Indian Hills we've got easements for horse trails that have never been used, rarely, maybe one horse once in a while."

Cox would like to see the horse trail designation removed in Indian Hills, and allowed to flourish on properties west of Van Buren Boulevard.

Jim Chism, who said he's been a resident here for several years, said he's become very concerned about properties on Pedley Road, nearby his home and property.

"We've got one particular property that's awful," Chism noted. "They've started moving small trailers onto the place and renting spaces."

Chism expressed concern about traffic circulation and big rigs in residential areas. He didn't disagree with big rigs being kept on larger properties.

A lot of discussion surrounded properties in Jurupa Valley with modified shacks and accumulations to trash.

Irene Salazar, a resident of the Arabella Ranch west of Van Buren Boulevard and south of Bellegrave avenue, said the city general plan and city planners need to designate and develop more commercial properties on the land running adjacent to the Pomona 60 freeway.

"How about a nice restaurant and a nice hotel," she said. "There's nothing alongside the 60 freeway and its the most traveled route through our community."

The goal of the eight workshops is to gather community input for the refinement of the existing Jurupa General Plan.

In a flyer the city asks citizens attending to "tell us what you think about Jurupa Valley."

The effort, city fathers say, is to engage the community in helping to envision the city's future.

Citizen opinions, gathered from the workshops, will be used to "create a vision and guide the city plans to improve and grow."

After an hour or so of discussions at the six workshop tables, community members were asked to write issues on a Post it! and attach them to paper on tripods lining the community center wall.

The comments included just about everything, from complaints about a lack of open space to noise. Citizens asked for more sidewalks, equestrians for more horse trails.

There were comments about preventing any more mega warehouses and developing better traffic circulation. Everyone noted the lack of high quality restaurants and shopping facilities.

"I'm asked to shop in Jurupa Valley, but where," asked Ron Anderson?

Some citizens said they wanted to maintain the enclaves of the Jurupa Valley, making sure communities were still Glen Avon, Mira Loma, Rubidoux, Sunnyslope and Pedley.

The next five workshops are scheduled as follows:

- Saturday, January 24, 3 to 5 p.m., Indian Hills School, 7750 Linares.
- Monday, January 26, 6:30 to 8:30 p.m., Sky Country School, 5520 Lucretia.
- Saturday, January 31, 3 to 5 p.m., Louis Robidoux Library, 5840 Mission Boulevard.
- Monday, February 2, 6:30 to 8:30 p.m., Jurupa Valley High School, 10551 Bellegrave.
- Saturday, February 7, 9:30 to 11:30 a.m., Country Village, 10250 Country Club Drive.

For workshop information call 850-3579. To call the city, dial 332-6464.

Citizens may also pick up a form at the workshops and list their concerns about the city.

The form can be filled out and mailed to Martin McIntosh, c/o City of Jurupa Valley, 20532 El Toro Road, Suite 210-A, Mission Viejo, CA 92692.

The form can also be sent by FAX to 949-455-4630.

tion of the City of Jurupa Valley:
ux, Sunnyslope, Jurupa Hills,
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RECORD
RIVERSIDE COUNTY

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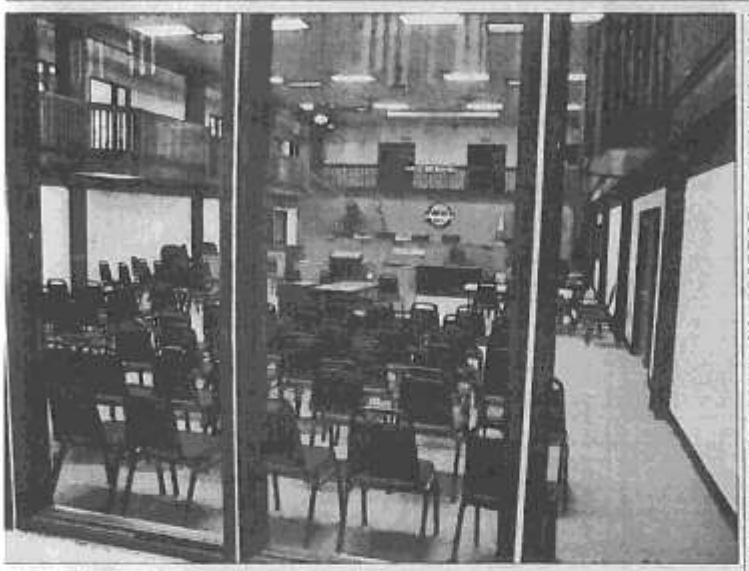


New Look City Chambers

The newly renovated city council chambers are about complete. City officials expect the $250,000 renovation of the former Sam's Western Wear building to be completed in time for a February 19 grand opening celebration. Festivities will begin at 5:30 p.m. at the new city hall at 8930 Limonite Avenue in Pedley. City officials will give tours and provide refreshments. City Hall is a former western wear store and before that the original Pedley School building. "There are still some artifacts from the old school," Councilman Verne Lauritzen notes. The grand opening will be followed by the regularly scheduled 7 p.m. city council meeting. Regulars at city council meetings will get an early look tonight at a 7 p.m. council meeting.



National Signing Day at JVHS

Frank Martinez accepted a scholarship to play football at Western New Mexico University Tuesday afternoon, signing his letter of intent on "National Signing Day." Martinez played football at Jurupa Valley High School where he enjoyed academic and athletic success in the football program of Coach Joe Gerez. In the picture above, just about everyone joined the celebration Tuesday including the head coach on the far right, Coach Gerez and his football team have been honored by CIF-SS, Riverside County Schools, and the Jurupa Unified School District for achieving the highest grade point average of all high school football teams in the county.

Takano Appointed to Early Childhood Education and HELP Subcommittees

WASHINGTON DC – Earlier today, Rep. Mark Takano (D-CA) was appointed to the Early Childhood, Elementary and Secondary Education and the Health, Employment, Labor and Pensions (HELP) Subcommittees during the House Committee on Education and the Workforce organizational meeting.

Prior to being elected to Congress in 2012, Takano spent more than twenty years as a classroom teacher in Riverside County, California and on the Riverside Community College Board of Trustees. Since taking office, Takano has used his experience as a teacher to advocate for improv-

Sewer Rate Hikes Contemplated At Rubidoux CSD This Afternoon

RUBIDOUX – Elected directors of the Rubidoux Community Services District today at 4 p.m. vote whether to raise the monthly sewer rates for its 20,000+ customers.

Directors meet at 4 p.m. at 3590 Rubidoux Boulevard, Rubidoux.

The rate increase, if approved, effects residential, commercial and

Last Hurrah For City Workshops

MIRA LOMA – Speak now or forever hold your peace – the City of Jurupa Valley will hold its final public workshop for the interim general plan process Saturday, February 7 at the Country Village Hall room, 10250 Country Club Drive, from 9:30 to 11:30 a.m.

Barbara Thomas, of Thomas Communications Group, said the city has completed seven of the workshops seeking input from citizens about the city's general plan.

"The city will host the last of eight public workshops to discuss the general plan and inform the public about potential land use and policy changes," she said.

The General Plan is a map and policy document required by state law that serves as the community's long range plan for guiding the use of private and public lands.

"It includes quality of life standards, goals and policies outlining a comprehensive program for growth and development," Thomas said.

Citizens attending the workshops have emphasized dozens of issues they want addressed.

Some of the concerns center on land use and housing, but others include traffic circulation, safety, noise, conservation, bike paths, warehouse development, parks, hog rigs, horse trails, animal keeping, retail outlets, restaurants, and community clean up – to name but a few.

The input from citizens will be used to develop the final Jurupa Valley General Plan, a requirement of the State of California.

The general plan is used as a guide to build the community. While the plan can be amended in the future, it by and large is where commercial, industrial, residential and farming will exist, continue to be built in the future.

Check Before You Ignite Your Fireplace

JURUPA VALLEY – Since wood smoke can be a significant source of fine particulate pollution and toxic air contaminants, SCAQMD is asking residents from now until the end of February to "check before you burn" wood in a fireplace or wood stove.

Jurupa Valley residents are encouraged to sign up at Airalerts.org to receive an email when a mandatory no-burn alert has been issued, or visit www.aqmd.gov to see if an alert has been issued in this city's two zip codes.

In addition, SCAQMD is now offering incentives to replace wood burning devices for residents, renters, or landlords of a rental property in the areas surrounding the city of Riverside.

Visit www.aqmd.gov to learn whether you qualify for the incentive.

Health studies link fine particulate matter to serious health problems. The most vulnerable groups include seniors, children and those with existing heart and lung disease.

City Wants Two Citizens for



The City of Jurupa Valley

PUBLIC WORKSHOPS FOR A NEW GENERAL PLAN

- Help shape the future of Jurupa Valley for years to come.
- Tell us what you like about Jurupa Valley, what you feel are the Community's most important needs and issues, and what changes you would like to see.
- We'd like to hear your ideas and comments on land use, shopping, streets, housing, parks, open space, trails and other aspects of our Community.
- Workshops will be casual and fun. Refreshments and children's activities provided.
- Workshops are free and open to residents, business and property owners and anyone else interested in Jurupa Valley's future, and will be held on the following dates and times:

IT'S YOUR CITY IT'S YOUR VOICE

DATE	TIME	LOCATION
Saturday, January 10, 2015	9:30 a.m. – 11:30 a.m.	Jurupa Community Center, 4810 Pedley Road, Jurupa Valley, CA 92509
Monday, January 12, 2015	6:30 p.m. – 8:30 p.m.	Patriot High School, 4355 Camino Real, Jurupa Valley, CA 92509
Tuesday, January 20, 2015	6:30 p.m. – 8:30 p.m.	Rubidoux High School, 4250 Opal Street, Jurupa Valley, CA 92509
Saturday, January 24, 2015	3:00 p.m. – 5:00 p.m.	Indian Hills Elementary School, 7750 Linares Ave, Jurupa Valley, CA 92509
Monday, January 26, 2015	6:30 p.m. – 8:30 p.m.	Sky Country Elementary School, 5520 Lucretia Ave, Jurupa Valley, CA 92509
Saturday, January 31, 2015	3:00 p.m. – 5:00 p.m.	Rubidoux Library, 5840 Mission Blvd., Jurupa Valley, CA 92509
Monday, February 2, 2015	6:30 p.m. – 8:30 p.m.	Jurupa Valley High School, 10551 Bellgrave, Jurupa Valley, CA 92509
Saturday, February 7, 2015	9:30 a.m. – 11:30 a.m.	Country Village Apartments, 10250 Country Club Drive, Jurupa Valley, CA 91752

For workshop information, please visit http://bit.ly/jvgenplan or call 951-850-3579.



Ciudad de Jurupa Valley

TALLERERS PÚBLICOS PARA UN NUEVO GENERAL

CITY OF JURUPA VALLEY

- Ayúdenos a diseñar el futuro de Jurupa Valley para los próximos años.
- Díganos lo que le gusta de Jurupa Valley, lo que piensa que son las necesidades y asuntos más importantes de la comunidad y que cambios le gustaría ver.
- Queremos oír sus ideas y comentarios sobre uso de terreno, comercio, calles, vivienda, parques, espacio abierto, senderos y otros aspectos de la comunidad.
- Los talleres serán casuales y divertidos. Bocadillos y actividades para niños estarán disponibles.
- Los talleres son gratis y abiertos para residentes, dueños de negocios, propietarios y cualquier persona interesada en el futuro de Jurupa Valley. Fechas y horarios en los que se llevaran a cabo los talleres:

ES SU CIUDAD ES SU VOZ

DATE	TIME	LOCATION
Sábado, 10 de enero, 2015	9:30 a.m. – 11:30 a.m.	Jurupa Community Center, 4810 Pedley Road, Jurupa Valley, CA 92509
Lunes, 12 de enero, 2015	6:30 p.m. – 8:30 p.m.	Patriot High School, 4355 Camino Real, Jurupa Valley, CA 92509
Martes, 20 de enero, 2015	6:30 p.m. – 8:30 p.m.	Rubidoux High School, 4250 Opal Street, Jurupa Valley, CA 92509
Sábado, 24 de enero, 2015	3:00 p.m. – 5:00 p.m.	Indian Hills Elementary School, 7750 Linares Ave, Jurupa Valley, CA 92509
Lunes, 26 de enero, 2015	6:30 p.m. – 8:30 p.m.	Sky Country Elementary School, 5520 Lucretia Ave, Jurupa Valley, CA 92509
Sábado, 31 de enero, 2015	3:00 p.m. – 5:00 p.m.	Rubidoux Library, 5840 Mission Blvd., Jurupa Valley, CA 92509
Lunes, 2 de febrero, 2015	6:30 p.m. – 8:30 p.m.	Jurupa Valley High School, 10551 Bellgrave, Jurupa Valley, CA 92509
Sábado, 7 de febrero	9:30 a.m. – 11:30 a.m.	Country Village Apartments, 10250 Country Club Drive, Jurupa Valley, CA 91752

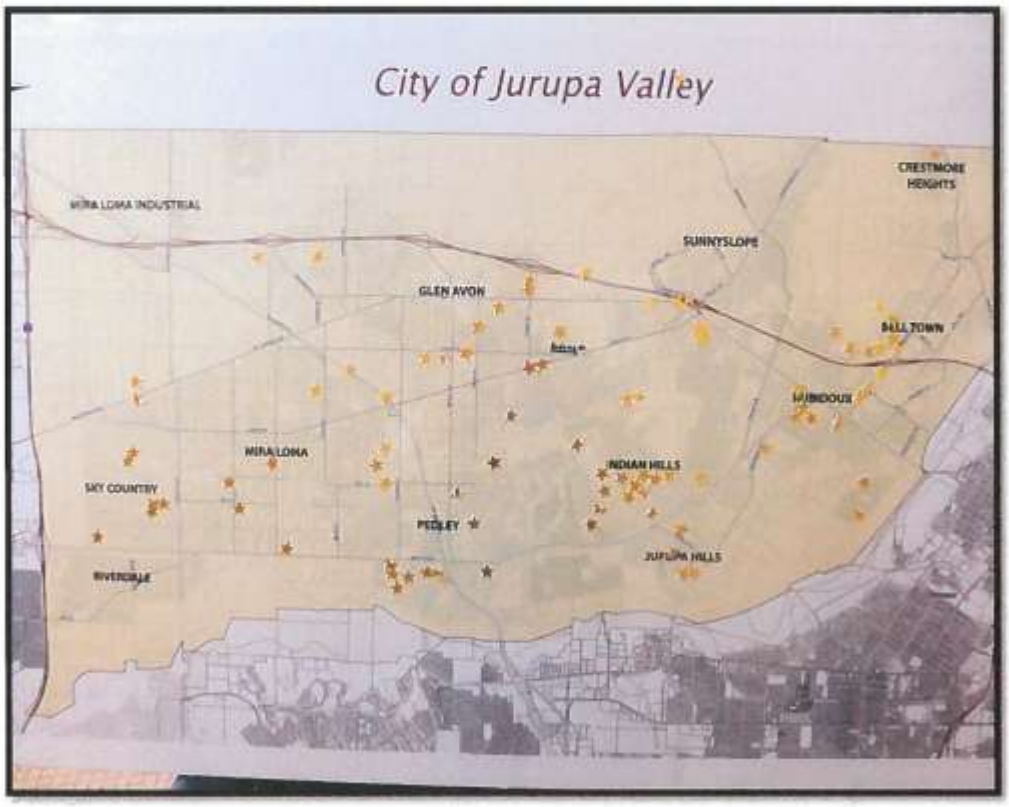
Para más información sobre los talleres, por favor visite http://bit.ly/jvgenplan o llame al 951-850-3579

April 30, 2015

Attachment 3

General Plan Workshops – Attendee's Residence Locations

As part of the General Plan public workshops, attendees were asked to place gold stars on a map of the City, showing what community they lived in. Not everyone chose to show their residence and some attendees placed one star to represent multiple family members. A photograph of the resulting map is shown below.



Attachment 4

City of Jurupa Valley Interim General Plan – Public Workshop Comments

April 2015

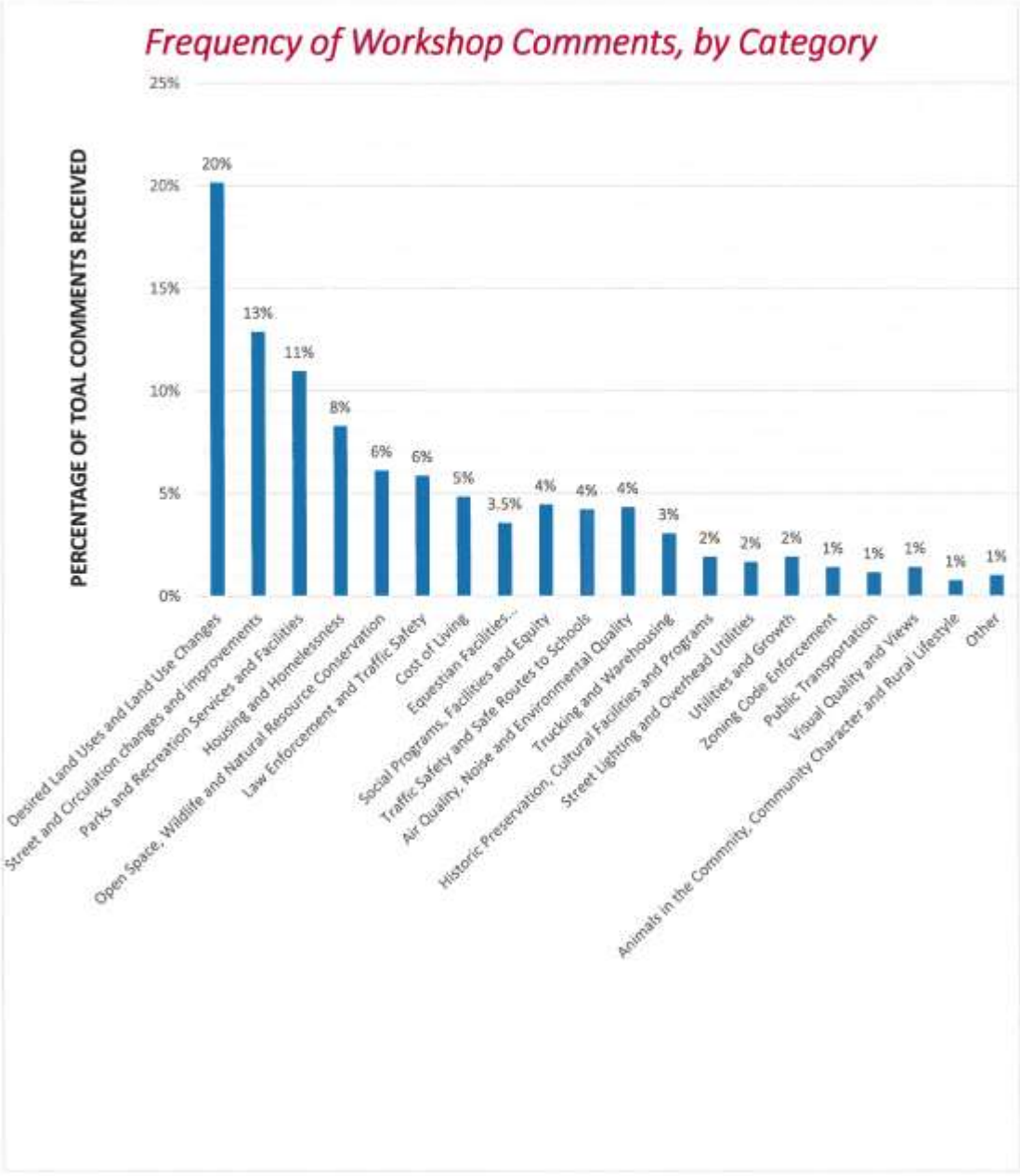


Figure 1 *Thomas Communications Group LLC, April 2014*

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Tracking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Sewer	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
x																				Need more lighting in parks (lighting with park extended hours will reduce obesity in children)
x																				A regional park w/multi-purpose use
x																				Attract sports leagues
x																				Bear Valley Golf Course – is there a replacement?
x																				Better park maintenance.
x																				Bike trail to ocean, riding and hiking trails!
x																				Build a park with a water feature without costs to the residents – lake or pond
x																				Build a soccer park
x																				Build a youth center on west-side of town
x																				Build an indoor recreation center
x																				Build Field of Dreams
x																				Build more golf courses
x																				Build more recreation areas for youth/more soccer fields
x																				Build sports complex
x																				Build walking trails
x																				Build/preserve hiking trails
x																				Build/preserve off road bicycle trails
x																				Campgrounds
x																				Develop open space for park and recreation usage – horses; hiking; biking
x																				Exercise trails

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
x																				Expand community center in Rubidoux at Mission Road
x																				Free indoor gym for residents
x																				Improve Community Center on Pedley
x																				Improve Park on Wineville
x																				Increase trails
x																				More hiking trails
x																				More parks
x																				More parks
x																				More parks and recreation areas.
x																				More parks.
x																				More recreational activity area; improve Memorial Park.
x																				More trails
x																				More trails
x																				More walking trails; horse trails on side of Santa Ana River
x																				Need a skate parks
x																				Need for a senior center
x																				Overnight campgrounds for community
x																				Pedestrians, horses, bikes
x																				Preserve hiking trails (top of Lakeside)
x																				Provide for better recreation areas throughout the city
x																				

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Oversized Utilities	Zoning Code Enforcement	Public Transportation	Tracking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
x																				Shooting range in community
x																				Sports arena
x																				Sportsman shooting range – skeet/trap
x																				Trail connectivity must be looked at citywide
x																				Trail system: Multi-interest in nature
x																				Trails and parks for recreation, transportation and exercise
x																				Walking trails and parking in our own hills
x																				Build more movie theaters
x																				Wedding Facilities, banquet halls
x																				Better parks.
x																				Build baseball parks.
x																				Build waterparks.
x																				Develop mountain bike trails
x																				Develop multiple regional parks
x																				Develop recreation trails
x																				More dog parks
x																				More parks and developed outdoor use
x																				More parks or community centers especially in Mira Loma and Pedley
x																				More parks.
x																				More parks; especially in the older areas.

THER

Page 3 of 43

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Fairness and Equity	Street and Circulation Changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Tracking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
x																				Open space for recreation
x																				Parks with walking trails (i.e. regional park like Yorba Linda Regional Park)
x																				Preserve Horseshoe Lake Park
x																				We need more multi-use trails.
x																				We need more parks for our residents.
x																				We need more use of the parks and trails during the evening.
x																				Preserve bike trails; horse trails; sidewalks
x																				Maintain parks and new improvements
x																				Preserve Rancho Jurupa Park.
x																				Preserve Santa Ana River camping site.
x																				Keep the river wild, but put in more trails.
x																				Preserve and highlight our historic sites
x																				Promote Santa Ana River
x																				Preserve Santa Ana River area and trails – access to river area
x																				Santa Ana River is world class riding (must preserve)
x																				Promote Santa Ana River
x																				Bring the parks department under the city
x																				City has too few amenities
x																				Designate/build a rodeo area
x																				Golf.

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Amenity in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
x																				Hold a 4th of July Party at area near Flabob
x																				Need afterschool program to increase academic development and character
x																				Private rodeos
x																				Provide venue for Farmer's Market
x																				Solicit a Farmer's Market
x																				Stadium
															x					Monitor and notify public of any development
													x		x					More infrastructure improvements.
													x							More money for water services
															x					Create a public planning process to solicit input
															x					Disaster preparedness plan
															x					Need disaster preparedness
													x							Increase water supply for development
															x					Address old infrastructure
															x					Allocate more money for police and fire
															x					City fines homeowner and homeowner continue to pay fines; city generates and collects revenue on the fines, but surrounding homeowners are not being helped and served.
															x					City must contract the CHP to patrol streets of Jurupa Valley. The CHP does a better job in patrolling the city streets that the Riverside County Sheriff's Department
															x					City needs better efficiency and consolidation of services
															x					City needs to own fire station and rent back to county

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Lifestyle	Amenity, Community Character and Rural	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
City of Jurupa Valley must provide essential services such as potable water and sewer services at low rates rather than have the Jurupa Community Services District charge excessive rates to homeowners of the City						X															
Consolidate special districts and establish a city-wide landscape and lighting district so that it reduces the cost of utilities city-wide						X															
Consolidation of services						X															
Consolidation of water districts						X															
Contract out to CHP for street patrol vs. Riverside Sheriff						X															
Decrease violence						X															
Disaster preparedness plans						X															
Do something about the graffiti						X															
Do something about the stigma of Rubidoux – afraid to go to that area						X															
Get rid of chickens and fighting cocks						X															
Graffiti issues						X															
Have police maintain the anonymity of people who call to report homes where drugs are sold or there are other illegal activities						X															
Have Sheriffs be more proactive in information about establishing CERT training and						X															
Having our own water company								X													
Improve School District Test Scores						X															
Law enforcement is good						X															
Look into satellite campuses from UCR or RCC						X															
More code enforcement						X															

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Middle and Normal	Parks and Recreation Services and
More law enforcement.					x															
More patrol on City Streets					x															
More police presence					x															
More police presence					x															
More police presence					x															
More police security					x															
Need more law enforcement					x															
Need police or rangers to patrol area parks					x															
Need police patrols of the city to stop trash dumping (Canal Ave.)					x															
Not enough law and code enforcement					x															
One water district							x													
Proud of city crime rates					x															
Quality potable water at low prices for low-income residents					x															
Reduce the cost of water							x													
Representatives of City Council should represent various communities and should better understand our community					x															
Safe city					x															
Safety = emergency preparedness for senior safety					x															
Security					x															
Sewage treatment needs improving							x													
Ticket abandoned vehicles.					x															

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
													x							What is the status of the Riverside Sewage Treatment Plant Lawsuit?
													x							Work on lowering water bills
															x					Zero tolerance for graffiti
													x							Antenna tower needed for people without cable or satellite
																	x			Clean up properties
																	x			Clean up the city.
																	x			Clean-up loitering, public drinking at Jurupa Dairy
									x											Control marijuana shops
							x													Curbs, gutters for flood control
														x						Decrease city blight
									x											Eliminate shanty towns – use code enforcement
																	x			Illegal dumping
							x													Jurupa/Pyrite street recently renovated, but storm drain is not working – it's flooding
						x														Lack of senior services
						x														Mail info to households to promote more citizen participation
						x														Mail information and correspondence such as workshops, events and town hall meetings to residents' addresses of the city so that residents are aware of what the city government plans to do with the city. Information must also be mailed to peoples PO Boxes so that everyone is informed about the actions of city government.
																	x			Need help cleaning trash and bulky items from my community (Canal Ave.)
													x							Power transmission lines (Riverside) West Commercial Zone

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Arrivals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Lack of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Public Transportation	Trucking and Warehousing	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Housing and Homelessness	Social Programs, Facilities and Equity	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Recreation Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
That you reduce the number of businesses that sell Marijuana											X									
There is no need for street-cleaning vehicles when there is no trash on our streets. I say it's a waste of taxpayer money to pay for street-cleaning vehicles which do not pick up trash that accumulates on unpaved walkways.													X							
To plan for the future, you need to understand the past – See Jurupa Community Plan Amended Effective Dec. 22, 1987																X				
Use Jurupa Community Plan as starting point	X																			
Voting booths	X																			
Waste of taxpayer money on street cleaning vehicles which do not pick up trash that accumulates on unpaved walkways													X							
We have great pride in our schools	X																			
Would like to see more street sweeping with set dates so cars are not on streets													X							
Opal Rathke Dr storm drain gets blocked all the time – would like to see it cleaned more			X																	
Keep housing separate from non-compatible condition uses																X				
Keep industrial zoning away from residential areas																X				
Loans for home improvement	X																			
Allow zoning changes to be voted on	X																			
Better communication for City events (newsletter)															X					
Better communication to community (Newsletter)															X					
Better communication with the community regarding events that are currently taking place re: General Plan.															X					
Better outreach/involvement/representation for Spanish community															X					
Economic disparity of families				X																

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Crosswalk changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Quality of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
						X														Enjoy the various ethnicities
														X						Hang City flags on light poles
				X																Sense of community – keep out too much industrial
																			X	We need Spanish translators
																		X		Horses and riders in the dark are dangerous
																		X		Homeless doggie gangs
																		X		Loose dogs – enforce microchip policy
																		X		More animal control services
																		X		Rural animal keeping
																		X		Link animals and plants to river and ecosystem
																X	X			Need trash cans on walking trails and bus stops off Limonite, Ave Juan Bautista to Clay
																X	X			Clean up properties
																X	X			Need trash receptacles on street corners
																X	X			Truck air pollution due to warehouse issues
																	X			Code enforcement a must!
																	X			Enforce NOISE regulations – increase fines to whatever they were in the county a few years ago
																	X			Noise from blocks away plagues Sky Country – Let's get this under control by making it very expensive to be a repeat noise offender
																	X			Improve quality of life
																	X			Stop the noise

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Water and Natural	Parks and Recreation Services and
City should provide more information regarding ordinances (i.e. noise)			X																	
Separation of residential areas from trucking, warehouses and industrial areas; through zoning and location			X																	
Noise – No parties; enforcement of noise			X																	
ENFORCE NOISE! ORDINANCE! Make hefty fines			X																	
Noise – none after 10 p.m.			X																	
Homeless making noise at night.			X																	
Do something about cars with loud music			X																	
Fines for loud music.			X																	
Off-road vehicles practicing motocross in the hills and showing no courtesy to hikers			X																	
Noise from recreational vehicles on mountainside is problematic			X																	
All night parties			X																	
Animal noise			X																	
Air quality			X																	
Better air quality			X																	
Improve air quality			X																	
Improve air quality – reduce asthma in community			X																	
A modern air purification system for the cement factory and mine on the hill			X																	
Air quality			X																	
Concerns about possible air contamination coming out of Riverside Cement Company			X																	
Attempt to recruit an anchor such as Costco or Winco – it would bring good jobs				X																

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Nature	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Factors and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Tucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
																X				More office buildings equals job creation
																X				Need nice office buildings to attract white collar jobs.
																X				Need nice office buildings to attract white collar jobs.
																X				Attempt to recruit an anchor such as Costco or Winco – it would bring good jobs
																X				Bring in medical facilities for jobs
																X				Expand economic development
																X				Jurupa should promote "business friendly" atmosphere to attract businesses
																X				Keep retail already here – put more into that than building new buildings, etc.
																X				More office buildings equals job creation
																X				More professional careers available in Jurupa Valley
																X				Need jobs
																X				Preserve/keep existing businesses open
																X				Solicit bringing new businesses to the city
																X				Solicit Government Jobs, Medical Jobs, R&D industries
																X				Support small businesses by placing big boxes away from small business areas
																X				Why hasn't Riverside Plaza been developed? We need more jobs.
																X				Create a public planning process to solicit input
																X				Housing away from freeways
																X				Address economic disparity and divide
																X				Adopt "Shop Local" campaigns to support city business and jobs

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Land Use Changes	Preserve Land Uses and	Historic Preservation, Cultural Facilities	Recreation Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Bad economy has driven away business				X																	
City needs the ability to attract new businesses that will provide good jobs for the				X																	
City should promote itself – advertise the water park, drive-in, regional parks, etc.				X																	
Cityhood – Is the city viable?				X																	
Consider making City business-friendly so public services can be funded by city				X																	
Develop our education to cover high end jobs coming to Jurupa Valley				X																	
Increase businesses by offering tax incentives				X																	
Increase the number of businesses				X																	
Keeping businesses open				X																	
More affordability to visit Jurupa Regional Cultural Center - $8 per person is too much				X																	
Not enough jobs				X																	
Offer tax free incentives for a limited time for new industry jobs				X																	
Overall financial rejuvenation to allow for community services				X																	
Provide incentives for businesses to come and stay in shopping centers				X																	
Sales tax				X																	
Warehouses badly reduce the amiability of the entire City – try to find other businesses outside of warehouses to move in				X																	
No billboards						X															
Develop a City Green program														X							
At least one library														X							
"I don't want Jurupa Valley to be known as a town of marijuana and "vape" shops."												X									

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Lifestyle	Amenity, Community Character and Rural	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Owned Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
City should promote and organize community clean-up days															x						
Clean up our City – more code enforcement in commercial and industrial areas												x									
Close up pot shops												x									
My Street, Lindsay does not need the street sweeper but they need to clean the area that has dirt and trash not the street (I think she said it was a vacant lot)														x							
Perform a utility review								x													
Street sweepers don't clean roads														x							
Appearance of our city from the freeways doesn't look inviting or like a place someone would want to stop for gas							x														
Beautification and landscaping							x														
Build pride as a community							x														
Folks are proud of the weather, the hills, it's pretty, it's NOT Riverside, sunsets, people are friendly, small town and small town feeling ... keep it that way							x														
Give Belltown a big uplift – beautification							x														
Preserve hills as open space and for visual beauty							x														
Maintain outsiders perception of our city from main streets							x														
Where are the power lines going?							x														
Transformers going through our City for the benefit of City of Riverside								x													
Edison lines the substation?								x													
Hillside interference to public radio and television. (She claims cannot get a tv or radio signal for non- cable stations because of the hillsides) she cannot afford cable.								x													
Put a pedestrian crossing signal on 38th Street and Roubidoux									x												
Do something about traffic safety on Mission Blvd									x												

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Tracking and Wayfinding	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Fatalities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Enforce 40 mph speed limits near Rubidoux and West Riverside school								x												
Jurupa/Pyrite – cars driving too fast on route to first								x												
Improve school traffic								x												
More traffic lights								x												
Improve traffic!!								x												
Improve traffic.								x												
Better traffic control at El Camino Elementary School								x												
Better traffic control measures								x												
Cars driving too fast								x												
Improve traffic flow								x												
More development and housing equals more traffic								x												
More speed limit signs								x												
Need more speed bumps								x												
No speed limits sign on Avalon by 60 Fwy.								x												
Reconfigure traffic going in and out of Walmart								x												
Redo traffic flow at Limonite at Walmart								x												
Reduce speed to 30 miles ph on Rubidoux Blvd.								x												
Safe route for school kids								x												
Safety at Rustic Lane School – traffic goes too fast; parents don't respect traffic								x												
Speed enforcement								x												

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Livability	Amenity, Community Character and Retail	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation Changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Speed limits									X												
Street safety!!									X												
Too much traffic									X												
Traffic									X												
Traffic at entrance/exit at Roubidoux has lots of queuing.									X												
Traffic on Limonite									X												
Traffic on Limonite will increase the more the City develops – need to plan for the increased traffic									X												
Traffic safety at schools									X												
Traffic signals in appropriate places									X												
We need more traffic signals, especially at schools									X												
Kudos to the city for installing signals near Granite Elementary School									X												
Attract more industry/manufacturing versus warehousing										X											
Industrial uses should focus more on manufacturing vs. warehouses										X											
Keep warehouses away from schools and homes										X											
Limit warehouse development – environmental concerns; traffic; and noise										X											
No more warehouses										X											
No more warehouses: they cause traffic/air pollution										X											
Build or designate places for truckers to park their Rigs to include reasonable rates and security										X											
Designate the Big Rig Streets										X											
Enforce "no truck parking"; this is a problem										X											

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Enforce laws relating to trucks									X											
Get rid of truck traffic which will make the air cleaner									X											
Add truck services and storage									X											
Eliminate truck traffic on residential streets.									X											
Limit truck route use									X											
Minimize trucking									X											
No Big Rigs in R-1									X											
No more warehouse trucks on local roads									X											
No speed limit signs semi-trucks going down Avalon Street to avoid Mission Road									X											
Owners of big rigs (trucks) can park on their own property but not street parking									X											
Reduce truck traffic									X											
Reduce/do something about truck traffic									X											
Residents want truck-route closer to 60 Fwy.									X											
Stop semi-truck parking on small streets.									X											
Control warehouse development									X											
Offer alternative means of transportation										X										
Provide for mass transportation to increase access and improve economic development										X										
Provide more public transportation										X										
Provide trolley across town transportation										X										
Better bus transportation for students (students get picked up closer to their houses for dark morning reasons)										X										

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
										x										Build bus shelters
										x										Encourage bus riding – bus shelters should have posted schedules at stops
										x										Encourage carpooling by clearing up rideshare area
										x										Increase number of bus stops
									x											Code enforcement on existing housing
									x											Consistent zoning.
									x											Control or limit certain businesses like pot shops
									x											Increase code enforcement
				x																Santa Ana River is an asset! Keep it rural – keep new housing away from Riverside
				x																Maintain and defend agriculture use
	x																			More open space for animal keeping
				x																Eliminate land use conflicts - such as industrial land next to residential
									x											Enforcement on no commercial business in areas zoned residential
								x												No street lights on Avalon Street by 60 Fwy.
								x												Not enough street lighting and sidewalks on Avalos Street
								x												Beautification – lighting on Mission Blvd and Mission and Riverview
								x												Better street lights so you can walk to Roubidoux high school
								x												Better street lighting
								x												Install a street light at 58th and Pedley
								x												More street lighting.

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Amenities in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
More street lights												x								
More streetlights.												x								
No lights												x								
Public safety – more lights.												x								
Street lighting.												x								
Improve street lighting.												x								
Need crossing guard for Rustic Lane School													x							
Need speed bumps													x							
Need to facilitate to tie together the city permit actions with people who can provide truck rig/trailer parking space													x							
Neighborhood Market parking lot should be one-way or have yield to safely drive													x							
People do not stop for stop signs – kids nor vehicles													x							
Potholes caused by big rigs that have existed for 10 years													x							
Street islands slow emergency response													x							
Street repairs especially near 60 Fwy. In Rubidoux													x							
The City of Jurupa Valley must construct 2 additional bridges across the Santa Ana River in order to add alternate routes between the City of Jurupa Valley and the City of Riverside. One bridge be placed between the Mission Blvd. bridge and the Van Buren Blvd. bridge; another bridge must be placed between I-15 and the Van Buren Blvd. bridge.													x							
The City of Jurupa Valley must construct additional underpasses at railroad crossings. One underpass at Bellgrave Ave. and Van Buren. Another underpass at Jurupa Road and Van Buren. A third underpass at Clay Street.													x							

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Fair Efforts and Equity	Street and Circulation Changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
							x													The city should build another bridge between Riverside and Jurupa Valley over the Santa Ana River
							x													Transportation artery development – cross town roads: Pedley; Pyrite; Opal
							x													Van Buren should be three lanes
							x													Widen street from Downey to Etiwanda to accommodate traffic
							x													Widening Limonite by old Waste Water
							x													Better walking trails.
							x													Can the streets support new growth?
							x													Explore expansion and best use of Metrolink Station other
							x													Flooded streets in Pedley and Mira Loma – not good
							x													Repair 58th Street of Pedley
							x													Add bike lanes to roadways
							x													Add bike/walkways like those in Fontana
							x													All walking trails should lead to at least one library
							x													Bike lanes lighting on city streets – road improvements
							x													Bike pains
							x													Build bike trails.
							x													Build bike trails.
							x													Build bike trails.
							x													Build bike trails; equestrian trails
							x													Create Bike Lanes

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Increase connectivity of trails and bike trails along streets													x							
Keep the underpass trail at Bain for River trail access													x							
More bike trails and sidewalks													x							
More horse trails; walking trails and sidewalks													x							
More trails – walking and horse													x							
More trails and horse trails													x							
Need bike trails/lanes													x							
No way to get to Riverside by bike.													x							
Sidewalks that goes from point a to point b not meandering all over the place													x							
Nodes – good access points													x							
Repair 58th Street of Pedley													x							
More sidewalks with lighting like the ones on Limonite													x							
More sidewalks													x							
More sidewalks													x							
More sidewalks													x							
More sidewalks													x							
More sidewalks with lighting like the ones on Limonite													x							
No sidewalks – need sidewalks													x							
Safety in Belltown – build sidewalks													x							
Sidewalks													x							

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Lifestyle	Amenity, Community Character and Rural	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Tracking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Sidewalks														x							
Work on sidewalks and flooding														x							
More sidewalks.														x							
Build sidewalks – use split rails														x							
Install sidewalks in school areas														x							
Build sidewalks to provide safe route to schools														x							
Build more sidewalks.														x							
Curbs, gutters, sidewalks for flood control														x							
No sidewalks														x							
Speed bumps on our streets and sidewalks														x							
Sidewalks needed														x							
More sidewalks (Canal St. on the snake-like path of Canal St.)														x							
No sidewalks on Avalon St. by 60 Fwy.														x							
Need sidewalks (Canal Ave.)														x							
Improve sidewalks.														x							
More sidewalks with lighting like the ones on Limonite														x							
Need sidewalks														x							
Access in and out of the City is too congested														x							
Add left turn arrow on 30 th street.														x							
Add more speed bumps in residential neighborhoods														x							

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Assets in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Special Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Better circulation – bridges needed to cross Santa Ana River													x							
Better transportation to and from schools													x							
Build a bridge on Van Buren and Mission													x							
Build better roads.													x							
Build bridge over the river													x							
Build underpass on Limonite for horses so they don't have to cross busy street													x							
Camino Real/Limonite curb needs light or reflectors – numerous vehicles hit curb and blind area													x							
Complete existing streets													x							
Create bike lanes													x							
Expand Limonite in both directions													x							
Fix pot-holes													x							
Fix roads on Avalon Street													x							
Freeway system does not flow, always congested													x							
Grade separation for railroad crossings at Bellgrave and Van Buren													x							
Improve Limonite													x							
Improve street sweeping.													x							
Islands cause delay in emergency response													x							
Landscape the medians on major roads													x							
Make bridges pedestrian friendly													x							
Make sure that underpasses, road expansions maintain mobility for horses, bikes and walkers													x							

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Arrivals in the Community, Community Character and Rural Livability	Air Quality, Noise and Environmental	Cost of Living	Low Deterioration and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Nature	Parks and Recreation Services and
More street sweeping.													X							
Need safe bike routes and bike lanes.													X							
Work on 15 on-ramps – maybe Bellegrave and 65th or 66th streets													X							
Need cross walks													X							
Create a "Preserving our Rural Lifestyle" committee for Jurupa Valley (Have a good person running it, clean, civil, etc.)														X						
Add youth center area on west end														X	X					
Areas exist for youth centers														X	X					
Build a youth center														X	X					
Community center														X	X					
Community center with basketball courts, inside gym, swimming pool, etc.														X	X					
Expand the mini community center in Rubidoux														X	X					
Improve Mallett Park														X	X					
More community centers or "pockets" to provide for programs; exercises; arts and crafts – senior and youth centers														X	X					
Need more community centers.														X	X					
Need senior center on west side of town														X	X					
We need a community center like the one at Harrison and Schleisman in Eastvale – something nice, big, and modern														X	X					
Build a youth center on the west end of town														X	X					
Hold community cleanup events														X	X					
Hold fairs and more community events														X	X					

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Recreation Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
More children's activities – Boys/Girls Clubs; park department														x						
More special events to bring in local business: rodeo, concerts, festivals, art														x						
More training opportunities for young people														x						
Rubidoux community needs to be revitalized														x						
More youth and senior services/programs – craft classes														x						
More youth programs to prevent delinquency														x						
Need a Farmer's Market														x						
Sense of community could be improved with more citizens participating														x						
This is not a very involved community														x						
Keep housing mixed use															x					
Keep new housing near freeways															x					
Build housing developments that speak to the recreation and exercise needs of the various ages															x					
Affordable housing to get people off the street															x					
Address homeless problem															x					
Address needs for homeless community															x					
Address vacant land and homeless community															x					
Bellflown homeless issues and social services															x					
Develop homeless programs															x					
Do something about the homeless community															x					
Homeless "camp" at Alta & Avalon by 60 Fwy.= need homeless shelter															x					

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural/Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
					x															Homeless encampments in our area are terrible
					x															Homeless everywhere – looks bad; unsafe on riverbed on Mt. Roubidoux
					x															Homeless housing and shelters
					x															Homeless issues is both an environmental damaging issue as well as a social issue
					x															Homeless programs
					x															Homeless programs to help get them off the streets
					x															Need to control homeless encampments in my neighborhood (Canal Ave.)
					x															No police response to homeless.
					x															½ acre lots
					x															7,200 sq ft minimum for housing lots for medium density.
					x															7,200 sq. ft. lot size minimums (more than ½ acre)
					x															Add more housing where housing exists today
					x															Affordable housing for families
					x															Affordable housing for workforce for 20's age group
					x															Affordable housing needed in Jurupa Valley
					x															Affordable housing to get people off the street.
					x															Amenities for new housing communities
					x															Build more senior housing
					x															Build senior housing communities
					x															Develop empty lots into housing

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
					x															Enforcement on no commercial business in areas zoned residential
					x															Housing ½ acre lots ONLY
					x															Indian Hills and Jurupa Hills – many people own their home – not a lot of rental
					x															Keep housing in the inferior and be sure there is access to parks with recreation facilities
					x															Keep large lots in new housing – ½ acre ONLY and Keep Off the HILLS!
					x															Keep our yards ½ acre or more
					x															Large lots
					x															Limit high density housing
					x															Limit high density housing
					x															Limonite Ave and Pedley Rd area – Keep equestrian with 1/2 acre minimum for housing development
					x															Mira Loma has a lot of rental properties
					x															Mix of big lots and apartments on issue
					x															Mix of large lots vs. apartments
					x															Mix of residential and industrial.
					x															More development of housing
					x															More housing with large yards
					x															More single family housing/no apartments.
					x															Need disabled housing
					x															Need housing w/amenities
					x															Need more apartment complexes and include play areas

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Lifestyle	Arrivals in the Community, Community Character and Rural	Air Quality, Noise and Environmental	Cost of Living	Lane Enforcement and Traffic Safety	Vessel Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Factors and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Need senior housing																x					
No condos or apartments																x					
No high density housing																x					
No small lot housing																x					
Pride of ownership																x					
Provide affordable housing opportunities for young adults just out of school																x					
Provide for mixed use																x					
Reduce high density housing																x					
Keep higher-density developments closer to the Fwy.																x					
Put denser development near freeways and less dense development in rest of the city. Less dense = 8,000 sq ft lots																x					
Senior housing																x					
Strategically locate housing. It's starting to feel dense.																x					
Address poverty within the city																x					
Provide city incentives for blighted properties																x					
Turn the Jurupa Mountains Discovery Center into a tourist stop like Hadley's area																	x				
A destination shopping center																	x				
Add retail in more urban areas																	x				
Additional Shopping outlets																	x				
Allow animals on property – horses, dogs, chickens, goats all OK!																	x				
Balance urban and rural																	x				

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																Bellegrave between Etiwanda and Van Buren, bring in more businesses like restaurants; drugstores; customers going to Field of Dreams; new home owners;
				x																Better restaurants (larger family sit-down)
				x																Better shopping options
				x																Big box retail (Home Depot, Walmart, Sam's, Winco, Costco, Target, Ralphs)
				x																Bring Costco, Walmart, Sams to Rubidoux
				x																Bring in medical facilities for jobs
				x																Build a medical facility or medical offices
				x																Build a tax-collecting resort
				x																Build a Walmart at Pyrite and Mission
				x																Build better infrastructure
				x																Build community college or satellite campuses
				x																Build hotels north of Hwy 60
				x																Build hotels or bed and breakfasts
				x																Build mixed use – live/work housing with retail
				x																Build more shopping centers.
				x																Build off 60 FWY corridor - commercial; restaurants and anchor Discovery Mountain with restaurants and a hotel/motel
				x																Build restaurants near Metrolink Station
				x																Build visitor center and improve commercial along 60 freeway for people traveling through Jurupa Valley
				x																Consider large shopping center1-15 Fwy. On the JV city side where there is vacant land.

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation Changes and	Street Lighting and Oversized Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																Continue to allow land use for horses, agriculture and farm animals
				x																Cowboy restaurant w/corral to tie up your horses
				x																Create parking at 30th and Avalon in Rubidoux near AM/PM.
				x																Create venues to attract/bring entertainment to city
				x																Designate a down town
				x																Determine what to do w/United Concrete Pipe property where homeless are located – determine if grounds are contaminated.
				x																Develop area for special events/entertainment venues
				x																Develop areas near freeway off-ramps for shopping
				x																Develop empty lots into commercial developments
				x																Develop retail along Bellgrave and Van Buren
				x																Don't allow new developments to be built and then change the rules on horse allowance
				x																Don't cover every square inch with small lot development.
				x																Downtown Rubidoux should be addressed – very run-down; needs improving
				x																Education institutes (public, private, vocational, schools, etc.)
				x																Fabric stores, crafts, art
				x																Fence empty lots.
				x																Fence empty lots.
				x																Future development on the side of the 60 FWY along the Santa Ana River
				x																Grocery shopping is good
				x																Grocery stores besides Stater Bros

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmentals	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																Homeowners must be allowed to have more animals on a homeowner's property
				x																Hospital
				x																Hospital
				x																Invite major hospital
				x																Jurupa Valley community hospital needed
				x																Keep industrial where it is located today
				x																Keep open spaces in interior - put development along the freeways as indicated when we voted on cityhood
				x																Keep retail already here – put more into that than building new buildings, etc.
				x																Keep the denser projects along the freeway "ring" and less dense projects in the middle of the city
				x																Keeping retail here
				x																Land uses must work together
				x																Less warehousing and more shopping
				x																Limit high density housing - no lots under 7,200 sq. feet
				x																Maintain ½ acre at Armstrong & Sierra Ave.
				x																Maintain large lots
				x																Maintain rural area with 1/2 acre lot minimums
				x																Maintain rural lifestyle in certain areas; enforce codes
				x																Minimum 7,200 sq. ft. lots.
				x																Mix of residential and industrial.

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	General Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																More banks
				x																More banks needed
				x																More businesses, office space, and manufacturing.
				x																More development of businesses
				x																More development of housing
				x																More development of housing and businesses
				x																More dining restaurants.
				x																More grocery stores in Rubidoux, target, pharmacies
				x																More sit-down dinging; fewer fast food chains.
				x																More stores and causal restaurants
				x																More stores like Target; Walmart.
				x																More Tech schools
				x																More trendy family places – keep money local
				x																Need a hospital
				x																Need a hospital.
				x																Need an Urgent Care
				x																Need an Urgent Care
				x																Need financial institutions
				x																Need medical center
				x																Need mixed use shopping

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Amends to the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Soc.ial Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural/Archaeo	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Need more churches																x				
Need more doctors and medical facilites																x				
Need more medical services																x				
Need Retail: KohI's, Penney's, Costco/Sam's Club																x				
Need shopping on the west side of the city																x				
No buildings over five stories																x				
No high density housing – at least1/4 to 1/3 acre size lots																x				
No matter what type of development (residential and commercial) is built, let rural communities stand – let rural be rural.																x				
Offer residents options for shopping "traffic" from Eastvale down Bellegrave to Van Buren - build shopping and food area with a drugstore.																x				
Place to go shopping																x				
Plan for aged infrastructure																x				
Preserve and improve Flabob Airport – make it a destination																x				
Preserve mix of urban and rural																x				
Preserve rural nature of existing community																			x	
Preserve/keep existing businesses open																x				
Prohibit high-density housing																x				
Provide more vocational training in schools or build private schools																x				
Provide notification and transparency regarding land use and open to public input																x				
Regulate number of animals per lot/space																x				

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Retail Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																Retail wants: Walmart, Sams, Costco, Cardenas, Home Depot
				x																Robertson land is where to build a college
				x																Rubidoux community should be zoned w/commercial uses vs. industrial
				x																Rules should remain the same moving forward with two horses max per property
				x																Sales tax generators need to be attracted
				x																Separation of industrial vs. residential
				x																Shopping Centers (Target, Walmart, etc.)
				x																Shopping opportunities – help increase revenue to the city
				x																Sit-down restaurants
				x																Solicit "big box" stores to build at Rubidoux and 34th – great area to bring stores
				x																Solicit "classy bar" venues with live music
				x																Solicit a Costco or Walmart – more trendy family places – keep money local
				x																Solicit a drive-thru Starbucks
				x																Solicit a Kohls
				x																Solicit a Winco grocery store and/or Walmart Super Store
				x																Solicit businesses like Cardenas, El Super, Superior markets
				x																Solicit Chinese restaurants
				x																Solicit commercial services for neighborhoods that don't have it
				x																Solicit more retail
				x																Solicit more shopping opportunities

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic, Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Oversized Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
				x																Solicit sit-down family restaurants
				x																Solicit Target
				x																Support small businesses by placing big boxes away from small business areas
				x																The main plan was to keep interiors "open" and to bring development along freeways
				x																The need for more medical offices and an Urgent Care
				x																They like what Norco did – it was established as "horse country" and has remained that
		x																		
				x																Variety grocery stores, retail stores and restaurants
				x																Variety of grocery stores, drug stores, better restaurants
				x																We need a Chipotle and Chinese food
				x																Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and a fire hazard; people need to follow the rules and the city needs to be enforce the law
				x																Developed housing of De Anza Golf Course (Paradise Knolls)
				x																Emerald Meadows needs to be mall or other area
				x																Maintain large lots
				x																Maintain separate community identities and representation
				x																Can agriculture serve a purpose?
				x																Control City growth
				x																Create or build up "Main Streets" other
				x																Create/zone multiple "Downtowns" other
				x																Don't make us a Cerritos

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Livability	Community, Community Character and Rural	Animals in the	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Urbans and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Horse industry is being driven out by City and County																		x				
Keep agriculture.																		x				
Likes the current restaurant line-up																		x				
More agricultural opportunities																		x				
More redevelopment opportunities																		x				
Normal parking stall widths																		x				
Relocate Mira Loma Village																		x				
Separate residential from pollutions.																		x				
Small city – opportunity for growth																		x				
Update existing apartments and maybe build a few upscale ones along the 15 near existing condos																		x				
Limit growth for preserving rural character of city																					x	
Rural way of life																					x	
Preserve rural lifestyle and animals!																					x	
Most proud of our RURAL WAY OF LIFE! RIVER RIDING AREA!																					x	
Safe passing of wildlife																					x	
Great bird watching and hiking																					x	
Preserve Santa Ana River																					x	
Preserve Santa Ana River																					x	
Keep it rural																					x	

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural/Facilities	Desert Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation Changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Tracking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
	x																			Land must not be developed. The rural setting of the City of Jurupa Valley must be
	x																			Retain rural atmosphere/sense of place
	x																			Rural way of life
	x																			We voted to make Jurupa Valley as a City – Keep it RURAL!! This was promised.
	x																			Don't build on hills...leave them open
	x																			Keep hillsides rural
	x																			Keep the hills as open space
	x																			Keep the hills undeveloped
	x																			Leave current open space and hills open as animals are being increasingly restricted to smaller and smaller areas due to overbuilding
	x																			More water conservation programs
	x																			Conserve our natural resources
	x																			Water conservation should be a priority
	x																			Protect wildlife
	x																			All new developments should be required to install xeriscape and/or drought tolerant landscape
	x																			Loss of rural character
	x																			Sense of community – Nature, wildlife, hills, mountains
	x																			Maintain current open space
	x																			Maintain hills and Santa Ana river open space
	x																			Maintain open space

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General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Livestock	Community, Community Character and Rural	Animals in the	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Vessel Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation Changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Equestrian Facilities	Open Space, Wildlife and Natural	Parks and Recreation Services and
Maintain our open areas and upgrade access to trails and river bottom																					x	
Open space for wildlife and horses																					x	
Preserve hills from development																					x	
Preserve hillsides																					x	
Preserve open and rural space																					x	
Preserve open spaces																					x	
Preserve openness/open space																					x	
Preserve the river bottom area																					x	
Preserve the Santa Ana River and hills																					x	
Retain ridgelines																					x	
Ruralness: the opposite of the high density housing you are approving																					x	
Keep rural life style																					x	
Wildlife and birds																					x	
Protect mountain tops																					x	
Delhi Sands Flower Loving Fly-endangered – still in open fields east of Muriel Drive and near Kit Fox also.																					x	
Install drought tolerant landscaping																					x	
We enjoy the dark sky to enable to see the stars																					x	
Don't build on hillsides – leave them pristine and open																					x	
Proud of horse trails as it equals peace																					x	

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
		x																		Keep dirt on sides of roads in horse travel areas – NO SIDEWALKS!
		x																		Keep underpass under Limonite West of Bain for safe horse crossing (near Wholesale Feed)
		x																		Add more equestrian trails
		x																		Safety "law" enforcement on horses after hours
		x																		Better horse trails.
		x																		Develop equestrian park at Horseshoe Park - put in permanent arena and parking
		x																		Develop equestrian trails along river and provide connectivity to them from the city
		x																		Horse Shoe Lake and parks a good place for equestrian arena and parking
		x																		Maintain existing equestrian areas
		x																		More horse access to river
		x																		Preserve Jurupa Cultural Discovery Center.
		x																		Complete horse arena and Horseshoe Lake Park
		x																		Encourage existing horse boarding facilities for area
		x																		Establish an equestrian facility at Horseshoe Lake Park – arena – parking- restrooms (even porta-potties)
		x																		Horse arena with family amenities
		x																		Keep equestrian neighborhoods without sidewalks – streets are narrow and need dirt sidings for horse traffic
		x																		More and safer pass-overs for horses across Limonite
		x																		Need equestrian centers

General Plan Public Workshops - Results of Individual Comments - Attachment 5

Parks and Recreation Services and	Open Space, Wildlife and Natural Resource	Equestrian Facilities	Historic Preservation, Cultural Facilities	Desired Land Uses and Land Use Changes	Housing and Homelessness	Social Programs, Facilities and Equity	Street and Circulation Changes and	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
		x																		Nice equestrian arena for horses
		x																		No sidewalks in horse neighborhoods need safe dirt
		x																		Rural equestrian life style
		x																		Stop endangering horses by riding them at night
		x																		Split streets to have horse trail on one side and sidewalks on the other
			x																	Nature Center is an asset
			x																	Build amphitheater
			x																	Build amphitheater on hillside
			x																	Community Theater
			x																	Need an Amphitheater
			x																	Performing arts theater, music hall
			x																	Preserve regional parks and cultural centers
			x																	Preserve cultural center
			x																	Figure out what are our historic buildings and preserve them
			x																	Preserve the cross at hillside (it's a city landmark)
			x																	Protect our historical sites and structures.
		x																		Nice equestrian arena for horses

Need horse industries

Attachment 5

Need horse rider safety precautions – more lighted horse trails

Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and law

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Parks and Recreation Services and Facilities	Open Space, Wildlife and Natural Resource Conservation	Equestrian Facilities and Trails	Historic Preservation, Cultural Facilities and Programs	Desired Land Uses and Land Use Changes	Housing and Homelessness	Special Programs, Facilities and Equity	Street and Circulation changes and improvements	Street Lighting and Overhead Utilities	Zoning Code Enforcement	Public Transportation	Trucking and Warehousing	Traffic Safety and Safe Routes to Schools	Utilities and Growth	Visual Quality and Views	Law Enforcement and Traffic Safety	Cost of Living	Air Quality, Noise and Environmental Quality	Animals in the Community, Community Character and Rural Lifestyle	Other	COMMENTS
		x																		Stop endangering horses by riding them at night
		x																		Split streets to have horse trail on one side and sidewalks on the other
			x																	Nature Center is an asset
			x																	Build amphitheater
			x																	Build amphitheater on hillside
			x																	Community Theater
			x																	Need an Amphitheater
			x																	Performing arts theater, music hall
			x																	Preserve regional parks and cultural centers
			x																	Preserve cultural center
			x																	Figure out what are our historic buildings and preserve them
			x																	Preserve the cross at hillside (it's a city landmark)
			x																	Protect our historical sites and structures.
		x																		No sidewalks in horse neighborhoods; need safe dirt

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

COMMENTS	Other	Animals in the Community, Community Character and Rural Lifestyle	Air Quality, Noise and Environmental	Cost of Living	Law Enforcement and Traffic Safety	Visual Quality and Views	Utilities and Growth	Traffic Safety and Safe Routes to Schools	Trucking and Warehousing	Public Transportation	Zoning Code Enforcement	Street Lighting and Overhead Utilities	Street and Circulation changes and	Social Programs, Facilities and Equity	Housing and Homelessness	Desired Land Uses and Land Use Changes	Historic Preservation, Cultural Facilities	Question Facilities and	Open Space, Wildlife and Natural Resource	Parks and Recreation Services and
Rural equestrian life style																		x		
Quality of Life – Don't sell the City out for money																				
No City of Riverside transmission project																				
No City of Riverside transmission project																				
Residents don't want to be like an "Eastvale or Irvine																x				

General Plan Public Workshops: Matrix of Individual Comments - Attachment 5

Jurupa Valley Interim General Plan

Workshop 1 – January 10, 2015

35 Attendees:
Ben Alaniz, Linda Alaniz, Ron Anderson, Cathy Barnes, David Barnes, Karen Bradford, Janet Chavez, Rene Chavez, Jim Chism, Roy Collins, Chuck Cox, Don Davies, Maria Delia Ortiz, Wayne Emery, Sandy Emery, RayFine, Deborah Fine, Betty Folsom, Fredda Fox, Jolene Hancock, KimJohnson, Mark Johnson, Donna Johnston, Victoria Kirilman, Edward Lee, Josie Pelayo, Gloria Roman, Fruank Ruiz, Irene Salazar, Mario Silverio, Colleen Smethers, John Todd, Betsy Wenk, William Winans, Dave Zimmerman

Land Use

- Emerald Meadows – Is it happening?
- Future development on the side of the 60 FWY along the Santa Ana River
- More hiking trails
- Encourage existing horse boarding facilities for area
- Keep it rural
- Develop equestrian park at Horseshoe Park – put in permanent arena and parking
- Develop areas near freeway off-ramps for shopping
- Offer residents options for shopping "traffic" from Eastvale down Bellegrave to Van Buren – build shopping and food area with a drugstore
- Areas exist for youth centers
- Improve Park on Wineville
- Build field of dreams
- Improve Community Center on Pedley
- Add retail in more urban areas
- Build a tax-collecting resort
- The main plan was to keep interiors "open" and to bring development along freeways
- Control or limit certain businesses like pot shops
- Add more equestrian trails
- Build visitor center and improve commercial along 60 freeway for people traveling through Jurupa Valley
- Turn the Jurupa Mountains Discovery Center into a tourist stop like Hadley's area
- Sales tax generators need to be attracted
- Better shopping options
- Need shopping on the west side of the city
- Attract public to Jurupa Discovery Center – maybe build a food court?
- Robertson land is where to build a college
- Bellegrave between Etiwanda and Van Buren – bring in more businesses like restaurants, drugstores, customers going to Field of Dreams, new home owners; shopping

Land Use

- Build a soccer park
- Improve Marlett Park
- Attract sports leauges
- Build better infrastructure
- Build more golf courses
- Regulate number of animals per lot/space
- More horse trails, walking trails and sidewalks
- Limit high density housing – no lots under 7,200 sq ft
- Monitor and notify public of any development
- Solicit commercial services for neighborhoods that don't have it
- Build off 60 FWY corridor – commercial, restaurants and anchor Discovery Mountain with restaurants and a hotel/motel
- Attract more industry/manufacturing versus warehousing
- Keep historic buildings
- Provide for better recreation areas throughout the city
- Provide notification and transparency regarding land use and open to public input
- Build an indoor recreation center
- Solicit more shopping opportunities
- Install a street light at 58th and Pedley
- Balance urban and rural
- Clean up properties
- Repair 58th Street off Pedley
- Provide more vocational training in schools or build private schools
- Eliminate land use conflicts – such as industrial land next to residential
- Keep the denser projects along the freeway "ring" and less dense projects in the middle of the city
- Designate "Big Rig" streets
- Develop retail along Bellegrave and Van Buren
- Develop equestrian trails along river and provide connectivity to them from the city

Circulation

- More community centers or "pockets" to provide for programs, exercises, arts and crafts – senior and youth centers
- Islands cause delay in emergency response
- Keep equestrian neighborhoods without sidewalks – streets are narrow and need dirt sidings for horse traffic
- Build or designate places for truckers to park their Rigs to include reasonable rates and security
- Need to facilitate to tie together the city permit actions with people who can provide truck rig/trailer parking space

Circulation

- Create bike lanes
- Provide trolley across town transportation
- Consolidate special districts and establish a city-wide landscape and lighting district so that it reduces the cost of utilities city-wide
- Work on 15 on-ramps – maybe Bellegrave and 65th or 68th streets
- Maintain rural lifestyle in certain areas, enforce codes, and do something about traffic safety on Mission Blvd
- Control warehouse development and add truck services and storage
- Provide for mass transportation to increase access and improve economic development
- Build bus shelters
- Build sidewalks – use split rails
- No Big Rigs in R-1
- Improve school traffic
- Use split rail fencing (i.e. Norco looks appealing and not run down)
- Encourage carpooling by cleaning up rideshare area
- Encourage bus riding – bus shelters should have posted schedules at stops

Housing

- Create a public planning process to solicit input
- Limonite Ave and Pedley Rd area – Keep equestrian with 1/2 acre minimum for housing development
- Update existing apartments and maybe build a few upscale ones along the 15 near existing condos
- Code enforcement on existing housing
- Develop self-contained housing development that includes stores, shopping inside the development
- Provide affordable housing opportunities for young adults just out of school
- Build mixed use – live/work housing with retail
- Keep housing mixed use
- No high density housing
- Limit high density housing
- Limit high density housing
- Keep housing in the interior and be sure there is access to parks with recreation facilities

Conservation

- Maintain existing equestrian areas
- Get rid of chickens and fighting cocks
- Traffic signals in appropriate places
- Maintain parks and new improvements
- Air quality
- What happened to the soccer field on Camino Real?
- Preserve bike trails, horse trails, sidewalks
- Install drought tolerant landscaping
- Where are the power lines going?
- Edison lines the substation?
- Maintain outsiders perception of our city from main streets
- More water conservation programs

Open Space

- Bear Valley Golf Course – is there a replacement?
- Developed housing of De Anza Golf Course (Paradise Knolls)
- Keep the hillside pristine – build walking trails
- Build bike trails, equestrian trails
- Install sidewalks in school areas
- Can the streets support new growth?
- Walking trails and parking in our own hills
- Add youth center area on west end
- More walking trails, horse trails on side of Santa Ana River
- Maintain current open space
- Keep open spaces in interior – put development along the freeways as indicated when we voted on cityhood
- Maintain our open areas and upgrade access to trails and river bottom
- Preserve the river bottom area
- Preserve Horseshoe Lake Park
- Preserve open spaces
- Develop open space for park and recreation usage – horses, hiking, biking
- Preserve hills as open space and for visual beauty

Noise

- Stop the noise
- Code enforcement a must!
- Improve quality of life
- Enforce NOISE regulations – increase fines to whatever they were in the county a few years ago
- Noise from blocks away plagues Sky Country – Let's get this under control by making it very expensive to be a repeat noise offender

Safety

- Minimize trucking
- People do not stop for stop signs – kids nor vehicles
- Improve air quality – reduce asthma in community
- More traffic lights
- City needs to own fire station and rent back to county
- Not enough law and code enforcement
- Relocate Mira Loma Village
- Belltown homeless issues and social services
- Jurupa/Pyrite street recently renovated, but storm drain is not working – it's flooding
- Jurupa/Pyrite – cars driving too fast on route to first
- Transportation artery development – cross town roads: Pedley, Pyrite, Opal
- Need bike trails/lanes
- Need cross walks
- Better traffic control at El Camino Elementary School
- Need crossing guard for Rustic Lane School
- Safety at Rustic Lane School – traffic goes too fast; parents don't respect traffic
- Stop endangering horses by riding them at night
- More sidewalks
- Traffic safety at schools
- More sidewalks
- More sidewalks
- Work on sidewalks and flooding
- More and safer pass-overs for horses across Limonite
- No sidewalks – need sidewalks
- Would like to see more street sweeping with set dates so cars are not on streets
- Homeless everywhere – looks bad, unsafe on riverbed on Mt. Roubidoux
- Graffiti issues
- More youth programs to prevent delinquency
- Develop homeless programs
- Homeless doggie gangs

Safety

- Private rodeos
- Control marijuana shops
- More law enforcement
- Eliminate shanty towns – use code enforcement
- Loose dogs – enforce microchip policy
- "I don't want Jurupa Valley to be known as a town of marijuana and "vape" shops."

Other

- Give Belltown a big uplift – sidewalks, beautification
- Allow zoning changes to be voted on
- Sales tax
- Build a Walmart at Pyrite and Mission
- Safety in Belltown – build sidewalks
- Beautification – lighting on Mission Blvd and Mission and Riverview
- City needs better efficiency and consolidation of services
- Power transmission lines (Riverside) West Commercial Zone
- Use Jurupa Community Plan as starting point
- To plan for the future, you need to understand the past – See Jurupa Community Plan Amended Effective Dec. 22, 1987
- Hold community cleanup events
- Improve School District Test Scores
- Do something about the stigma of Rubidoux – afraid to go to that area
- Overall financial rejuvenation to allow for community services
- One water district
- More bike trails and sidewalks
- More youth and senior services/programs – craft classes
- Opal-Rathke Dr storm drain gets blocked all the time – would like to see it cleaned more
- Perform a utility review
- What is the status of the Riverside Sewage Treatment Plant Lawsuit?
- Address poverty within the city
- Build a park with a water feature without costs to the residents – lake or pond
- Limit warehouse development – environmental concerns, traffic, and noise
- Do something about the homeless community
- Offer tax free incentives for a limited time for new industry jobs
- More redevelopment opportunities
- Cityhood – Is the city viable?
- More children's activities – Boys/Girls Clubs, park department
- Maintain separate community identities and representation
- Better outreach/involvement/representation for Spanish community

Workshop 2 – January 12, 2015

26 Attendees:
Manuel Albarrah, Tono Albaarah, Mary Anderson, Mary Billimele, Angie Channual, Ernie Corral, Andy Degrood, Wayne Emery, Susan Fierro, Pat French, Wendy Hart, Kim Johnson, Mona Lara, Jackie Lee, Jeff Moroukian, Sharon Paisley, Vickie Ridgley, Winnie Salazar, Heather Salazar, Marjie Scott, Colleen Smethers, Judy Strickland, Richard Strickland, Dana Villerreal, Leon White, Morris Younathan

Land Use

- Create or build up "Main Streets"
- Develop area for special events/entertainment venues
- Build amphitheater
- Build sports complex
- Build hotels north of Hwy 60
- Provide venue for Farmer's Market
- Create/zone multiple "Downtowns"
- Solicit sit-down family restaurants
- Solicit "classy bar" venues with live music
- Solicit Government Jobs, Medical Jobs, R&D industries
- Build more movie theaters
- Retain rural atmosphere/sense of place
- Address needs for homeless community
- Solicit bringing new businesses to the city
- Preserve mix of urban and rural
- Explore expansion and best use of Metrolink Station
- Create venues to attract/bring entertainment to city
- Maintain large lots
- Build restaurants near Metrolink Station
- Solicit Target
- Solicit a drive-thru Starbucks
- Expand economic development
- Preserve/keep existing businesses open
- No more warehouses: they cause traffic/air pollution
- Build more recreation areas for youth/more soccer fields
- Strategically locate housing. It's starting to feel dense.
- Why hasn't Riverside Plaza been developed? We need more jobs.
- Preserve hiking trails (top of Lakeside)
- Solicit businesses like Cardenas, El Super, Superior markets
- Support small businesses by placing big boxes away from small business areas
- Build community college or satellite campuses
- Need an Urgent Care!
- Solicit Chinese restaurants
- Build hotels or bed and breakfasts
- Solicit a Winco grocery store and/or Walmart Super Store
- We need a Chipotle and Chinese food

Land Use

- Build a youth center
- Build a medical facility or medical offices
- Build a youth center on west-side of town
- No high density housing – at least1/4 to 1/3 acre size lots
- Maintain rural area with 1/2 acre lot minimums
- Solicit "big box" stores to build at Rubidoux and 34th – great area to bring stores
- Develop empty lots into commercial developments
- Hold a 4th of July Party at area near Flabob
- Put denser development near freeways and less dense development in rest of the city. Less dense = 8,000 sq ft lots
- Need more medical services
- Solicit a Kohls
- Solicit more retail
- Solicit a Farmer's Market
- No buildings over five stories
- Normal parking stall widths
- Solicit a Costco or Walmart – more trendy family places – keep money local
- We need a community center like the one at Harrison and Schleissman in Eastvale – something nice, big, and modern

Circulation

- Build underpass on Limonite for horses so they don't have to cross busy street
- Redo traffic flow at Limonite at Walmart
- Widen street from Downey to Etiwanda to accommodate traffic
- Add more speed bumps in residential neighborhoods
- Build bridge over the river
- Complete existing streets
- Build/preserve equestrian trails
- Build/preserve hiking trails
- Build/preserve off road bicycle trails
- Create bike lanes
- Reduce/do something about truck traffic
- Increase number of bus stops
- Landscape the medians on major roads
- Provide more public transportation
- Improve air quality
- Reduce truck traffic
- Appearance of our city from the freeways doesn't look inviting or like a place someone would want to stop for gas
- Build sidewalks to provide safe route to schools

Housing

- No small lot housing
- Increase code enforcement
- Pride of ownership
- Keep rural life style
- Homeless programs
- Homeless programs to help get them off the streets
- Provide for mixed use
- Build senior housing communities
- Develop empty lots into housing

Conservation

- Preserve the cross at hillside (it's a city landmark)
- Conserve our natural resources
- Increase water supply for development
- Preserve and highlight our historic sites
- Preserve regional parks and cultural centers

Open Space

- Preserve openness/open space
- Develop multiple regional parks
- Provide city incentives for blighted properties
- Keep the hills as open space
- Maintain large lots
- Maintain open space
- Add bike/walkways like those in Fontana
- Preserve open and rural space
- Parks with walking trails (i.e. regional park like Yorba Linda Regional Park)
- Beautification and landscaping
- City has too few amenities
- Build amphitheater on hillside
- Keep hillsides rural
- More open space for animal keeping
- Keep the hills undeveloped
- Split streets to have horse trail on one side and sidewalks on the other
- Develop recreation trails
- Develop mountain bike trails
- Retain ridgelines
- Protect mountain tops
- More dog parks

Noise

- City should provide more information regarding ordinances (i.e. noise)
- Do something about cars with loud music

Safety

- Reconfigure traffic going in and out of Walmart
- Cars driving too fast
- More speed limit signs
- Horses and riders in the dark are dangerous
- Need more speed bumps
- Need more lighting in parks (lighting with park extended hours will reduce obesity in children)
- The need for more medical offices and an Urgent Care
- Street islands slow emergency response
- Widening Limonite by old Waste Water
- No more warehouse trucks on local roads
- We need more traffic signals; especially at schools
- Kudos to the city for installing signals near Granite Elementary School
- Camino Real/Limonite curb needs light or reflectors – numerous vehicles hit curb and blind area
- Need an Urgent Care
- More sidewalks with lighting like the ones on Limonite
- Decrease violence
- Decrease city blight
- Neighborhood Market parking lot should be one-way or have yield to safely drive
- Need trash cans on walking trails and bus stops off Limonite, Ave Juan Bautista to Clay

Other

- Need trash receptacles on street corners
- Need a Farmer's Market
- Hold fairs and more community events
- Proud of city crime rates
- Law enforcement is good
- Safe city
- We have great pride in our schools
- Mail info to households to promote more citizen participation
- Bring the parks department under the city
- Consolidation of water districts
- Consolidation of services
- More special events to bring in local business: rodeo, concerts, festivals, art
- Sense of community could be improved with more citizens participating
- Create a "Preserving our Rural Lifestyle" committee for Jurupa Valley (Have a good person running it, clean, civil, etc.)

Other
• Adopt "Shop Local" campaigns to support city business and jobs • Provide incentives for businesses to come and stay in shopping centers • More communication in Spanish is needed from city • Do something about the graffiti • Build a youth center on the west end of town • Increase the number of businesses • Designate/build a rodeo area • More parks • Community center • Increase businesses by offering tax incentives • Develop our education to cover high end jobs coming to Jurupa Valley • This is not a very involved community • Keeping businesses open • Art classes for adults and children • Community Theater • More affordability to visit Jurupa Regional Cultural Center - $8 per person is too much

Jurupa Valley Interim General Plan

Workshop 3 Rubidoux High School– January 20, 2015

14 Attendees:
Betty Anderson; Stephen Andersen; Cristina Flores; Anna Gamble; Melissa Gamble; Angel Hernandez; Estaban Hernandez; Karina Hernandez; Monica Hernandez; Ross Leja; Maria Montolfo; Diego Nunez; Linda Rither; Mona Vasquez

Land Use

- Need a hospital.
- Need more community centers.
- Need nice office buildings to attract white collar jobs.
- Don't cover every square inch with small lot development.
- More single family housing/no apartments.
- More stores like Target; Walmart.
- Build more shopping centers.
- Consistent zoning.
- Mix of residential and industrial.
- More sidewalks.
- More infrastructure improvements.
- More businesses, office space, and manufacturing.
- Create parking at 30th and Avalon in Rubidoux near AM/PM.
- Fence empty lots.
- More dining restaurants.
- Affordable housing to get people off the street.
- Fence empty lots.
- More recreational activity area; improve Memorial Park.
- Keep agriculture.
- More parks and recreation areas.
- More parks.
- More sit-down dinging; fewer fast food chains.

Circulation

- Build bike trails.
- Stop semi-truck parking on small streets.
- Build bike trails.
- Build better roads.
- Need safe bike routes and bike lanes.
- Build bike trails.
- Improve traffic.
- Improve street sweeping.
- Improve street lighting.
- Improve sidewalks.

- Improve traffic!!
- Build more sidewalks.
- Street safety!!
- More street sweeping.
- Eliminate truck traffic on residential streets.
- Better park maintenance.
- Add left turn arrow on 30th street.
- Traffic at entrance/exit at Roubidoux has lots of queuing.

Housing

- 7,200 sq ft minimum for housing lots for medium density.

Conservation

- Preserve Jurupa Cultural Discovery Center.
- Preserve Rancho Jurupa Park.
- Preserve Santa Ana River camping site.
- Preserve hills from development.
- Protect our historical sites and structures.
- Keep the river wild, but put in more trails.

Open Space

- Better walking trails.
- Better horse trails.
- Better parks.
- Build baseball parks.
- More parks.
- Build waterparks.
- We need more parks for our residents.
- We need more multi-use trails.
- We need more use of the parks and trails during the evening.
- More parks; especially in the older areas.

Noise

- Homeless making noise at night.
- Fines for loud music.

Safety

- More street lighting.
- Public safety – more lights.
- No way to get to Riverside by bike.
- Safety.
- Street lighting.
- Clean up the city.
- More streetlights.
- No police response to homeless.

Other

- City needs the ability to attract new businesses that will provide good jobs for the residents.
- Golf.
- Preserve the Santa Ana River and hills.
- Separate residential from pollutions.
- Ticket abandoned vehicles.
- Build housing developments that speak to the recreation and exercise needs of the various ages.
- Minimum 7,200 sq ft. lots.

Jurupa Valley Interim General Plan

Workshop 4 Indian Hills Elementary– January 24, 2015

Attendees:
Lucinda Skinner, Mark Skinner, Ed McManus, Teresa McManus

Land Use

- Additional Shopping outlets
- Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and law needs to be enforced.
- Rules should remain the same moving forward with two horses max per property
- Don't allow new developments to be built and then change the rules on horse allowance
- Enforcement on no commercial business in areas zoned residential
- City fines homeowner and homeowner continue to pay fines; city generates and collects revenue on the fines, but surrounding homeowners are not being helped and served.
- Consider large shopping center1-15 Fwy. On the JV city side where there is vacant land.
- Grocery shopping is good
- Downtown Rubidoux should be addressed – very run-down; needs improving
- No matter what type of developments (residential and commercial) is built, let rural communities stand – let rural be rural.
- Keep industrial where it is located today
- Can agriculture serve a purpose?
- Residents don't want to be like an "Eastvale or Irvine
- Don't build on hillsides – leave them pristine and open
- They like what Norco did – it was established as "horse country" and has remained that way
- All new developments should be required to install xeriscape and/or drought tolerant landscape
- All new development should be required to use recycled water for irrigation
- Land uses must work together
- Keep higher-density developments closer to the Fwy.
- Determine what to do w/United Concrete Pipe property where homeless are located – determine if grounds are contaminated.
- Attempt to recruit an anchor such as Costco or Winco – it would bring good jobs
- Nodes – good access points

Circulation

- Improve traffic flow
- More development and housing equals more traffic

- Residents want truck-route closer to 60 Fwy.
- Expand Limonite in both directions
- Freeway system does not flow..always congested
- Access in and out of the City is too congested
- Van Buren should be three lanes
- Build a bridge on Van Buren and Mission
- Owners of big rigs (trucks) can park on their own property but not street parking

Housing

- Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and a fire hazard; people need to follow the rules and the city needs to be enforce the law
- Enforcement on no commercial business in areas zoned residential
- Homeless issues is both an environmental damaging issue as well as a social issue
- Indian Hills and Jurupa Hills – many people own their home – not a lot of rental properties
- Mira Loma has a lot of rental properties

Conservation

-

Open Space

- Don't build on hills…leave them open

Noise

-

Safety

-

Other

- Not enough jobs
- Work on lowering water bills
- Loss of rural character
- Enjoy the various ethnicities
- Likes the current restaurant line-up
- Likes Jurupa Discovery Center

- Folks are proud of the weather, the hills, it's pretty, it's NOT Riverside, sunsets, people are friendly, small town and small town feeling…keep it that way
- Look into satellite campuses from UCR or RCC

Jurupa Valley Interim General Plan

Workshop 5 Sky County Elementary– January 26, 2015

Attendance:
Stephen Anderson, Guadalupe Belmonte, Jeff Blakely, Keith Hughes, Suzanne Hughes, Kim Johnson, David Lin (faxed form), Martha Martinez, Susan Sims

Land Use

- Need for a senior center
- More parks
- Nature Center is an asset
- Separation of industrial vs. residential
- Better restaurants (larger family sit-down)
- More Tech schools
- More office buildings equals job creation
- Need a skate parks
- Need more doctors and medical facilities
- Need an Amphitheater
- Need Retail: Kohl's, Penney's, Costco/Sam's Club
- Wedding Facilities, banquet halls
- Need horse industries
- Maintain ½ acre at Armstrong & Sierra Ave.
- Need equestrian centers
- Education institutes (public, private, vocational, schools, etc.)
- Performing arts theater, music hall
- Need more churches
- Prohibit high-density housing
- Free indoor gym for residents

Circulation

- Too much traffic
- Get rid of truck traffic which will make the air cleaner
- Safety "law" enforcement on horses after hours
- Need sidewalks
- Proud of horse trails as it equals peace
- Trail connectivity must be looked at citywide
- Better traffic control measures
- Link animals and plants to river and ecosystem
- Increase trails
- Keep the underpass trail at Bain for River trail access
- Safe passing of wildlife

- Add bike lanes to roadways
- Make bridges pedestrian friendly
- Increase connectivity of trails and bike trails along streets
- Fix pot-holes

Housing

- More housing with large yards
- More agricultural opportunities
- Add more housing where housing exists today
- Keep housing separate from non-compatible condition uses

Conservation

- Figure out what are our historic buildings and preserve them

Open Space

- Plan for open space for children
- Wildlife corridors
- Preserve hills – don't allow development on them
- Encourage open space or at least half acre lots at Paradise Knolls
- Proud of open space

Noise

-

Safety

- No lights
- No sidewalks
- Clean up our City – more code enforcement in commercial and industrial areas
- More police security
- Speed enforcement
- Need speed bumps
-

Other

- Small city – opportunity for growth
- City should promote itself – advertise the water park, drive-in, regional parks, etc.
- More training opportunities for young people

- Sense of community – Nature, wildlife, hills, mountains
- Programs for children – respect nature
- Quality of life – don't sell the city out for money
- Lack of senior services
- Bad economy has driven away business
- Hang City flags on light poles
- Zero tolerance for graffiti
- Horse industry is being driven out by City and County
- Sense of community – keep out too much industrial
- We enjoy the dark sky to enable to see the stars

Jurupa Valley Interim General Plan

Workshop 6 Rubidoux Library – January 31, 2015

Attendees: 12
Wes Andree, Ron Jones, Chriss Jones, Lynn LaMonk, Laura Mae Leach, Cathy Livoni, Chris Miller, Bob Miller, Betty Newsom, Irene Rose Rael, Christine Rich, Frank Rich,

Land Use

- More trails – walking and horse
- Need senior center on west side of town
- More trails and horse trails
- Preserve and improve Flabob Airport – make it a destination
- No billboards
- Shopping opportunities – help increase revenue to the city
- A regional park w/multi-purpose use
- No more warehouses
- Plan for aged infrastructure
- We voted to make Jurupa Valley as a City – Keep it RURAL!! This was promised.
- Continue to allow land use for horses, agriculture and farm animals
- Need medical center
- More stores and causal restaurants
- Need mixed use shopping
- Need financial institutions
- Shopping Centers (Target, Walmart, etc.)
- A destination shopping center
- Amenities for new development (tract)
- Designate a down town
- Warehouses badly reduce the amiability of the entire City – try to find other businesses outside of warehouses to move in
- Sewage treatment needs improving
- More money for water services

Circulation

- Exercise trails
- Bike paths
- All walking trails should lead to at least one library
-

Housing

- Homeless housing and shelters
- Need housing w/amenities

- No condos or apartments
- Need disabled housing
- Affordable housing for workforce for 20's age group
- Need more apartment complexes and include play areas
- Housing away from freeways
- Need senior housing
- Homeless "camp" at Alta & Avalon by 60 Fwy.= need homeless shelter
- Reduce high density housing
- Amenities for new housing communities

Conservation

- Maintain and defend agriculture use
- Preserve hillsides
- Delhi Sands flower-loving fly-endangered – still in open fields east of Muriel Drive and near Kit Fox also

Open Space

- More parks and developed outdoor use
- Clean up of abandoned
- Leave current open space and hills open as animals are being increasingly restricted to smaller and smaller areas due to overbuilding

Noise

- Off-road vehicles practicing motocross in the hills and showing no courtesy to hikers
- All night parties
- Animal noise

Safety

- Traffic
- More code enforcement
- Speed bumps on our streets and sidewalks
- Have Sheriffs be more proactive in information about establishing CERT training and teams
- Need disaster preparedness
- More animal control services
- Safe route for school kids
- Security
- Allocate more money for police and fire
- Traffic on Limonite will increase the more the City develops – need to plan for the increased traffic.
- Sidewalks

- Invite major hospital
- More community response teams
- Safety = emergency preparedness for senior safety

Other

- Water-wise landscaping
- Voting booths
- Need jobs
- Control City growth
- Address homeless problem
- Consider making City business-friendly so public services can be funded by city business taxes
- Economic disparity of families
- Address vacant land and homeless community
- Build pride as a community
- Address old infrastructure
- Address economic disparity and divide

Jurupa Valley Interim General Plan

Workshop 7 Jurupa Valley High – January 31, 2015

7 Attendees:
Betty Anderson, Stephen Anderson, Javier Garcia, Gricelda Sanchez, Nancy Rasner, Michele Rodriguez, Irene Whitney

Land Use

- Need a hospital
- Keep warehouses away from schools and homes
- Less warehousing and more shopping
- Big box retail (Home Depot, Walmart, Sam's, Winco, Costco, Target, Ralphs)
- Industrial uses should focus more on manufacturing vs. warehouses
- Trails and parks for recreation, transportation and exercise
- More trails
- More banks needed

Circulation

-

Housing

- Keep our yards ¼ acre or more
- 7,200 sq. ft. lot size minimums (more than ½ acre)
- Affordable housing for families
- Keep industrial zoning away from residential areas

Conservation

- Water conservation should be a priority
- Develop a City Green program

Open Space

- More parks or community centers especially in Mira Loma and Pedley
- Emerald Meadows needs to be mall or other area
- More land conservation for mountains and rivers
- More trails

- More banks

Noise

- Noise from recreational vehicles on mountainside is problematic

Safety

- More street lights
- Need police patrols of the city to stop trash dumping (Canal Ave.)
- Need help cleaning trash and bulky items from my community (Canal Ave.)
- Need sidewalks (Canal Ave.)
- Need to control homeless encampments in my neighborhood (Canal Ave.)
- Need horse rider safety precautions – more lighted horse trails
- Need police or rangers to patrol area parks
- Flooded streets in Pedley and Mira Loma – not good

Other

- Representatives of City Council should represent various communities and should better understand our community
- We need Spanish translators
- City should promote and organize community clean-up days
- Horse arena with family amenities
- Community center with basketball courts, inside gym, swimming pool, etc.
- Clean-up loitering, public drinking at Jurupa Dairy
- Close up pot shops
- Homeless encampments in our area are terrible
- Need afterschool program to increase academic development and character

Jurupa Valley Interim General Plan

Workshop 8 Country Village Apartments – February 7, 2015

Attendance:
Hector Abarca, Oliva Abarca, Betty Anderson, Stephen Anderson, Phil Baliel, Pallas Broy, Carol Crouch, Greg Crouch, Yvonne Cureaux, Fredda Fox, Carolyn Hoggard, Kevin Hoggard, Blanca LaCeballo, Susan Little, Ann McCoy, Jim McCoy, Maria Mercado, Lydia Ocasio, Jorge Quintero, Ruben Quintero, Collen Smethers

Land Use

- Variety of grocery stores, drug stores, better restaurants
- Overnight campgrounds for community
- Campgrounds
- Preserve Santa Ana River
- Rural animal keeping
- More grocery stores in Rubidoux, target, pharmacies
- Rubidoux community needs to be revitalized
- Retail wants: Walmart, Sams, Costco, Cardenas, Home Depot
- Rubidoux community should be zoned w/commercial uses vs. industrial
- Limit growth for preserving rural character of city
- Hospital
- Preserve Santa Ana River
- Keep retail already here – put more into that than building new buildings, etc.
- Complete horse arena and Horseshoe Lake Park
- Allow animals on property – horses, dogs, chickens, goats all OK!
- Variety grocery stores, retail stores and restaurants
- Establish an equestrian facility at Horseshoe Lake Park – arena – parking- restrooms (even porta-potties)
- Fabric stores, crafts, art
- Place to go shopping
- Rural way of life
- Sit-down restaurants
- Keeping retail here
- Homeowners must be allowed to have more animals on a homeowner's property
- Land must not be developed. The rural setting of the City of Jurupa Valley must not be modified
- Sportsman shooting range – skeet/trap
- Transformers going through our City for the benefit of City of Riverside
- Grocery stores besides Stater Bros.
- Cowboy restaurant w/corral to tie up your horses
- Truck air pollution due to warehouse issues
- Bring Costco, Walmart, Sams to Rubidoux
- Expand the mini community center in Rubidoux
- More development of housing and businesses

Circulation

- Improve Limonite
- Pedestrians, horses, bikes
- Not enough street lighting and sidewalks on Avalos Street
- No speed limit signs semi-trucks going down Avalon Street to avoid Mission Road
- No sidewalks on Avalon St. by 60 Fwy.
- Traffic logistics
- No street lights on Avalon Street by 60 Fwy.
- Enforce "no truck parking" this is a problem
- Keep underpass under Limonite West of Bein for safe horse crossing (near Wholesale Feed)
- Limit truck route use
- No speed limits sign on Avalon by 60 Fwy.
- Speed limits
- Make sure that underpasses, road expansions maintain mobility for horses, bikes and walkers
- Curbs, gutters, sidewalks for flood control
- Trail system: Multi-interest in nature
  1. Preserve rural nature of existing community
  2. Offers exercising
  3. Offer alternative means of transportation
  4. Sidewalks that goes from point a to point b not meandering all over the place
- Fix roads on Avalon Street
- Curbs, gutters for flood control
- Traffic on Limonite
- Grade separation for railroad crossings at Bellgrave and Van Buren
- Enforce 40 mph speed limits near Rubidoux and West Riverside school
- Street repairs especially near 60 Fwy. In Rubidoux
- Better circulation – bridges needed to cross Santa Ana River
- Better transportation to and from schools
- Keep dirt on sides of roads in horse travel areas – NO SIDEWALKS!
- The City of Jurupa Valley must construct 2 additional bridges across the Santa Ana River in order to add alternate routes between the City of Jurupa Valley and the City of Riverside. One bridge be placed between the Mission Blvd. bridge and the Van Buren Blvd. bridge; another bridge must be placed between I-15 and the Van Buren Blvd. bridge.
- The City of Jurupa Valley must construct additional underpasses at railroad crossings. One underpass at Bellgrave Ave. and Van Buren. Another underpass at Jurupa Road and Van Buren. A third underpass at Clay Street.
- Potholes caused by big rigs that have existed for 10 years
- The city should build another bridge between Riverside and Jurupa Valley over the Santa Ana River
- Enforce laws relating to trucks

Housing

- Housing ½ acre lots ONLY
- Large lots
- Affordable housing needed in Jurupa Valley
- Senior housing
- Mix of big lots and apartments on issue
- Keep new housing near freeways
- Keep large lots in new housing – ½ acre ONLY and Keep Off the HILLS!
- Ruralness: the opposite of the high density housing you are approving
- Mix of large lots vs. apartments
- ½ acre lots
- Build more senior housing
- Loans for home improvement

Conservation

- Small town feel
- Don't make us a Cerritos
- Promote Santa Ana River
- Preserve cultural center
- Rural way of life
- Preserve Santa Ana River area and trails – access to river area
- Santa Ana River is an asset! Keep it rural – keep new housing away from Riverside areas
- Santa Ana River is world class riding (must preserve)
- Better air quality (pollution)
- Protect wildlife
- Great bird watching and hiking
- Promote Santa Ana River – Bike trail to ocean riding and hiking trails!
- Rural equestrian life style
- Preserve rural lifestyle and animals!
- Most proud of our RURAL WAY OF LIFE! RIVER RIDING AREA!
-

Open Space

- Expand community center in Rubidoux at Mission Road
- More horse access to river
- Wildlife and birds
- Open space for recreation
- Horse Shoe Lake and parks a good place for equestrian arena and parking
- Open space for wildlife and horses
- Sports arena
- Shooting range in community

- Maintain hills and Santa Ana river open space
- Nice equestrian arena for horses
- Hillside interference to public radio and television. (She claims cannot get a tv or radio signal for non- cable stations because of the hillsides) she cannot afford cable.

Noise

- Separation of residential areas from trucking, warehouses and industrial areas; through zoning and routing
- Noise – No parties; enforcement of noise
- ENFORCE NOISE! ORDINANCE! Make hefty fines
- Noise – none after 10 p.m.

Safety

- More police presence
- More police presence
- Contract out to CHP for street patrol vs. Riverside Sheriff
- Concerns about possible air contamination coming out of Riverside Cement Company
- More police presence
- Better bus transportation for students (students get picked up closer to their houses for dark morning reasons)
- Bike lanes lighting on city streets – road improvements
- More sidewalks (Canal St. on the snake-like path of Canal St.)
- Better street lighting
- City must contract the CHP to patrol streets of Jurupa Valley. The CHP does a better job in patrolling the city streets that the Riverside County Sheriff's Department
- Disaster preparedness plans
- Need more law enforcement
- Jurupa Valley community hospital needed
- No sidewalks in horse neighborhoods need safe dirt
- Sidewalks needed
- Better street lights so you can walk to Roubidoux high school
- Put a pedestrian crossing signal on 39th Street and Roubidoux
- Reduce speed to 30 miles ph on Rubidoux Blvd.
- More patrol on City Streets

Other

- Illegal dumping
- No City of Riverside transmission project
- Better communication for City events (newsletter)
- More professional careers available in Jurupa Valley
- Did not know about this except the mayor's wife made an announcement at church

- Having our own water company
- Community centers
- Waste of taxpayer money on street cleaning vehicles which do not pick up trash that accumulates on unpaved walkways
- Stadium
- Disaster preparedness plan
- Better communication to community (Newsletter)
- City of Jurupa Valley must provide essential services such as potable water and sewer services at low rates rather than have the Jurupa Community Services District charge excessive rates to homeowners of the City
- Hospital
- Air quality
- Jurupa should promote "business friendly" atmosphere to attract businesses
- Antenna tower needed for people without cable or satellite
- Bring in medical facilities for jobs
- Street sweepers don't clean roads
- Mail information and correspondence such as workshops, events and town hall meetings to residents' addresses of the city so that residents are aware of what the city government plans to do with the city. Information must also be mailed to peoples PO Boxes so that everyone is informed about the actions of city government.
- That you reduce the number of businesses that sell Marijuana
- That we have restaurants that sell quality and nutritious food
- My Street, Lindsay does not need the street sweeper but they need to clean the area that has dirt and trash not the street (I think she said it was a vacant lot)
- Reduce the cost of water
- Have police maintain the anonymity of people who call to report homes where drugs are sold or there are other illegal activities

- Better communication with the community regarding events that are currently taking place re: General Plan.
- Quality potable water at low prices for low-income residents
- A modern air purification system for the cement factory and mine on the hill

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 8.0
Community Values Statement



April 2017

Community Values Statement



Jurupa Valley's Scenic Backdrop: San Bernardino Mountains and Jurupa Mountains in Foreground

1. Community Values Statement

Endorsed by the GPAC, April 27, 2015

Jurupa Valley's Interim General Plan is guided by values that describe what is most important to City residents. These values are at the core of what people enjoy most about living, working and recreating in Jurupa Valley—the scenic views, Santa Ana River, small-town feel, equestrian lifestyle, natural environment, vibrant economy, friendly residents, healthy and safe neighborhoods and respect for our history and diverse cultures. These values will enhance and sustain this young City's health and prosperity for generations to come. Proclaiming our values is essential if we are to create a new General Plan that truly reflects the goals and needs of Jurupa Valley residents. GPAC recommends that the Planning Commission and City Council affirm and adopt these Community Values as the foundation and heart of the Interim General Plan.

2. Guiding Values

1. **Small-Town Feel.** Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.

2. **Community of Communities**. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.

3. **Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.

4. **Active Outdoor Life.** Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.

5. **Public Safety.** Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.

6. **Education, Culture and Technology.** We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley

7. **Mobility.** We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.

8. **Diversity.** We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.

9. **Environmental Justice.** We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

10. **Healthy Communities.** We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.

11. **Economic and Fiscal Health.** We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

***

City of
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California

Draft
2017 General Plan

Appendix 9.0
Implementation Programs



April 2017

Program	Description	Responsible Department[1]	Time Frame[2]
Land Use Element			
Agriculture/Open Space-Conservation, Open Space-Recreation, Open Space-Rural, Open Space-Conservation Habitat, or Open Space-Water Land Use Designations			
LUE 1.1.1	**Parkland Requirements.** In coordination with community service districts, schools, residents, and the development community, consider amending the City's parkland requirements, including park area dedication and in-lieu fee requirements, to help address underserved parkland needs.		
LUE 1.1.2	**Incentives.** Provide programs and incentives that encourage Open Space-Rural areas to be maintained in a manner that enhances their existing and desired visual character.		
LUE 1.1.3	**Mineral Extraction Controls**. Establish a zoning overlay zone to designate open space areas in the OS-RUR designation that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers, and forests are not adversely affected.		
Residential Land Use Designations			
LUE 2.1.1	**Regional Housing Needs**. Within 1 year of adoption of the 2017 General Plan, amend the General Plan Land Use Map and Zoning Ordinance density standards for the R-6 zone to allow a base density up to 25 dwelling units per acre, and amend the Zoning Map to show the locations of at least 34 acres of additional R-6 zoning to help meet Regional Housing Needs Assessment (RHNA).		
Commercial Land Use Designations			
LUE 3.1.1	**Broaden and Refine Commercial Zones.** During the next 3 years, amend the Zoning Ordinance to allow office parks, large-scale shopping centers, specialized commercial such as medical clusters, tourist commercial, and entertainment complexes.		
Equestrian Lifestyle Protection Overlay			
LUE 5.1.1	**Zoning Update.** Update the Zoning Ordinance to protect and encourage equestrian uses and facilities within the ELO and to remove obstacles and disincentives.		
LUE 5.1.2	**Density Transfer.** Consider adopting a density transfer program to provide incentives for open space		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	preservation and equestrian uses.		
LUE 5.1.3	**Public Awareness.** Work with community service districts, equestrian groups, and non-profit agencies to improve public awareness of equestrian uses, rules, responsibilities, routes, and activities and to help improve public safety, enjoyment, and sense of community.		
LUE 5.1.4	**Funding.** Consider an assessment district, joint-powers agreement with the Jurupa Area Recreation and Park District (JARPD) or the County, or other funding mechanism for the acquisition of rights of way and the construction and maintenance of multi-purpose trails within the Overlay Area.		
LUE 5.1.5	**Acquire Easements**. Work with other agencies, utility providers and private landowners to acquire access easements for equestrian trail use where appropriate, such as along utility easements or along flood control channels.		
LUE 5.1.6	**Hitching Posts.** Require that within the Overlay, new development shall install hitching posts and related facilities to allow safe short-term equestrian "parking" and to create a design statement that the area encourages equestrian uses.		
Village Center Overlay – General			
LUE 5.1.7	**Village Center Area Plans.** The City will prepare an area plan for each of its three village centers to establish a consensus and a vision that is shared by the stakeholders and the City Council. The master plans will be prepared in the following order of priority: 1. Pedley Village Center 2. Glen Avon Village Center 3. Rubidoux Village Center		
LUE 5.1.8	**Village Center Standards.** The City will prepare Village Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new Standards.		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
LUE 5.1.9	**Transfer of Development Credits**. Consider establishing a Zoning Ordinance provision to allow the transfer of development credits – i.e., residential density – from environmentally sensitive sites to Village Center sites, where appropriate.		
Mixed Use Overlay			
LUE 5.1.11	**Zoning Ordinance Update.** Update the Zoning Ordinance, the Zoning Map, and specific plans to ensure consistency with the Mixed Use Overlay and to establish flexible development standards.		
Historic and Cultural Resource Overlay (HRO)			
LUE 5.1.12	**Historic Resource Criteria.** Prepare eligibility criteria and procedures for the designation of potential historic resources (e.g., Galleano Winery; Jensen-Alvarado Ranch) and potential historic districts (e.g., Downtown Rubidoux).		
LUE 5.1.13	**Historic Survey.** Conduct a historic and cultural resources survey to identify historic buildings, sites, and other important cultural landmarks to be preserved.		
LUE 5.1.14	**Zoning Ordinance Amendment.** Amend the Zoning Ordinance to require an assessment of potential impacts to on-site and nearby historic resources as part of planning applications for general plan amendments, rezoning, and conditional use permits.		
LUE 5.1.15	**Demolition.** Amend the Zoning Regulations to include Historic Resource demolition procedures.		
General Plan Land Use Implementation			
LUE 7.1.1	**Land Use Intensification**. Amend Section 9.10.050(D) of the Zoning Ordinance to require that applications to change the General Plan Land use designation to intensify land use on properties within a 100-year floodplain or on slopes of 4:1 or greater require initiation of a General Plan amendment by the City Council.		
Community Design and Aesthetics			
LUE 10.1.1	**Distinctive Communities Map.** Prepare a Distinctive Communities Map that reflects the intent of the General Plan and its residents that the unique qualities and characteristics of each of the City's distinctive		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	communities will be maintained and not be absorbed into continuous suburban development. The map should be a "bubble" diagram rather than attempting to delineate precise community boundaries. Topographic features such as hills, watercourses, floodplains, and manmade features, such as streets and landmarks, should constitute the community definers or approximate boundaries.		
Project Design			
LUE 11.1.1	**Architectural Guidelines.** Within 18 months of adopting the 2017 General Plan, adopt Architectural Guidelines addressing site planning, building and landscape design, and signage. The Guidelines shall update and, where appropriate, merge and integrate community design standards developed by the County of Riverside and applied to various areas within Jurupa Valley.		
Mobility Element			
Mobility Corridors			
ME 1.1.1	**Mobility Corridor Master Plan**. Consider establishing a Mobility Corridor Master Plan and Design Guidelines to provide more detailed guidance on the design, operational and maintenance of mobility corridors.		
Roadway Network			
ME 2.1.1	**Mitigation Measures.** As necessary to mitigate potential impacts, the City will implement improvements identified as mitigation measures in the Final Environmental Impact Report for the 2017 General Plan.		
ME 2.1.2	**School Planning.** Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off and other special events.		
ME 2.1.3	**Sidewalks**. Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to provide a continuous safe route for pedestrians.		
ME 2.1.4	**Barrier-free Access.** Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	required by state or federal law.		
ME 2.1.5	**Master Plan of Streets and Trails.** Within 2 years of adopting the 2017 General Plan, prepare a Master Plan of Streets and Trails, including specific plans for future major capital projects such as the Cantu-Galleano/ Bellegrave connection, cross sections for unimproved linkages to be developed through land development, and design standards for mobility corridors to address all transportation needs, including rural and local streets and industrial collector streets. Phase 1 of the Plan shall address mobility corridors and major roadways and shall be prepared within 1 year of 2017 General Plan adoption. Phase two shall include Local Streets, Collectors and the trails network as described in Policy and Program Sections 3.0 and 4.0. The Plan shall be consistent with this Mobility Element.		
ME 2.1.6	**Camino Real**. Consider modifying design of Camino Real in residential areas to slow traffic, improve sight distance and facilitate residential driveway use (i.e., cars backing into traffic lanes).		
ME 2.1.7	**Transportation Technology.** Consider emerging transportation technologies in reviewing new development, preparing and implementing City policies and programs, and in City transportation planning and design, including autonomous vehicles, signal synchronization, ped-actuated signals, and transportation network performance monitoring.		
Planned Circulation Systems			
ME 2.1.8	**Traffic Study Guidelines.** City will prepare and adopt Traffic Study Guidelines to aid in the evaluation of transportation-related impacts to circulation facilities, residential neighborhoods, environmental conditions and open space, and to identify the appropriate mitigation for such impacts.		
ME 2.1.9	**Planned Network Improvements.** City will evaluate and where appropriate, include the planned intersection and roadway segment improvements as described in the 2017 General Plan Mobility Element in its Capital Improvement Program. City will implement the		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	improvements as resources allow.		
Pedestrian and Bicycle Facilities – General Provisions			
ME 3.1.1	**Pedestrian and Bikeway Plan**. Prepare a comprehensive Master Pedestrian and Bikeway Plan within 2 years of adoption of this General Plan Update.		
Pedestrian and Bicycle Facilities – Bicycle Facilities			
ME 3.1.2	**Zoning Ordinance Update.** Update the Zoning Ordinance to require end of trip bicycle facilities, as appropriate to the scale and use of the project, such as bicycle parking, lockers, and showers in new or major remodels of multi-family residential and non-residential uses.		
ME 3.1.3	**Class II Bike Lanes.** Identify and designate Class II bike lanes where considered appropriate and there is sufficient curb-to-curb street pave-out width.		
ME 3.1.4	**Education.** Promote Bicycle and Walking Safety lessons in local recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.		
ME 3.1.5	**Safe Routes to Schools**. Expand the Safe Routes to School program, including City sponsorship of bicycle safety training, International Walk/Bike to School events, cyclovias and similar events and encourage all Jurupa Valley schools to get involved.		
ME 3.1.6	**Bicycle-Friendly Businesses.** Establish a bicycle-friendly business program to incentivize and facilitate use of alternative modes of transportation by employees and customers.		
,Equestrian and Multi-Purpose Trail Facilities			
ME 4.1.1	**Equestrian and Multipurpose Trails Implementation.** Implement the Equestrian Trails Plan as shown in *Figure 3-17* (page 3-50) and implement the City Multi-Purpose Trail System Plan, to be developed.		
ME 4.1.2	**Trail Linkages.** Locate and design trails to provide access to or link scenic corridors, schools, parks, and other natural areas.		
ME 4.1.3	**Trail Access**. Require that all development proposals located along a planned trail or trails provide access to the trails system.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
ME 4.1.4	**Gated Communities**. Ensure that existing and proposed gated communities with dedicated trails and new gated communities do not preclude trails from traversing their properties.		
ME 4.1.5	**Trail Siting and Design.** Adhere to the following guidelines when siting or designing a trail: 1. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and along irrigation and flood control waterways so as to take advantage of existing rights-of-way, separate traffic and noise, and provide more services at less cost in one corridor. 2. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. 3. Where a separate right-of-way is not feasible, maintain recreation trails within the City right-of-way. 4. Use trail design standards which will minimize maintenance due to erosion or vandalism. 5. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties. 6. Place all recreation trails a safe distance from the edge of active aggregate mining operations and separate them by physical barriers. 7. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public streets with high amounts of traffic and advising where equestrians share right-of-way with motor vehicles. 8. Take into consideration such issues as sensitive habitat areas, flood potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and alternate land uses when designing and constructing trails. 9. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service		

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Program	Description	Responsible Department[1]	Time Frame[2]
	and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled. 10. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.		
,ME 4.1.6	**Rail Fencing.** Install, or require the installation where appropriate, of a rail type fence separating road rights-of-way from adjacent trail easements and designed with two to three rails constructed of white PVM material.		
Trail Acquisition, Maintenance, and Funding			
ME 4.1.7	**Grants.** Working with other agencies, the City will seek grants to help develop, operate and maintain a comprehensive trail system through Jurupa Valley's designated open spaces, trails is a priority of the City. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for residents.		
ME 4.1.8	**Trail Maintenance Fund.** Consider establishing a Trails Maintenance Fund.		
Public Transit			
ME 5.1.1	**Transit Shelters**. Work with RTA to identify shelter options to ensure adequate safety and comfort for transit users and encourage RTA to provide bus shelters at all bus stops along Limonite, Mission, and Jurupa Road.		
ME 5.1.2	**Public Transit Plan**. Work with RTA and other transit agencies to prepare a Public Transit Plan for Jurupa Valley. The Plan shall address existing and future public transit needs, opportunities and constraints, and shall integrate the following transit planning principles: 1. Public transit shall have high priority on major and secondary City streets. Where appropriate, transit vehicles should have higher priority than		

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Program	Description	Responsible Department[1]	Time Frame[2]
	private vehicles. 2. Technology should be applied to increase average speeds of transit vehicles, where appropriate. 3. Transit stops should be easily accessible, with safe and convenient crossing opportunities. 4. Transit stops should be active and attractive public spaces that attract people on a regular basis, at various times of day, and all days of the week. 5. Transit stops function as community destinations. The largest stops and stations should be designed to facilitate programming for a range of community activities and events. 6. Transit stops should include amenities for passengers waiting to board. 7. Transit stops should provide space for a variety of amenities in commercial areas, to serve residents, shoppers, and commuters alike. 8. Transit stops should be attractive and visible from a distance. 9. Transit stop placement and design influences accessibility to transit and network operations, and influences travel behavior/mode choice. 10. Zoning codes, local land use ordinances, and design guidelines around transit stations should encourage walking and a mix of land uses. 11. Streets that connect neighborhoods to transit facilities should be especially attractive, comfortable, and safe and inviting for pedestrians and bicyclists.		
Freight Movement and Airports			
ME 6.1.1	**Identify Street Improvements.** Identify and where feasible, help Implement street and highway improve-ments and maintenance projects to provide convenient and economical goods movement, particularly where heavy commercial truck traffic or congestion exists.		
ME 6.1.2	**Establish Truck Routes.** Study commercial truck movements and operations in the City and establish weight-restricted truck routes away from noise-sensitive		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	areas, where feasible.		
ME 6.1.3	**Implement Truck Routes.** Limit truck traffic in residential and commercial areas to designated truck routes; limit construction and commercial truck through- traffic to designated routes; and include truck routes on City's Master Plan of Streets and Trails.		
Transportation Systems Management			
ME 8.1.1	**New Interchanges on State Route 60.** Construct new interchanges on SR 60 at Camino Real and Sierra Avenue/Pacific Avenue.		
ME 8.1.2	**Regional Transportation Facilities and Services.** Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ridesharing for longer distance trips.		
ME 8.1.3	**New Interchanges on Van Buren Boulevard.** Construct new interchanges on Van Buren Boulevard at Jurupa Road and Galena/Bellegrave Avenue.		
Conservation and Open Space Element			
Biological Resources			
COS 1.1.1	**Riparian Corridors**. Identify and protect riparian corridors through zoning, easements, or other measures that ensure effective, long-term conservation.		
COS 1.1.2	**Public Information.** Provide public information materials regarding the City's sensitive habitats, the values of watershed, biological resources, and sensitive habitats, and how to protect them.		
COS 1.1.3	**Nature Trail Signage.** Working with Community Services Districts and other agencies, help create minimal and appropriate signage along major trails (e.g., Santa Ana River and Jurupa Mountains) for educational outreach about critical habitats and native plant and animal species.		
COS 1.1.4	**Urban Encroachment.** Amend the Municipal Code to regulate the establishment or encroachment of non-compatible land uses or activities in habitat areas and passive open space, such as commercial uses, off-road		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	motorized vehicle use, off-trail, non-motorized vehicle use, hang gliding, grading, or other activities that conflict with biological resource conservation goals or policies.		
COS 1.1.5	**Volunteer Conservation Programs.** Working with community volunteers, conservation clubs, youth groups, and recreation and conservation agencies, help plan and support conservation activities such as habitat restoration, interpretive signage and tours, trail building, erosion control, and litter removal.		
COS 1.1.6	**Tree Protection Ordinance.** Develop a Tree Protection Ordinance.		
Wildlife Habitats			
COS 2.1.1	**Preservation Incentives.** Develop and provide incentives to private landowners that will encourage the protection of significant wildlife habitat resources, such as density averaging, transfer of development credits, tax incentives, and grants.		
COS 2.1.2	**Regulation and Prevention of Destructive Practices.** Develop and adopt regulations that effectively regulate dumping, camping, off-road vehicle use, illegal entry, and polluting within protected conservation areas such as the Santa Ana River corridor and the Jurupa Hills along the north City boundary.		
Water Resources			
COS 3.1.1	**Public Information.** Promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits, and water-saving technologies in conjunction with water providers, Riverside County, community services districts, and other entities.		
COS 3.1.2	**Regional Cooperation.** Monitor and participate in regional activities addressing water resources, ground-water. and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.		
Water Quality			
COS 3.1.3	**Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where: 1. Groundwater quality would be reduced; 2. Available groundwater aquifers are full; or 3. Rising water tables threaten the stability of existing structures.		
Floodplain and Riparian Area Management			
COS 3.1.4	**Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions: 1. Prepare an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts. 2. Revegetate disturbed areas using native plants. 3. Eliminate sources of water pollutants and improper water diversions. 4. Remove invasive, non-native plant species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species. 5. Strongly discourage the placement of and, where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets, and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans. 6. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to wildlife movement (such as appropriately sized culverts under arterial streets, highways, and other major roads). 7. Prohibit camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation. 8. Remove trash, debris, and contaminants, using		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	methods that minimally disrupt the open-space resources. 9. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs, and responsibilities. 10. Enlist the help of volunteers, youth and service groups, and academic programs in restoring and monitoring habitat health.		
Agricultural Resources			
COS 4.1.1	**Farmland Conservation**. Encourage individuals, non-profit agencies, and the County to seek out grants and programs that promote farmland conservation. Such measures may include land trusts, conservation easements, Williamson Act designation, Land Conservation Contracts, Farmland Security Act contracts, the Agricultural Land Stewardship Program Fund; agricultural education programs, density averaging and development standards, and/or incentives (e.g., clustering and density bonuses) to encourage conservation of productive agricultural land.		
COS 4.1.2	**Sustainable Agriculture.** Encourage sustainable agricultural practices to protect the health of human and natural communities and to minimize conflicts between agriculture and urban neighbors.		
Energy Conservation			
COS 5.1.1	**Energy-Efficient Operations.** Budget for and manage City operations, capital improvements, and facilities for energy efficiency, including purchase and use of fleet vehicles, equipment, and materials.		
COS 5.1.2	**Sustainable Design.** Incorporate sustainable design and sustainable energy sources and features in existing and new City facilities.		
COS 5.1.3	**Zoning Ordinance Update.** Update the Zoning Ordinance to further the energy conservation goals, policies, and implementations actions, and reduce impediments or disincentives to it.		
COS 5.1.4	**Encourage Public Information Programs.** Encourage utilities to provide public information programs and		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	energy audits to promote energy conservation and to protect solar access.		
COS 5.1.5	**Energy Grants.** Solicit state and federal grants to implement the City's energy conservation programs as such funding becomes available.		
COS 5.1.6	**Community Choice Aggregation.** Consider working with communities, community service districts, and public utilities to establish community choice aggregation programs. These programs allow cities and special districts to aggregate the buying power of individual customers within a defined area to secure alternative energy supply contracts on a community-wide basis, but allowing consumers not wishing to participate to opt out.		
Solar Energy			
COS 5.1.7	**Update City Regulations.** Update development and subdivision standards to include clear, specific standards to ensure that desirable solar access is provided for all new development. Standards shall address design priorities for providing and maintaining solar access, such as lot/building orientation, architectural design, collector placement and design, landscaping, and legal requirements to maintain solar access.		
Mineral Resources			
COS 6.1.1	**Minerals Inventory.** Maintain up-to-date information regarding the location of mineral resource zones in the City.		
COS 6.1.2	**City Review.** Update City ordinances to require that all proposals for mineral extraction and reclamation be reviewed by the Planning Commission and City Council.		
Cultural and Paleontological Resources			
COS 7.1.1	**Historic Survey of Resources, Districts, and Neighborhoods.** Conduct a survey to identify historic resources, districts and neighborhoods, such as the historic city areas or Rubidoux, Glen Avon, and Pedley with the Historic Resources Overlay and protect and, where possible, enhance their historic character through appropriate district signage, public improvements, and development incentives.		

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Program	Description	Responsible Department[1]	Time Frame[2]
COS 7.1.2	**Historical Preservation Incentives**. Consider offering preservation incentives, such as the Mills Act Tax Reduction program to encourage maintenance and restoration of historic properties.		
COS 7.1.3	**Construction in Historic Districts.** Prepare (or update, where guidelines already exist) architectural design guidelines to provide specific guidance on the construction of new buildings and public improvements within areas designated in the General Plan with the Historic Resource Overlay, such as village centers, historic districts, and historic neighborhoods.		
COS 7.1.4	**Public Information Programs.** Foster public awareness and appreciation of cultural resources by sponsoring educational programs or by collaborating with agencies, nonprofit organizations, and citizens groups to provide public information on cultural resources and display artifacts that illuminate the City's history. The City will encourage private development to include historical and archaeological displays where feasible and appropriate.		
COS 7.1.5	**Cultural Resource Program.** Develop a cultural resource program, describing eligible cultural resources, listing criteria, "sensitive and effective" listing procedures, noticing requirements, benefits of listing (e.g., Mills Act, flexible development standards) and historic plaques and district signage.		
Open Space and Recreation Resources			
COS 8.1.1	**Protect Open Space Resources.** Take the following actions to protect open space, and encourage individuals, organizations, and other agencies to take the same actions within their areas of responsibility and jurisdiction: 1. **Open Space Designation.** Apply Open Space or Agriculture zoning to private property where equitable development potential is granted to the property owner for the remainder of the land, as appropriate and consistent with General Plan goals and policies. 2. **Open Space and Trails Dedication.** Preserve or enhance open space and trails resources through application of conditions of subdivision and		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	development approvals, consistent with General Plan goals and policies, including dedications of fee ownership or easements where necessary and appropriate. 3. **Donations and Grants.** Seek and use grants, donations, other revenue sources, and long-term financing mechanisms to purchase fee ownership or easements. The City will consider allocating funding for open space acquisition and protection, and will explore all potential funding sources and other creative incentive programs, including general obligation bonds, sales tax increase, property transfer tax, assessment districts, tax incentives, and state and federal loans and grants. 4. **Interagency Cooperation.** Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection in open space areas by coordinating with other government agencies and organizations having interest or expertise in resource protection. 5. **Taxes and Fees.** Avoid imposing taxes or fees that discourage dedication, improvement and retention of open space, trails, or agricultural uses.		
Scenic Resources			
COS 9.1.1	**Visual assessments**. Require evaluations and/or visual simulations for development projects that could affect scenic resources and scenic vistas.		
COS 9.1.2	**Scenic Highway Designation.** Advocate state and county scenic highway designations and protective programs for highways and other roads connecting Jurupa Valley with other communities.		
COS 9.1.3	**Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise.		
COS 9.1.4	**Billboards.** Amend the Municipal Code as needed to		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	prohibit the installation of new billboard signs along scenic corridors and roadways and to provide for the eventual removal of existing billboards through amortization, conditions of development approval, and grants for enhancing open space and transportation corridors. The highest priority for billboard limitations removal shall be along scenic roadways and at City gateways.		
COS 9.1.5	**New Development.** Ensure that new development within designated scenic highway corridors are designed with adequate site planning, setbacks, non-structural noise buffers, and construction assemblies to avoid the need for sound attenuation walls, while balancing the objectives of maintaining scenic resources with accommodating compatible land uses.		
COS 9.1.6	**Grading.** Utilize contour grading and slope rounding to gradually transition graded roads slopes, utilities, and development sites within and adjacent to scenic highway corridors to create natural landscape forms that follow the area's natural topography.		
Dark Skies			
COS 10.1.1	**Lighting Standards.** Develop lighting standards based on the International Dark-Sky Association's (IDA's) Model Lighting Ordinance, with emphasis on preserving the City's equestrian, semi-rural character.		
COS 10.1.2	**Retrofit Plan.** Establish a retrofitting plan for outdoor lighting on City streets and at City facilities, and encourage community service districts to do the same.		
COS 10.1.3	**Grant Funding**. Seek grant funding for City lighting upgrades, incentive programs, and new fixtures.		
COS 10.1.4	**Public Awareness.** Develop a dark sky public awareness campaign (e.g., April is Dark Sky Month, dark sky page on City's website, City Council proclamation).		
COS 10.1.5	**Regional Collaboration**. Collaborate with neighboring jurisdictions to identify the appropriate location and night lighting standards for a dark sky park.		

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Program	Description	Responsible Department[1]	Time Frame[2]
COS 10.1.6	**Engineering Standards.** Review City engineering standards for possible changes to public street lighting locations, design and spacing to reduce light pollution, improve energy efficiency and maintain safety.		
Housing Element			
Encourage Development of Quality Housing That Meets the City's Affordable Housing Needs			
HE 1.1.1	**General Plan and Zoning Amendments.** Amend General Plan and Zoning Ordinance and Map to designate at least 32.4 acres for residential use at HHDR density (up to 25 du/acre) to help meet Lower Income RHNA needs. The Land Use Map will be amended concurrently with the 2016 General Plan update. Zoning Ordinance amendments shall be initiated within 1 year of adopting the new General Plan.		
HE 1.1.2	**Housing Authority Coordination**. Coordinate with the Riverside County Housing Authority to pursue grant funding and other incentives to promote and assist the non-profit and/or private production of housing affordable to lower income households. Utilize public financing tools when available, including revenue bonds, Community Development Block Grant (CDBG), HOME, and Low-Income Housing Tax Credit (LIHTC) program funds.		
HE 1.1.3	**Tax Exempt Bonds.** Consider using tax-exempt revenue bonds to help finance new multi-family construction.		
HE 1.1.4	**Mobile Homeowner Assistance**. As resources allow, use federal and state grant funds, when available, to assist seniors, veterans and other lower income households purchase and/or improve mobile homes.		
HE 1.1.5	**Affordable Housing Incentives.** Consider establishing incentives for developers of new housing that is affordable to lower income households and special needs groups, such as: fast track/priority application and permit processing, density bonuses and/or fee waivers, assist affordable housing developers with right-of-way acquisition, off-site infrastructure improvements and other development costs, and assist in securing federal or state housing financing resources. Incentives should be considered for new housing developments of 100 or		

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Program	Description	Responsible Department[1]	Time Frame[2]
	more units in which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).		
HE 1.1.6	**Density Provisions.** Update the Jurupa Valley Municipal Code and General Plan density provisions to ensure consistency with State law and apply density bonuses where necessary to encourage production of smaller, affordable housing, particularly in Village Centers and in higher density, mixed-use and other areas where appropriate and compatible with adjacent development.		
HE 1.1.7	**City Development Fees**. Develop a sliding scale Fee Assistance program where the amount and type of City development fees may be waived by the City Council based on the number of affordable units proposed (i.e., as the number of affordable units increases, the amount of fee waiver increases).		
HE 1.1.8	**CDBG and HOME Funds.** When available, use CDBG; HOME and other grant or housing trust funds to write down costs of acquiring sites and to offset infrastructure and construction costs for residential developments in which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).		
HE 1.1.9	**Site Identification.** Work with public, private and non-profit housing entities to identify candidate sites for new construction of rental housing for seniors and other special housing needs, and take all actions necessary to expedite processing and approval of such projects.		
HE 1.1.10	**Residential Incentive Zone (R-6).** Update and continue to encourage development of affordable housing in the R-6 zone, and other multi-family residential zones, where appropriate. Utilize incentives for development as established in Ordinance 348, or in the 2017 General Plan and subsequent Zoning Ordinance amendments.		
HE 1.1.11	**Updated Land Use Inventory and Map.** Establish and maintain a Land Use Inventory and a map that provide a mechanism to monitor a) acreage and location by General Plan designation, b) vacant and underutilized		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	land, and c) build-out of approved projects utilizing the City's GIS system and supported by mapping. Maintain the Land Use Inventory on a regular basis, as frequently as budget allows.		
HE 1.1.12	**Candidate Sites**. Encourage developers to identify vacant and underutilized properties as candidate sites for affordable or mixed market rate/affordable housing development and identify them in the Land Use Inventory.		
HE 1.1.13	**Homeless Shelter.** In cooperation with non-profit organizations, adjacent cities, and with Riverside County, encourage the development of a homeless shelter to meet Jurupa Valley's and adjacent communities' homeless shelter needs. Consider tax incentives and other financial incentives to encourage homeless shelter development.		
HE 1.1.14	**Homelessness Strategy.** Until a permanent shelter or shelters can be established, the City shall work with Riverside County and local housing agencies to help prepare a homelessness strategy to address immediate needs dealing with safety, health and sanitation, environmental health, temporary housing, and access to homeless services.		
HE 1.1.15	**Creative Housing Solutions.** Provide incentives to encourage development of a range of creative and affordable housing types to accommodate homeless persons, seniors, disabled persons, and other low and extremely low-income populations, such as single room occupancy dwellings (SROs), pre-fabricated housing, so-called "tiny houses," and other emerging housing products. Potential incentives include priority permit processing, fee waivers or deferrals, flexible development standards, supporting or assisting with funding applications, and coordinating with housing developers.		
HE 1.1.16	**Coordination with Non-Profit Housing Providers.** Continue to work with non-profit organizations, such as National Community Renaissance, Mary Erickson Housing, and Habitat for Humanity, in the production of affordable and self-help housing for moderate and lower		

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Program	Description	Responsible Department[1]	Time Frame[2]
	income households.		
HE 1.1.17	**Flexible Standards.** Continue to provide for flexibility in the design of residential development through the processing of planned unit developments (PUDs), area and specific plans, and village plans, and through the application of Zoning Ordinance provisions allowing flexible lot sizes and development standards.		
HE 1.1.18	**Accessory** or **Second Dwelling Units.** Update the Municipal Code to allow "Accessory Dwelling Units" in compliance with state law within 1 year of Housing Element adoption.		
HE 1.1.19	**Mobile and Manufactured Homes**. Continue to allow mobile homes, modular and manufactured homes in single-family residential zones "by right," and mobile home parks subject to a CUP, and encourage construction of new mobile home parks and manufactured housing to increase the supply of affordable dwelling units, where appropriate.		
HE 1.1.20	**Mixed Housing Types and Densities**. Encourage residential development proposals to provide a range of housing types and densities for all income levels, including market rate housing, using creative planning concepts such as traditional neighborhood design, planned unit developments, area and specific plans, and mixed-use development.		
HE 1.1.21	**Accessible Housing for Disabled Persons**. Encourage single- and multi-family housing developers to designate accessible and/or adaptable units already required by law to be affordable to persons with disabilities or persons with special needs.		
HE 1.1.22	**Universal Design.** Encourage "universal design" features in new dwellings, such as level entries, wider paths of travel, larger bathrooms, and lower kitchen countertops to accommodate persons with disabilities.		
HE 1.1.23	**Affordable Housing for Disabled Persons**. Encourage, and as budget allows, help support programs providing increased opportunities for disabled persons in affordable residential units rehabilitated or constructed through City or County programs.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
Conserve and Improve the Housing Stock, Particularly Housing Affordable to Lower Income and Special Housing Needs Households			
HE 2.1.1	**Infrastructure.** As budget allows, City shall include sufficient resources for adequate maintenance of public facilities such as streets, sidewalks, and drainage in the City's capital improvement program and encourage community services districts to do likewise.		
HE 2.1.2	**Adaptive Housing Strategies.** Support creative strategies for the rehabilitation and adaptive reuse of residential, commercial, and industrial structures for housing, if appropriate.		
HE 2.1.3	**Code Enforcement.** Ensure that housing is maintained through code enforcement activities. Continue to administer the Code Enforcement Program to eliminate unsafe, illegal, and substandard conditions in residential neighborhoods and residential properties.		
HE 2.1.4	**Affordable Mobile Homes Conservation**. Conserve affordable mobile home housing stock and help bring such housing up to code through mobile home loan and improvement grants funded by CDBG and other funds, as available.		
HE 2.1.5	**Bilingual Outreach.** As resources allow, provide bilingual outreach materials and activities to educate and inform the community about available housing rehabilitation programs and resources.		
HE 2.1.6	**Monitor Assisted Units**. Help ensure that affordable housing assisted with public funds remains affordable for the required time through maintenance of an inventory of assisted units which is monitored for expiration of assisted housing.		
HE 2.1.7	**Preserve At-Risk Housing Units.** Preserve grant-assisted, bond-financed, density bonus or other types of affordable units at risk of conversion to market rate during the planning period by 1) working with the Riverside County Housing Authority or other nonprofit housing entities to 1) purchase the units using state, federal or local financing and/or subsidies, 2) assist with low or no interest loans for rehabilitation, as budget allows, 3) support bond refinancing, and 4) refer the		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	project sponsor to other federal or local sources of below-market financing.		
HE 2.1.8	**Affordability Covenants.** As a condition of project approval, require new affordable housing projects to remain affordable for a specific time, consistent with and as required by the funding program(s) in which they participate, through covenants with the project proponent, Housing Authority or other housing agency.		
HE 2.1.9	**Remove Government Constraints.** Evaluate the zoning ordinance, subdivision requirements, and other City regulations to remove governmental constraints to the maintenance, improvement, and development of housing, where appropriate and legally possible.		
Promote Equal Housing Opportunities for All Persons			
HE 3.1.1	**Fair Housing Council**. Utilize the services of the Fair Housing Council of Riverside County to implement a number of programs, including: 1) audits of lending institutions and rental establishments, 2) education and training of City staff, and 3) fair housing outreach and education regarding fair housing laws and resources.		
HE 3.1.2	**Education and Outreach.** Continue to use the services of the Fair Housing Council to provide education and outreach services to the public in both Spanish and English *(also see HE 3.1.1 above)*.		
HE 3.1.3	**Public Housing and Rental Assistance.** Encourage Riverside County to continue to maintain 300+ public housing units and continue to assist very low-income recipients in Jurupa Valley with Section 8 rental assistance vouchers.		
HE 3.1.4	**First-Time Homebuyers Assistance**. Explore the feasibility of developing a new First Time Home Buyer Down Payment Assistance Program, utilizing tax-exempt mortgage revenue bonds to finance mortgages and down payment assistance for single-family homes for very low and low income first time homebuyers.		
HE 3.1.5	**Lease/Purchase Home Ownership Program.** Encourage the Housing Authority to continue the Lease/Purchase Home Ownership Assistance Program, which assists potential homeowners in leasing a property while		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	moving towards ownership at the end of 3 years.		
HE 3.1.6	**Housing Variety.** Facilitate new market rate residential projects that provide a variety of housing types and densities.		
HE 3.1.7	**Neighborhood Connectivity**. Require new residential neighborhoods to interconnect with existing neighborhoods to provide for social interaction, assure pedestrian-friendly connectivity and minimize vehicle trips.		
HE 3.1.8	**Multi-Family Dwellings Standards.** Establish standards for multiple-family dwellings that will achieve comparable recreation and open space opportunities, protection from sources of noise and degraded air quality, adequate access to public services and facilities and parking that apply to single-family housing.		
HE 3.1.9	**Amend the Zoning Ordinance.** Amend the Zoning Ordinance to expand housing opportunities, including but not limited to: amending the definition of "family" to comply with state and federal law, removing the minimum distance requirement between emergency shelters, providing reasonable accommodation for persons with disabilities, and encouraging development of a variety of housing for all income levels, such as manufactured housing, rental housing, mobile homes, single-room occupancy housing, employee housing and transitional and supportive housing.		
Maintain and Enhance Residential Neighborhoods and Remove Blight			
HE 4.1.1	**Neighborhood Participation**. Implement varied strategies to ensure residents are aware of and able to participate in planning decisions affecting their neighborhoods early in the planning process, such as neighborhood meetings, City Council member visits, and town hall meetings.		
HE 4.1.2	**Neighborhood Needs.** Identify specific neighborhood needs, problems, trends, and opportunities for improvements. Work directly with neighborhood groups and individuals to address concerns.		
HE 4.1.3	**Neighborhood Improvements.** As budget allows, help fund neighborhood improvements, such as street paving		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	or repairs, sidewalks, pedestrian and equestrian trails, crosswalks, parkways, street trees and other public facilities to improve aesthetics, safety, and accessibility.		
HE 4.1.4	**Neighborhood Pride.** Working with Riverside County, CSDs and non-profit housing entities, develop and promote a Neighborhood Pride Program including cooperative projects with Code Enforcement staff, and Public Works projects in target areas, as funding allows.		
Reduce Residential Energy and Water Use			
HE 5.1.1	**Incentives.** Consider establishing incentives for energy conservation above and beyond the requirements of Title 24, such as priority permit processing or reduced permit fees on a sliding scale Fee Assistance Program, as budget allows.		
HE 5.1.2	**Energy Programs for Lower Income Households.** Encourage and participate in Riverside County's and utility providers' programs to reduce maintenance and energy costs for households with low incomes, and increase efforts to inform the public about available cost-saving, energy conservation programs.		
HE 5.1.3	**Energy Conservation Grants.** Pursue grant funds for energy rehab costs and consumer education.		
HE 5.1.4	**City Requests for Proposals.** City RFPs, contracts, and bidding procedures capital projects and programs shall incorporate energy conservation and sustainability measures.		
HE 5.1.5	**City Facilities**. Utilize energy/water saving measures in City-owned buildings and facilities, including landscaping, to meet industry sustainable design standards.		
HE 5.1.6	**Sustainable Design.** Adopt sustainable design policies, standards and codes that result in attractive, energy efficient, neighborhoods.		
Air Quality Element			
Multi-Jurisdictional Cooperation			
AQ 1.1.1	**Regional Committees.** Actively participate on regional committees that can influence regulations affecting air quality.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
Sensitive Receptors			
AQ 2.1.1	**Best Practices.** Establish a program to monitor adherence to best practices in distance and setbacks as recommended by CARB and SCAQMD.		
Particulate Matter			
AQ 4.1.1	**Truck Parking in Residential Areas.** Prohibit the parking of large commercial trucks, trailers, and truck cabs in residential areas, except for loading or unloading, through Municipal Code amendments, signage, enforcement, and other measures.		
AQ 4.1.2	**Diesel Fumes.** Collaborate with the US EPA, SCAQMD, and warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operations.		
AQ 4.1.3	**Commercial Truck Parking Lots.** Research funding and establish a program to provide incentives and opportunities for commercial truck parking lots to prevent the need for parking trucks, trailers, and truck cabs in residential and other restricted areas.		
AQ 4.1.4	**Electric Charging Stations.** Establish incentives for developers to plan for and install electric vehicle charging station in new developments.		
Energy Efficiency and Conservation			
AQ 5.1.1	**Waste Management.** Establish incentives and programs to encourage the use of recycling and waste management.		
Jobs and Housing			
AQ 6.1.1	**Job-Skill Training Opportunities.** Actively seek and incentivize educational opportunities and institutions such as community colleges and trade schools to locate within Jurupa Valley to provide local job-skill training opportunities.		
AQ 6.1.2	**Funding Programs.** Actively seek funding programs to incentivize businesses that meet community needs.		
Transportation			
AQ 7.1.1	**Trip Reduction Programs.** Pursue grant funding to establish an incentive program to encourage the use of trip reduction programs to decrease automotive vehicle		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	miles traveled.		
AQ 7.1.2	**Traffic Signal Improvements.** Construct and improve traffic signals with channelization and Automated Traffic Monitoring and Control systems at appropriate intersections.		
AQ 7.1.3	**Transportation Management.** Consider measures such as Transportation Demand Management, Transportation Systems Management, or jobs/housing balance strategies when developing capital facilities improvement plans.		
AQ 7.1.4	**Congestion Monitoring.** Develop a program to monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.		
Climate Change			
AQ 9.1.1	**Climate Action Plan.** Within 2 years of General Plan adoption, prepare and adopt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but are not limited to, requiring the installation of electric and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging stations for individual homes and businesses.		
Noise Element			
Land Use Compatibility			
NE 1.1.1	**Municipal Code:** Amend the Municipal Code to require that development entitlements (e.g., tract maps, site development plans, conditional use permits) comply with		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	the Land Use/Noise Compatibility Matrix, *Figure 7-3*, and with other noise requirements of the General Plan.		
NE 1.1.2	**Noise Guide.** The Planning Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.		
NE 1.1.3	**Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow.		
NE 1.1.4	**Noise Compatibility Assessment.** Conduct a noise compatibility assessment of sensitive land uses throughout the City.		
Mobile Noise Sources			
NE 2.1.1	**Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.		
NE 2.1.2	**City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods: 1. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and that do not adjoin noise-sensitive land uses. 2. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses. 3. Constructing noise barriers. 4. Reducing traffic speeds through street or inter-section design methods (also refer to the Mobility Element). 5. Retrofitting buildings with noise-reducing features. 6. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	approval. 7. Encourage and support stepped up enforcement of traffic laws and the *California Vehicle Code*.		
NE 2.1.3	**City Operations and Purchasing**. The City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.		
Stationary Noise Sources			
NE 3.1.1	**Ensuring Compliance.** Ensure that required noise mitigation measures are enforced as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission Control," as amended, and "Noise Insulation Standards" (*California Code of Regulations*, Title 24).		
Ground-Borne Vibration			
NE 4.1.1	**Rail-Related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.		
NE 4.1.2	**Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.		
Community Safety, Services, and Facilities Element			
Geologic Hazards			
CSSF 1.1.1	**Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.		
CSSF 1.1.2	**Liaison Program.** Develop a liaison program with all water purveyors to prevent water extraction-induced subsidence.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
CSSF 1.1.3	**Density Transfer.** Develop a program to allow the transfer of allowable density from high-risk areas to low-risk areas.		
Flood Hazards and Inundation			
CSSF 1.1.4	**Property Acquisition.** As resources allow, acquire property in high-risk flood zones and designate the land as open space for public use or wildlife habitat.		
CSSF 1.1.5	**Giant Cane and Other Invasive Plant Species**. Encourage and, as resources allow, support the efforts of SAWPA, the County of Riverside, and other agencies to remove Giant Cane and other invasive, non-native plant species from the Santa Ana River corridor and restore native riparian habitat.		
Fire Hazards			
CSSF 1.1.6	**Fire Safety Planning.** Conduct and implement long-range fire safety planning, including updating building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.		
CSSF 1.1.7	**Fire Response Agreements.** Review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the County Fire Protection Master Plan, to keep pace with development and to ensure that: 1. Fire reporting and response times do not exceed those listed in the County Fire Protection Master Plan identified for each of the development densities described; 2. Fire flow requirements (water for fire protection) are consistent with Insurance Service Office (ISO) recommendations; and 3. The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development anticipated.		
Disaster Preparedness			
CSSF 1.1.8	**Post-Disaster Recovery.** Develop plans for short-term and long-term post-disaster recovery.		
CSSF 1.1.9	**Safeguard Instructure**. Coordinate with the Public		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that: 1. Extend through areas of high liquefaction potential; 2. Cross active faults; or 3. Traverse earth cracks or landslides.		
CSSF 1.1.10	**Earthquake Drills.** Conduct City earthquake drills and, where appropriate: 1. Develop internal scenarios for City emergency response, including emergency drills; and 2. Test back-up power generators in public facilities and other critical facilities taking part in emergency drills.		
CSSF 1.1.11	**Information Dissemination.** Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain: 1. Hazardous Materials Disclosure Business Plans regarding the location and types of hazardous materials; 2. Real-time information on seismic, geologic, or flood hazards; and 3. The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.		
City Governance			
CSSF 2.1.1	**Evaluate Municipal Services.** Allocate municipal resources to evaluate the need, cost, and feasibility of the City assuming responsibility for providing facilities or services currently provided by other agencies.		
Police Services			
CSSF 2.1.2	**Planning Applications.** Route new Planning applications to the Sheriff's Department to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
Educational Facilities			
CSSF 2.1.4	**Incentivize Advanced Educational Opportunities.** Review the Zoning Ordinance to identify potential zones, locations, development incentives, and requirements for advanced educational and occupational training schools and similar facilities. Make this information available to potential applicants, real estate and development professionals, marketing and construction firms, and local school districts.		
Parks and Recreation			
CSSF 2.1.5	**Master Plan.** In cooperation with JARPD, County of Riverside, JCSD, and other responsible agencies, prepare and adopt a Joint Recreational Opportunities and Open Space Master Plan that identifies priorities for park expansion, acquisition, improvement, and funding. The Plan will be adopted within 2 years of General Plan adoption and updated at least every 10 years.		
Water			
CSSF 2.1.6	**Urban Water Management Plan.** Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure that the Plan is updated as needed.		
CSSF 2.1.7	**Alternative Water Resources.** Explore the feasibility of desalinization and other regional projects as additional sources of local water.		
Storm Water			
CSSF 2.1.8	**Multi-Modal Trails.** Develop a multi-agency program with the Riverside County Flood Control and Water Conservation District, the Jurupa Area Recreation and Park District, and the City for the use of flood control channels and associated maintenance and accessways for pedestrian, bicycle, and equestrian trails.		
Environmental Justice Element			
Meaningful Public Input and Capacity Building			
EJ 1.1.1	**Alternative Funding Strategies.** Pursue alternate funding strategies to maintain the financial stability of Jurupa Valley so as to enable the City to implement the principles of environmental justice described in this		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	Element.		
Land Use and the Environment			
EJ 2.1.1	**Truck Routes.** Designate truck routes to avoid residential areas including low-income and minority neighborhoods.		
EJ 2.1.2	**Training.** Provide staff and City officials training on the principles and methods of comprehensive public participation. Guidelines for how to conduct staff/official training are contained in the Cal/EPA Environmental Justice Advisory Committee Recommendations.		
Healthy Communities Element			
Overall Health			
HC 1.1.1	**Health Events.** Sponsor special City health events, Mayor's Walks, and similar activities to raise resident awareness of health programs and to promote healthy neighborhood activities, such as cleanup days and bike rodeos.		
HC 1.1.2	**Public Health Information.** Collaborate with local health providers to provide public health information, programs and events at local community centers, parks, food markets, and other public places.		
Access to Healthy Foods and Nutrition			
HC 2.1.1	**Zoning for Local Food Outlets.** Encourage the development of healthy food outlets, small neighborhood markets, farmers' markets, and food cooperatives in residential zones by adopting flexible zoning standards to allow such uses where appropriate.		
HC 2.1.2	**Community Gardens.** Identify and inventory potential community garden/urban farm sites on existing parks, utility easements and rights of way, and prioritize site use as community gardens in appropriate locations.		
HC 2.1.3	**Grant Funding.** Seek grant funding and innovative public-private partnerships, where feasible, to increase residents' access to healthy foods and opportunities for physical activity, especially in underserved areas.		
Land Use Planning			
HC 4.1.1	**Neighborhood Markets**. Amend the Zoning Ordinance to allow small, neighborhood-serving markets within easy walking and biking distance from most residential areas,		

1 First Department listed initiates and administers program or project; support departments provide assistance as required.
2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	and encourage such markets to include fruits, vegetables, and other healthy foods.		
HC 4.1.2	**Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan and allocate a portion of the annual City budget, as resources allow, to complete bike and sidewalk projects that infill public sidewalk gaps and provide connectivity.		
HC 4.1.3	**Community Gardens.** Amend the Zoning Ordinance to allow the development of community gardens throughout the City.		
HC 4.1.4	**Compatible Agriculture.** Amend the Zoning Ordinance to allow compatible agriculture uses in Residential, Commercial, and Public zones.		
Traffic Calming			
HC 4.1.5	**Risk Reduction.** Pursue grants and other funding for projects that reduce the risk of pedestrian/vehicle collisions and equestrian/vehicle interactions, particularly in areas where there are frequent incidents.		
HC 4.1.6	**Traffic Calming.** Implement traffic calming and traffic-slowing measures on roads with a high level of pedestrian and non-motorized vehicle activity.		
HC 4.1.7	**Safety Features.** Incorporate safety features for non-motorized travel within road improvement projects, as resources allow.		
HC 4.1.8	**Equestrian Crossings**. Provide special accommodations for equestrians at crossings where trails and roads intersect.		
Urban Forestry			
HC 6.1.1	**Street Tree Master Plan.** Prepare a Street Tree Master Plan to address tree preservation, planting, and maintenance.		
HC 6.1.2	**Pilot "Edible Landscape" Program**. Establish a pilot Community Living Gardens program in cooperation with volunteer groups and other agencies; identify viable community garden sites, and consider the feasibility of planting fruit trees in local parks, parkways, and on publicly controlled parties.		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
Economic Sustainability Element			
Economic Development and Fiscal Sustainability			
ES 1.1.1	**Economic Development Strategy.** Prepare and adopt an Economic Development Strategy to achieve the goals of this General Plan and to capitalize on economic development opportunities.		
ES 1.1.2	**Cost of Services Study/Impact Fees.** Conduct a cost of municipal services study and, if warranted, consider establishing impact fees to defray costs of maintaining and improving municipal services and facilities.		
ES 1.1.3	**Regional Economic Influence.** Build Jurupa Valley's role as a regional economic leader through active participation in local and regional business forums, regional economic and transportation planning, and business recruitment activities, as resources allow.		
Industrial Base			
ES 2.1.1	**Industrial Development Profiles.** Prepare development profiles for specific industrial opportunity sites, including information on site attributes, allowed land use and development standards, relevant County or City approvals, and potential development incentives.		
Retail Commercial Base			
ES 3.1.1	**Business Retention Strategy.** Adopt a Business Retention and Expansion (BRE) Program to address outreach strategies, business improvement and marketing in village centers, feasibility of business improvement districts, and potential business incentives.		
ES 3.1.2	**Branding and Business Attraction.** Prepare and adopt an Economic Development Strategy, including: 1) branding and business attraction strategy to establish a unified identity for Jurupa Valley based on its unique character, quality of life, and business attributes, and 2) a communications program to publicize the Jurupa Valley brand for residents, visitors, and potential visitors.		
ES 3.1.3	**Commercial Corridors.** Work with property owners along the principal commercial corridors, including Mission Boulevard, Rubidoux Boulevard, Limonite Avenue, and Jurupa Road to explore General Plan and zoning		

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2 Target completion dates, unless otherwise noted.

Program	Description	Responsible Department[1]	Time Frame[2]
	strategies to consolidate commercial uses into vibrant nodes and allow residential development along the corridors.		
ES 3.1.4	**Business Visitation Program.** Establish and operate a City business visitation program to improve communication and understanding of business needs, opportunities, and issues.		
ES 3.1.5	**Mayor's Business Awards Program.** Consider initiating an annual Mayor's Business Award to recognize Jurupa Valley's outstanding business citizens and businesses.		
Tourism Base			
ES 4.1.1	**Commercial Recreation and Visitor Attraction Plan.** Prepare and adopt a commercial recreation and visitor attraction plan in cooperation with the Chamber of Commerce and other interested parties, which identifies the City's recreational, equestrian, cultural and tourism assets, potential resources and funding sources, potential land use and zoning incentives, target uses, businesses and/or attractions, and marketing strategies.		
Workforce Development			
ES 5.1.1	**Business Incubator.** Explore opportunities to collaborate with a business "incubator" in Jurupa Valley, such as a research and technology development campus, a regional occupation center, or a technology training institute.		
Special Economic Opportunity Areas			
ES 6.1.1	**Fulfillment Center and Logistics.** Give a high priority to attracting a new point-of-sale fulfillment center and logistics industrial projects based on low market vacancies and growth in those sectors.		
ES 6.1.2	**Economic Development Strategy.** Ensure that the City's Economic Development Strategy includes specific implementation measures to address the Kosmont findings and recommendations, and include a monitoring and evaluation program to evaluate the effectiveness of City economic development actions.		

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2 Target completion dates, unless otherwise noted.

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 10.0
Environmental Impact Report



April 2017

CITY OF JURUPA VALLEY
2017 GENERAL PLAN
FINAL ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2016021025

CITY OF JURUPA VALLEY

RIVERSIDE COUNTY, CALIFORNIA



City of Jurupa Valley

LSA

1st Draft for Planning Commission

April 17, 2017

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CITY OF JURUPA VALLEY
2017 GENERAL PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2016021025

CITY OF JURUPA VALLEY

RIVERSIDE COUNTY, CALIFORNIA

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1st Draft for Planning Commission

April 17, 2017

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APPENDICES

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1. INTRODUCTION

The Final Programmatic Environmental Impact Report (FEIR) for the proposed 2017 General Plan for the City of Jurupa Valley ("Proposed Plan" or "Plan") is composed of the following documents:

- Draft EIR State Clearinghouse No. 2016021025 and Appendices dated February 14, 2017;
- Final EIR and Response to Comments EIR including modifications or errata to the DEIR;
- Mitigation Monitoring and Reporting Program (MMRP); and
- Findings, Statement of Overriding Considerations, Staff Reports, and Resolutions.

The purpose of this document is to respond to all comments received by the City of Jurupa Valley (City) regarding the environmental information and analyses contained in the Draft EIR. Additionally, any corrections to the text and figures of the Draft EIR, generated either from responses to comments or independently by the City, are stated in this volume of the Final EIR. The Draft EIR text has not been modified to reflect these clarifications.

1.1 CONTENT AND FORMAT

Subsequent to this introductory section, Section 2.0 contains copies of each comment letter received on the Draft EIR, along with annotated responses to each comment contained within the letters. Section 3.0 of this document contains corrections and errata to the Draft EIR. Section 4.0 contains the MMRP.

1.2 PUBLIC REVIEW OF THE DRAFT EIR

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a Notice of Completion (NOC) of the Draft Programmatic EIR State Clearinghouse No. 2016021025 for the 2017 General Plan for the City of Jurupa Valley was filed with the State Clearinghouse on February 17, 2017 and the Notice of Availability (NOA) of the Draft EIR was filed with the Riverside County Clerk at the same time. The Draft EIR was circulated for public review for a period of 45 days, from February 17, 2017 to April 3, 2017. Copies of the Draft EIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the Draft EIR were also made available for public review at the City Planning Department, at two area libraries, and on the internet.

A total of eleven (11) comment letters were received commenting on the DEIR. Nine (9) of the comment letters received were from federal, State, regional, or local agencies, one letter was received from a conservation group, and one letter was received from a private organization/individual. All letters have been responded to within this document. In particular, comments that address environmental issues are responded to in Section 2.0.

1.3 POINT OF CONTACT

The Lead Agency for this Project is the City of Jurupa. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Mary Wright, Project Manager
City of Jurupa Valley, Planning Department
8930 Limonite Avenue
Jurupa Valley, California 91776
Phone: (951) 332-6464
Email: mwright@jurupavalley.org

1.4 PROJECT SUMMARY

The following information is summarized from the "General Plan Components" description in the Draft EIR. For additional detail in regard to Plan characteristics, along with analyses of the Plan's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.4.1 Location

The City of Jurupa Valley is located in western Riverside County, and the Proposed Plan area constitutes the boundaries of the City of Jurupa Valley. The City is adjacent to the cities of Eastvale on the west, Norco and Riverside on the south and east, and Ontario and Fontana in the County of San Bernardino on the north and east, and the City of Colton on the northeast. The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of SR 60 lies the dramatic sloping terrain of the Jurupa Mountains, that provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its attendant riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Over the years, the Jurupa Valley has consisted of many unincorporated communities.

1.4.2 General Plan Components

The City's 2017 General Plan is consistent with and derives its authority from California State law. Once adopted, it becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through Zoning Regulations, adopted standards and other City laws. As required by State law, capital improvement programs, zoning regulations and related land use policies must be consistent with the General Plan.

The *Land Use Element* represents a generalized "blueprint" for the future of the City and is the core of the General Plan. It sets forth a pattern for the use, development, and preservation of land within the City's planning area. The pattern is based on Community needs and preferences and describes the expected level of population growth resulting from housing construction anticipated by the plan. It also shows the type, location, and intensity of new commercial and industrial uses to meet the City's economic sustainability needs. The General Plan consists of the seven mandatory elements, including the Land Use Element, plus three optional elements. The following elements relate to the Land Use Element as described below.

1) The *Mobility Element* recognizes implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that work with the Land Use Element update and address both existing and potential circulation opportunities and deficiencies.

2) The *Housing Element* goals, policies, and programs reflect the land use policies as they relate to residential development.

3) The *Noise Element* contains policies that protect residents and land uses from noise and vibration impacts while allowing development and a mix of compatible land uses.

4) The *Community Safety, Services and Facilities Element* identifies hazards that influence the locations and types of proposed land uses and describes the services and facilities necessary to serve those land uses. In addition, the Land Use and Safety Elements share several safety topics. For example, the Land Use Element includes airport safety policies and programs that relate to compatible land use and design.

5) The *Conservation and Open Space Element* contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. The

Land Use Element works with this element and incorporates concepts such as clustering and buffering open space areas in order to enhance their protection.

6) The *Air Quality Element* contains policies and programs that address land use, design, and transportation measures intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use and communities' transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on residents and visitors' quality of life.

7) The *Environmental Justice Element* contains policies and programs that seek to ensure that all members of the Community have meaningful input into the decision-making process. In addition, the Element protects low-income persons and communities from land use actions that adversely affect the health, safety, and welfare of these groups.

8) The *Economic Sustainability Element* contains policies and programs that focus on the City's financial health to achieve other key Community goals and to provide essential services. Economic-sustainability strategies typically involve land-use and transportation decisions, and are guided by long-term consideration of City assets, opportunities, needs, and costs.

9) The *Healthy Communities Element* includes policies and programs to support the overall health of Jurupa Valley's residents. It focuses on providing healthy choices for food, recreation, and health care, and seeks to improve everyone's access to information on healthy living.

1.4.3 Plan Objectives

A clear statement of project objectives allows for the analysis of reasonable alternatives to the proposed project once significant impacts of the project have been identified. The City has outlined the following objectives for the proposed project relative to the CEQA process and the analysis of alternatives in the Draft EIR (Section 6.0) are outlined below.

The purpose of the proposed 2017 General Plan is to provide a framework for growth and change (e.g., new residential and non-residential development). General plans are necessarily considered at a program level under CEQA, which means its objectives, as outlined in its goals, policies, and programs, are more broad then objectives for typical private development projects or even public works projects. The Community Values Statement of the 2017 General Plan states its "guiding values" (considered to be "objectives" under CEQA) are to:

1. **Small-Town Feel.** Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.

2. **Community of Communities**. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.

3. **Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.

4. **Active Outdoor Life.** Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are

essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.

5. **Public Safety.** Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.

6. **Education, Culture and Technology.** We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley.

7. **Mobility.** We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.

8. **Diversity.** We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.

9. **Environmental Justice.** We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

10. **Healthy Communities.** We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.

11. **Economic and Fiscal Health.** We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

2. RESPONSE TO COMMENTS

A total of eleven (11) comment letters on the Draft EIR were received with nine (9) letters from federal, state, regional, or local agencies, one letter from a conservation organization, and one letter from a private individual. All letters have been responded to within this document. Comments that address environmental concerns have been specifically addressed. Section 15088 of the State CEQA Guidelines, *Evaluation of and Response to Comments*, states:

a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.

b) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed Plan to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

c) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:

    1. Revise the text in the body of the EIR; or

    2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this volume of the Final EIR clarifies, amplifies, or makes minor modifications to the Draft EIR. No significant changes have been made to the information contained in the Draft EIR as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

An Errata section to the EIR (Section 3.0) has been prepared to indicate if or what minor corrections and clarifications to the Draft EIR were needed as a result of City review and comments received during the public review period.

This Response to Comments document, along with the Errata is included as part of the Final EIR for consideration/recommendation by the Planning Commission and then to the City Council prior to a vote to certify the Final EIR.

2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

The persons, organizations, and public agencies that submitted comments regarding the Draft EIR from February 17, 2017 through April 3, 2017, are listed below. A total of eleven (11) comment letters were received. Nine of the comment letters were from federal, state, regional, or local agencies, while two letters were from private conservation organizations or individuals. Each comment letter received is indexed with a letter below:

(A) FEDERAL/STATE AGENCIES

A-1 **California Office of Planning and Research, State Clearinghouse (April 4, 2017)**
Scott Morgan, Director, State Clearinghouse

A-2 **Federal Emergency Management Agency (February 23, 2017)**
Gregor Blackburn, DFM Branch Chief

A-3 **Native American Heritage Commission (February 28, 2017)**
Katy Sanchez, Associate Environmental Planner

A-4 **CalFire and Riverside County Fire Department (April 11, 2017)***
Jason Neuman, Division Chief, Strategic Planning Division

(B) REGIONAL/COUNTY AGENCIES

B-1 **Riverside County Airport Land Use Commission (March 28, 2017)**
Edward Cooper, ALUC Director

B-2 **Southern California Edison (April 3, 2017)**
Heather Neely, Environmental Services

(C) LOCAL AGENCIES

C-1 **City of Eastvale (March 3, 2017)**
No Commenter Specified

C-2 **City of Fontana (March 8, 2017)**
Zai AbuBakar, Director of Community Development

C-3 **City of Eastvale (April 12, 2017)***
Cathy Perring, Assistant Planning Director

(D) PRIVATE ORGANIZATIONS/INDIVIDUALS

D-1 **Golden State Environmental Justice Alliance (March 11, 2017)**
Joe Bourgeois, Chairman of the Board

D-2 **RTE 60, LLC (private party)(March 20, 2017)**
Jim Stockhausen (Emerald Ridge representative)

* received after the close of the public review period

2.2 FORMAT OF RESPONSES TO COMMENTS

The first section provides responses to the comments made at a public hearing at the Planning Commission on February 22, 2017 to introduce the DEIR to the Commission and the public. Following that are comment letters and responses to the comments in those letters.

Aside from the courtesy statements, introductions, and closings, individual comments within the body of each letter have been identified and numbered. A copy of each comment letter and the City's responses are included in this section. Brackets delineating the individual comments and an alphanumeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter. Responses to comments were sent to the agencies that provided comments.

In the process of responding to the comments, there were minor revisions to the Draft Environmental Impact Report. None of the comments or responses constitutes "significant new information" (*CEQA Guidelines* Section 15073.5) that would require recirculation of the Draft Environmental Impact Report.

Planning Commission Public Hearing on February 22, 2017

Please excuse any misspellings of names of summary of issues by speaker listed from the hearing, the author used notes taken during the hearing as the basis for the following material. Also note most of the comments are directed to various elements of the General Plan but any relationship of comments to the General Plan EIR are noted below.

Public Comments

1. Kim Johnson. Provided some detailed comments regarding cultural and historical resources for the Conservation and Open Space Element which may affect the General Plan EIR. Provided a written list of "possible historic buildings" in Jurupa Valley (see FEIR Appendix C). She recommended incorporating a more detailed list or multiple lists into the General Plan, and indicated she would be submitting a more detailed letter later during the EIR public review period.

Response. Draft EIR includes more extensive discussion of historical resources and recommends mitigation to address potential resources that may be outside of designated historical zone.

2. Phil Jones. Representing Garrett Group for the "Land Use Area (LUA) 4" property in Glen Avon. Would like land use designation changed from Commercial Tourist/Light Industrial (CT/LI) to Business Park (BP) for more flexibility.

Response: Land use comment (no direct relation to EIR).

3. Pam Steele. Representing Jerry Jaekels in "Land Use Area (LUA) 5" (LUA-5). Would like land use designation(s) to match a project being proposed for that area.

Response: Land use comment (no direct relation to EIR).

4. Shiela Ehrlich. Represents owners on property at 58th Street to Jurupa Road along railroad tracks. A-1 designation in between the R-1 designation (see No. 5 below).

Response: Land use comment (no direct relation to EIR).

5. Sybil Acheree. Lives on property at 58th Street to Jurupa Road along the railroad lines. Property has always been commercial so is requesting Business Park (BP) rather than a residential designation.

Response: Land use comment (no direct relation to EIR).

6. Betty Anderson. Expressed concern about air quality policies and asked the City to prohibit truck parking in residential areas. She said there was a lot of that activity in Sky Country and truckers were being attracted to that area by being told it was allowed there. Said Mira Loma area has bad enough air quality, and did not want Jurupa Valley to become like Fontana relative to trucks parking in residential areas.

Response: The Planning Commission discussed regarding Air Quality Element below. EIR did address air quality and health risks on a City-wide basis including trucks and diesel emissions in areas that are designated for light industrial and other truck-related uses.

7. Steven Anderson. Said the General Plan map for trails is good on paper but in reality there are few trails in the City. Supported comments from No. 6 and encouraged the City to get truck parking out of residential areas. Truck routes should be designated to keep truck activity away from high school and residences.

Response: Truck routes are addressed in both General Plan and EIR although the actual designated routes will probably not be incorporated into the General Plan document. The Planning Commission discussed regarding Air Quality Element below.

8. Diana Fox. Concerned about health and wellness in the City (works with "Healthy Jurupa Valley"). Suggested some language could be added to the General Plan from the WRCOG Healthy Element template or model.

Response: The General Plan addresses goals and policies of the General Plan relative to healthy communities which are also addressed in appropriate sections of the EIR.

Summary of Public Comments. Four of the 8 comments were about specific changes to land use designations on specific properties, one of the 8 comments was about "healthy communities" policies, and three of the 8 comments addressed potential EIR issues.

Planning Commission Comments

Note: the following comments are summarized by General Plan Element rather than individual speaker as the discussion went back and forth among the Planning Commissioners so identifying specific comments from specific speakers was not possible.

1. Air Quality Element. More specific data was needed about Greenhouse Gas (GHG) emissions, (maybe an assessment of truck emission impacts to residential areas, ways to reduce particulate matter including diesel emissions). The General Plan may need to add mitigation measures to better control GHG emissions from new development, especially with current and pending legislation for 2030 GHG targets (SB 32).It may be possible to easily add restrictions to the Municipal Code rather than General Plan restricting trucks in residential areas.

Response: Staff pointed out the General Plan Land Use Element does discourage truck parking, but the City "inherited" poorly organized land uses in some areas and it will take time to resolve some ongoing issues. The General Plan is supposed to provide options for new development to help reduce or eliminate such issues over time.

2. Community Safety Element. The City is challenged by a number of existing hazards, maybe the concept of Transfer of Development Rights (TRD) can be used to set aside hazardous areas, sites with former hazmat contamination, steep slopes, flood zones, etc.

Response: Staff indicated the General Plan has a number of policies to deal with properties that contain hazards, as well as General Plan goals and policies regarding community-wide hazards.

3. Environmental Justice Element. Element has been in place for two years, no need yet for any major revisions. Is Element consistent with SB 1000 requirements for 2018?

Response: Staff indicated the Environmental Justice Element complies with SB 1000.

4. Healthy Communities. Planning Commissioners echoed public comments on healthy communities and expressed concern about health care for seniors, especially if federal programs and requirements change in the coming years.

Response: Staff indicated the General Plan has policies to address these concerns.

5. Economic Sustainability. Planning Commissioners asked if there were local business profiles for prospective companies wanting to relocate to Jurupa Valley. Page ESE page 11-6 refers to "lower income, largely Hispanic" market but does the City want that kind of specific targeting for future businesses?

Response: Staff indicated the General Plan and supporting Kosmont study indicate retail sales per household is low in the City due to a lack of shopping opportunities that are unfortunately met by businesses in other jurisdictions. However, the Kosmont study did not identify specific attraction goals.

6. Draft EIR. No specific comments, no one had time to review it since it was only distributed on February 17.

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

April 4, 2017

LETTER A-1

Ernest Perea
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Subject: Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report
SCH#: 2016021025

Dear Ernest Perea:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 3, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2016021025
Project Title Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report
Lead Agency Jurupa Valley, City of

Type EIR Draft EIR

Description Programmatic EIR developed to support adoption of city of Jurupa Valley 2017 GP prepared for the following GP Elements: Land use, mobility, conservation and open space, housing, air quality, noise, community safety, facilities, and services, environmental justice, healthy communities, and economic sustainability. The GP is supported by technical studies on traffic and circulation, demographics and housing, noise and vibration, land use, air quality, and GHG. The GP EIR addresses the key environmental issues as noted above.

Lead Agency Contact

Name Ernest Perea
Agency City of Jurupa Valley
Phone 951-322-6464 **Fax**
email
Address 8930 Limonite Avenue
City Jurupa Valley **State** CA **Zip** 92509

Project Location

County Riverside
City Jurupa Valley
Region
Lat / Long 33° 59' 49.91" N / 117° 29' 07.80" W
Cross Streets Jurupa Rd and Van Buren Blvd
Parcel No. multiple
Township 2S **Range** 5W,6W **Section** Mult **Base** SBBM

Proximity to:

Highways I-15, I-215, SR-60, SR-91
Airports Riverside Municipal; Flabob
Railways Union Pacific (Metrolink)
Waterways Santa Ana River, Day Creek, Etiwands/San Sevaine/Pyrite Channels, Riverside Canal, Horeshoe Lake
Schools Jurupa Unified School District
Land Use 2008 county of Riverside GP/Jurupa Valley Area Plan; mixture of similar land uses under new city GP

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

---

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

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Date Received 02/16/2017 **Start of Review** 02/16/2017 **End of Review** 04/03/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSES TO LETTER A-1

California Governor's Office of Planning and Research, State Clearinghouse

Response to Comment 1. The City recognizes the receipt of comments from State agencies and the State Clearinghouse's acknowledgement that it has complied with review requirements for environmental documents.

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RECEIVED
MAR 01 2017
CITY OF JURUPA VALLEY

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

February 23, 2017

Ernest Perea, CEQA Administrator
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, California 92509-5183

LETTER A-2

Dear Mr. Perea:

This is in response to your request for comments regarding the Jurupa Valley General Plan Environmental Impact Report, Project # CJV1502.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245) and City of Jurupa Valley (Community Number 060286), Maps revised August 18, 2014. Please note that the City of Jurupa Valley, Riverside County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. 1

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map. 2

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways. 3

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm. 4

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Jurupa Valley floodplain manager can be reached by calling Don Allison, P.E., Associate Engineer, at (951) 790-1331. The Riverside County floodplain manager can be reached by calling Deborah de Chambeau, at (951) 955-1265. 5

If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Don Allison, P. E., Associate Engineer, City of Jurupa Valley
Deborah de Chambeau, Senior Civil Engineer, Riverside County
Garret Tam Sing/Salomon Miranda, State of California, Department, Southern Region Office
Frank Mansell, NFIP Compliance Officer, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

RESPONSES TO LETTER A-2

Federal Emergency Management Agency

Response to Comment 1. The information in the Draft EIR (DEIR) on flooding was based in part on data obtained from the FEMA website regarding Flood Insurance Rate Maps (FIRMs) for the Jurupa Valley area, as cited in the DEIR. The General Plan goals and policies related to flood control and flood protection are consistent with the FIRM program and the National Flood Insurance Program (NFIP). DEIR pages 4.9-2 through 4.9-6 describe flooding conditions in the City and refer to these federal flood protection programs.

Response to Comment 2. The City acknowledges that new development and improvements must be kept out of established or identified flood zones as outlined in FEMA's FIRM program and the National Flood Insurance Program (NFIP). General Plan Policy CSSF 1.6 addresses flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., the 100-year flood zone). In addition, Policy CSSF 1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City (DEIR pages 4.9-26 and 4.9-27)

Response to Comment 3. The Community Safety, Services, and Facilities Element of the General Plan includes the following goals and policies which require hydraulic studies for new development to protect improvements and occupants from anticipated flooding, consistent with federal laws and regulations. General Plan Policies CSSF 1.6 and CSSF 1.21 address flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., areas outside of the 100-year flood zone). In addition, Policy CSSF 1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City (DEIR pages 4.9-36).

Response to Comment 4. The Community Safety, Services, and Facilities Element of the General Plan includes the following policy regarding flood map revisions:

CSSF 1.21 **Flood Hazard Zones.** Encourage periodic reevaluation of the 500-year, 100-year and 10-year flood hazard zones by State, federal, County, and other sources and use such studies to improve existing protection, review flood protection standards for new development and redevelopment, and update emergency response plans.

In addition, the City's development review procedures require a Letter of Map Revision (LOMR) or Conditional Letter of Map Revision (CLOMR) when development will change identified 100-year flood zone limits.

Response to Comment 5. The City will continue to coordinate with federal and county floodplain managers to provide flood protection for current and future City residents and businesses. The Community Safety, Services, and Facilities Element of the General Plan includes the following policies regarding regional coordination: CSSF 1.15 requires new development to integrate into local and regional storm drain systems; and CSSF 1.16 which requires the City and future development to coordinate with neighboring jurisdictions regarding flood protection.

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STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
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Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

Edmund G. Brown Jr., Governor

February 28, 2017

LETTER A-3

Ernest Perea
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

Re: SCH# 2016021025 Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report, Riverside County.

Dear Mr. Perea:

The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report prepared for the project referenced above.

The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements**. Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

1

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at katy.sanchez@nahc.ca.gov or call (916) 373-3712, if you have any questions.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Environmental Planner

Attachment
cc: State Clearinghouse

[1] Pub. Resources Code § 21000 et seq.
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074

Pertinent Statutory Information:

Under AB 52:
AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:
Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report**. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]
The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.[12]
With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]
If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]
If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]
An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.[18]

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:
Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

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[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)
[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (a)
[17] Pub. Resources Code § 21082.3 (e)

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**[19]
- There is no Statutory Time Limit on Tribal Consultation under the law.
- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,[20] the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.[21]
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
    - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.[22]

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
    - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
        - The request form can be found at http://nahc.ca.gov/resources/forms/.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    - If part or the entire APE has been previously surveyed for cultural resources.
    - If any known cultural resources have been already been recorded on or adjacent to the APE.
    - If the probability is low, moderate, or high that cultural resources are located in the APE.
    - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
    - Planning and construction to avoid the resources and protect the cultural and natural context.
    - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - Protecting the cultural character and integrity of the resource.
    - Protecting the traditional use of the resource.
    - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

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[19] (Gov. Code § 65352.3 (a)(2)).
[20] pursuant to Gov. Code section 65040.2,
[21] (Gov. Code § 65352.3 (b)).
[22] (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18)
[23] (Gov. Code § 815.3 (c)).

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

RESPONSES TO LETTER A-3

Native American Heritage Commission

Response to Comment 1. As outlined in the DEIR, three Native American tribal groups were contacted to request if they wanted to consult with the City on this project, per the requirements of Senate Bill (SB) 18 and Assembly Bill (AB) 52. DEIR page 4.5-17 states that…"A General Plan requires consultation with local Native American tribal groups under both SB 18 and AB 52 regarding Tribal Cultural Resources (TCR). The State Native American Heritage Commission has indicated there are 23 Native American groups or individuals in the region who may have an interest in the Jurupa Valley General Plan. Of these groups/individuals contacted by the City, representatives from the following three Native American Groups expressed interest in the City's General Plan process in terms of Native American monitoring of any and all ground disturbing activities as well as formal government to government consultation, but did not indicate the need for additional consultation regarding the General Plan itself as long as project-level concerns were met:

1. Mr. Andrew Salas, Gabrieleño Band of Mission Indians-Kizh Nation
2. Mr. Ray Huaute, Morongo Band of Mission Indians
3. Mr. Anthony Ontiveros, Soboba Band Luiseño Indians

In addition, Ms. Croft, THPO, with the Agua Caliente Band of Mission Indians indicated the City is outside the boundaries of the Agua Caliente traditional use area and no further consultation was necessary.

This demonstrates the City's commitment to meaningful consultation with local Native American tribal groups, and the City will continue to consult with the tribes on development proposals in the future, as required under SB 18 and AB 52.

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CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

John R. Hawkins - Fire Chief
210 West San Jacinto Avenue, Perris, CA 92570-1915
Bus: (951) 940-6900 Fax: (951) 940-6373 www.rvcfire.org

PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

BANNING
BEAUMONT
CALIMESA
CANYON LAKE
COACHELLA
DESERT HOT SPRINGS
EASTVALE
INDIAN WELLS
INDIO
JURUPA VALLEY
LAKE ELSINORE
LA QUINTA
MENIFEE
MORENO VALLEY
NORCO
PALM DESERT
PERRIS
RANCHO MIRAGE
RUBIDOUX CSD
SAN JACINTO
TEMECULA
WILDOMAR

BOARD OF SUPERVISORS:

KEVIN JEFFRIES
DISTRICT 1
JOHN TAVAGLIONE
DISTRICT 2
CHARLES WASHINGTON
DISTRICT 3
VACANT
DISTRICT 4
MARION ASHLEY
DISTRICT 5

April 11, 2017

LETTER A-4

City of Jurupa Valley
Planning Department
Ernest Perea, CEQA Administrator
8930 Limonite Ave.
Jurupa Valley, CA 92509

RE: City of Jurupa Valley 2017 General Plan Draft Enviornmental Impact Report (SCH No. 2016021025)

Dear Mr. Perea,

Thank you for providing the Riverside County Fire Department the opportunity to review the Draft 2017 Enviornmental Impact Report for the City of Jurupa Valley.

At this point the Riverside County Fire Department has no further comments. The cumulative impacts to the fire departments level of service have been adequalely addressed. Mitigation measures in the form of agency goals and policies will reduce these impacts to a level of significance. 1

If I can be of further assistance, please feel free to contact me at (951) 940-6372 or e-mail at jason.neuman@fire.ca.gov.

Sincerely,
Jason Neuman
Division Chief
Strategic Planning Division

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RESPONSES TO LETTER A-4

CalFire and Riverside County Fire Department

Response to Comment 1. The City thanks CalFire and the Riverside County Fire Department for its review of the Draft EIR. One editorial correction: the letter states….(City) "goals and policies will reduce these impacts to a level of significance". Given the tenor of the letter, it appears the text should actually read…" to a level of insignificance."

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Riverside County Airport Land Use Commission
RCALUC

RECEIVED
MAR 31 2017
By

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

LETTER B-1

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

March 28, 2017

Mr. Ernest Perea
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report – SCH#2016021025

Dear Mr. Perea:

Thank you for providing Riverside County Airport Land Use Commission (ALUC) staff with a CD copy of the Draft Program Environmental Impact Report analyzing the impacts that would result from the adoption of the proposed new General Plan for the City of Jurupa Valley.

ALUC's role, as stated in Section 21670(a) (2) of the California Public Utilities Code, is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." (Our Commissioners often summarize this as "protecting people from airports and airports from people.")

1

In order to achieve this purpose, ALUCs are tasked with identifying areas in the vicinity of airports that are affected by aircraft noise and overflight and are subject to risk in the event of an aircraft accident, known as Airport Influence Areas (AIAs), and with preparation of Airport Land Use Compatibility Plans regulating land use in these areas subsequent to Plan adoption. The City of Jurupa Valley includes Flabob Airport (in the community of Rubidoux) and most of its Airport Influence Area. Additionally, the Airport Influence Area of Riverside Municipal Airport extends into the City of Jurupa Valley. (Some areas of the City are also subject to overflight from aircraft heading to or from Ontario International Airport.)

ALUC adopted Airport Land Use Compatibility Plans (ALUCPs) for the Flabob Airport Influence Area in 2004 and for the Riverside Municipal Airport Influence Area in 2005. (These ALUCPs are available for viewing on our website, www.rcaluc.org (click Plans)). Unfortunately, the adoption of these ALUCPs occurred after Riverside County's adoption of its RCIP (Riverside County Integrated Project) General Plan, including the Jurupa Area Plan, on October 7, 2003. The RCIP General Plan had considered, and was consistent with, the then-current Plans, but, with the adoption of the new Plans, the RCIP General Plan (including the Jurupa Area Plan) was no longer consistent.

2

While the proposed land use designation changes incorporated in the City's proposed new General

3

Plan do not increase the divergence from consistency, there remain hundreds of parcels whose General Plan designations are inconsistent with the criteria included in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, which are applicable within these AIAs in the absence of Additional Compatibility Policies modifying those criteria for the specific airport, in that the designations would allow for division of these properties at a density that would be inconsistent with density restrictions for lands in Compatibility Zones B1, C, and D. Elimination of these direct conflicts is a requirement in order for the City to be eligible for a finding of consistency for its General Plan, unless the City were to include a policy prohibiting division of parcels for residential purposes in Compatibility Zones B1 and C (except projects that have already received tentative map approval) and requiring that division of parcels in Compatibility Zone D meet the compatibility criteria specified in the applicable ALUCP at that time. 3

These pre-existing land use designations constitute the major concern with the proposed General Plan. As a result of these existing direct conflicts that will remain unresolved, ALUC will not be able to find the City's new General Plan to be consistent with the applicable Airport Land Use Compatibility Plans.

However, we understand that the City recognizes a need to provide for a more comprehensive update to this proposed General Plan in the future.

If we were to evaluate this project specifically as a General Plan Amendment (i.e., review only the changes being made to the presently applicable General Plan), there is a possibility that, with some text modifications, a consistency finding could be made for this project. However, the amendment would at a minimum have to include text specifically acknowledging that the City would continue to submit all non-ministerial projects within the Flabob and Riverside Municipal AIAs to ALUC for review on a case-by-case basis. This text would need to remain in effect until such future time as the direct conflicts have been eliminated. 4

Pursuant to Section 21676(b) of the California Public Utilities Code, prior to "the amendment of a general plan…, the local agency shall first refer the proposed action to the commission." This is a mandatory step in the general plan adoption/amendment process for jurisdictions that include land within AIAs.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, ALUC Director

ECC:jjgjg

cc: Thomas Merrell, AICP, Planning Director
Mary Wright, AICP, Civic Solutions
Ron Bolyard, CALTRANS Division of Aeronautics
Simon Housman, ALUC Chairman

Y:\AIRPORT CASE FILES\Regional\Jurupa Valley New General Plan EIR Comments - ltr to JurVly via Perea.doc

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RESPONSES TO LETTER B-1

Riverside County Airport Land Use Commission

Response to Comment 1. The City understands and acknowledges Airport Land Use Commission's (ALUC's) role in reviewing regional land uses to help assure there will be no significant impacts to local airport operations. Excerpts from the California Public Utilities Code are provided following the ALUC comment letter which outline ALUC's responsibilities in this regard.

Response to Comment 2. The City also understands there may be inconsistencies with existing or currently planned land uses within the City relative to the adopted land use plans of the Falbob Airport and the Riverside Municipal Airport. The General Plan addresses these inconsistencies by identifying a number of goals and policies in the Land Use Element of the General Plan that future discretionary land use approvals will have to follow regarding consistency with airport land use plans. Section 4.8.5.3 of the Draft EIR addressed impacts of land uses within two miles of an airport or within an airport land use plan. The following policies were cited in that analysis. These policies are consistent with the comments made by ALUC staff and demonstrate that future land uses will not have significant impacts on local airports.

LUE 5.54 **Airport Land Use Compatibility Plan** (**ALUP) Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0[1] and as summarized in Table 4.8.B[2], as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.55 **Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.

LUE 5.56 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.57 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0[3], and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.58 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.59 **General Plan Adoption or Amendment.** Prior to the amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

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1 Appendix 4.0 of the draft 2017 Jurupa Valley General Plan
2 Table 4.8.B in this EIR corresponds to Figure 2-32 in the draft 2017 Jurupa Valley General Plan Land Use Element.
3 Appendix A-4.0 of the draft 2017 Jurupa Valley General Plan.

LUE 5.60 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.

LUE 5.63 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an Airport Land Use Compatibility Plan (ALUCP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.64 **Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

Response to Comment 3. As outlined in Response 2 above, the analysis in the DEIR determined there would not be significant impacts relative to airport operations if the cited General Plan goals and policies were implemented on future development applications.

Response to Comment 4. The cited General Plan goals and policies are consistent with ALUC staff comments regarding the need for future land uses within airport land use plans to be processed through ALUC for consistency. The City would welcome specific text changes or additions to these goals and policies from ALUC staff to improve their implementation.

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

LETTER B-2

Sent via electronic mail to eperea@JURUPAVALLEY.ORG

April 3, 2017

Ernest Perea, CEQA Administrator
City of Jurupa Valley Planning Department
8930 Limonite Ave
Jurupa Valley CA 92509-5183

RE: City of Jurupa Valley 2017 General Plan Draft Environmental Impact Report

Dear Mr. Perea

Southern California Edison (SCE) is pleased to submit the following comments on the Notice of Availability of the Draft Environmental Impact Report for the City of Jurupa Valley 2017 General Plan (SCH No. 20160212025) to adopt the General Plan Elements of Land Use, Mobility (Circulation),, Conservation and Open Space, Housing, Air Quality, Noise, Community, Safety, Facilities and Services, Environmental Justice, Healthy Communities, and Economic Sustainability.

SCE's Electrical Facilities
SCE provides electric service to the City of Jurupa Valley and maintains electrical transmission and distribution facilities, as well as substations and supporting appurtenances within the City.

The design of SCE's generating stations, substations, and transmission lines are regulated by Order of the California Public Utilities Commission (CPUC). SCE is concerned that within the Aesthetics and Transportation and Traffic Elements of the proposed 2017 General Plan that ME 7.4 Public Equipment and Facilities "should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards: 2. Public utilities along scenic highways should be installed underground (pages 4.1-15 and 4.16-54)." 1

The undergrounding of SCE's transmission lines is governed under SCE Tariff Rule 20. A Tariff Rule is a rule of service that is approved by the CPUC. See *City of Anaheim v. Pacific Bell Co*., 119 Cal. App. 4th, 838 (Cal. App. 4th 2004) (undergrounding tariff rule constituted CPUC's entry into field of regulation for utility undergrounding). SCE respectfully requests that the language be revised to prevent expressly or implicitly conflicting with the CPUC's jurisdiction.

In addition, SCE's Riverside Transmission Line Reliability Project (RTLRP) is currently under regulatory review with the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity to construct and operate the 230-kV transmission line and 230-kV substation components needed to provide energy to the Riverside Public Utilities (RPU) local electrical distribution system. Construction is anticipated to begin second quarter 2020 and completed by third quarter 2023.

SCE's Right-of-Way and Access Roads
The proposed project has identified the "installation and use of electric service at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power (p. 4.3-9)," and that specific actions "to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the 2

installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses (p. 4.7-35)."

As these actions have the potential to impact SCE's utility corridors in the area, please note that these proposed actions shall not cause General Order 95 non-compliances and should not unreasonably interfere with SCE's ability to access, maintain, and operate its current and future facilities. Any proposed temporary or permanent development (including grading activities, landscaping, bike and/or pedestrian pathways, parkways, sidewalks, etc.) within the SCE Right-of-Way requires a written consent agreement signed between the developer and SCE.

SCE's rights-of-way and fee-owned properties are used by SCE to operate and maintain its present and future facilities. SCE will review any proposed use on a case-by-case basis. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

2

Real Properties Department
Southern California Edison Company
2 Innovation Way
Pomona, CA 91768

General Order 95

SCE is concerned that the General Plan's actions may conflict with SCE's transmission line designs. SCE must comply with General Order (GO) 95, which establishes rules and regulations for the overhead line design, construction, and maintenance. GO 95 also includes vertical clearance requirements from thoroughfares, ground, and railroads, as well as specific minimum clearances from tree branches and vegetation around overhead wires. Any proposed landscaping should not conflict with SCE's existing and proposed transmission line designs.

3

Any parkways or pathways (either by foot, bicycles, equestrians or other means) that invite the public onto SCE's right-of-way will require the installation of Anti-Climbing Devices on each transmission line tower at the customer's expense.

Electrical Service Evaluation and Method of Service

To evaluate the electric service requirements for the proposed project's actions, the project proponent and/or future developers will need to initiate an electrical service evaluation to begin the process for identification of on-and off-site electrical facilities required for service. The developer must submit a signed Method of Service agreement to SCE and pay engineering fees for an electric service study to be completed. Infrastructure necessary to support this project is subject to licensing and permitting authority of the CPUC.

4

Cumulative Impacts

SCE recommends that the City consider inclusion of the Riverside Transmission Line Reliability Project in the cumulative analysis of the proposed 2017 City of Jurupa Valley General Plan. Specifically, unanticipated cumulative impacts could results if SCE's construction impacts to environmental resources, where overlapping, are not similarly mitigated. Environmental documents for the Riverside Transmission Line Reliability Project may be accessed by following the links below:

5

http://www.cpuc.ca.gov/Environment/info/panoramaenv/RTRP/index.html

General Order 131-D

Please be advised that the construction, modification, and relocation of transmission lines, or electrical facilities that are designed to operate at or above 50 kilovolts (kV) may be subject to the California Public Utilities Commission's (CPUC) General Order 131-D[1]. If the construction, modification, or relocation of transmission lines results in significant environmental impacts, they should be identified and discussed in the MND. If not, SCE may be required to pursue a separate, mandatory CEQA review through the CPUC, which could delay approval of the SCE transmission line portion of the project for two years or longer. 6

SCE appreciates the opportunity to comment on the City of Jurupa Valley's 2017 General Plan DEIR. SCE looks forward to working and collaborating with the City. If you have any questions regarding this letter, please contact me at heather.neely@sce.com or 626.476.7839.

Regards,

Heather Neely
Third Party Environmental Reviews
Environmental Services
Southern California Edison
6040B N Irwindale Ave
Irwindale CA 91702

[1] http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF

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RESPONSES TO LETTER B-2

Southern California Edison

Response to Comment 1. The City acknowledges the role Edison has in providing electrical services and facilities in the Jurupa Valley area. The 2017 General Plan goals and policies regarding the undergrounding of utilities, including electrical lines, applies to utilities that can be relocated underground consistent with state laws and regulations. It is not the City's intent nor the effect of the General Plan to usurp the California Public Utilities Commission's ("CPUC") jurisdiction regarding the location and undergrounding of transmission lines. ME 7.4 Public Equipment and Facilities is read with the City's objectives and policies in mind, while maintaining the CPUC's jurisdiction. The City would consider specific text changes to these cited General Plan goals and policies if Edison can provide the appropriate wording.

The City also understands the SCE Riverside Transmission Line Reliability Project (RTLRP) is currently being reviewed by the state Public Utilities Commission.

Response to Comment 2. The City understands that its goals and policies that require additional (i.e., new, expanded, or modified) electrical services or facilities may have a demonstrable effect on Edison and any such potential changes would have to be coordinated through Edison prior to installation or operation. It is not the City's intent for future development or improvements to interfere with Edison facilities or access or operation of any of those facilities. The City's development review process requires new projects to contact utility providers, including Edison, to determine physical improvements or equipment needed to serve the development prior to receiving entitlements from the City.

Response to Comment 3. The goals and policies of the 2017 General Plan would not allow landscaping or other site improvements to conflict with Edison facilities or equipment. In fact they require new projects to contact utility providers, including Edison, to identify limitations or locations for improvements/equipment to prevent conflicts with Edison equipment. In addition to the Mobility Element Policy 7.4 cited by the commenter, the Land Use Element contains the following goal and policy related to potential conflicts with utility corridors:

Goal

LUE 5 Supports diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities, and improved access to recreational, cultural, historic, and social amenities and resources.

Policies

LUE 4.6 **Public Utilities, Easements, and Rights-of-Way.** New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements whose true land use is that of public facilities.

Response to Comment 4. The City's development review process requires new projects to contact utility providers, including Edison, to determine physical improvements or equipment needed to serve the development prior to receiving entitlements from the City, consistent with the commenter's concern.

Response to Comment 5. The 2017 General Plan EIR is a programmatic CEQA document so the inclusion of one specific utility project within its boundaries may not provide useful information regarding mitigation for cumulative impacts since the goals and policies of the General Plan are in large part its programmatic mitigation. On January 25, 2017 the California Public Utilities Commission (CPUC) issued a Notice of Preparation (NOP) for a subsequent Environmental Impact Report (EIR)

for the SCE Riverside Transmission Line Reliability Project (RTLRP)(see FEIR Appendix C). The SEIR prepared by the CPUC for the RTLRP will address potential project-level environmental impacts of the RTLRP including its own list of cumulative projects. Therefore, it would be more appropriate and accurate to evaluate potential direct and cumulative impacts of the RTLRP in the SEIR being prepared for the CPUC rather than the City's General Plan EIR.

Response to Comment 6. The City understands the potential need for subsequent CEQA analysis for relocation of electrical transmission lines (+50 kV) in the future.

LETTER C-1

Comments on Jurupa Valley Draft General Plan

All Elements of the General Plan were reviewed for consistency with Eastvale's plans and policies with specific attention to the interface area between Jurupa Valley and Eastvale at the I-15.

Land Use Element – no comment.

Mobility Element

1. Comment: As shown in the Figure 4-6 from the adopted 2011 General Plan for Jurupa Valley (below), a proposed interchange was planned at Schleisman Road and I-15 Freeway. This interchange is critical to regional circulation for the cities of Chino, Eastvale, Jurupa Valley, Norco and Riverside and both Riverside and San Bernardino Counties.

   This proposed interchange is identified on the Eastvale and Riverside County General Plans, Caltrans state transportation system and within the WRCOG regional roadway network. . Although the interchange itself would be primarily located in Norco and Jurupa Valley, roadways in Eastvale have been sized and built to handle the flow of traffic to the future interchange. It would appear that this future interchange was not included in the traffic analysis for the Jurupa Valley Draft General Plan which would lead to significant impacts to traffic in the area. (This is being reviewed in detail by our traffic engineers as part of the Jurupa Valley Draft General Plan DEIR which we received last week.) 1

   Recommendation: Include the future Schleisman Road/I-15 interchange on the Jurupa Valley General Plan and evaluate it in the traffic analysis.

Adopted 2011 Jurupa Valley General Plan



2. Comment: As shown in the comparison table below, the roadway designations at the interface between Eastvale and Jurupa Valley do not match in several key locations. The continuation of Schleisman Road in Jurupa Valley is missing and the difference in roadway widths at the cities' boundary on Riverside Drive may be too great to easily transition. Riverside Drive has built-out, full-width roadway along much of its length in Eastvale.

   Recommendation: Include the future Schleisman Road and its interchange with I-15 on the Jurupa Valley General Plan and evaluate it in the traffic analysis. Reevaluate the constraints as Riverside Drive crosses from Jurupa Valley to Eastvale at I-15 and downsize accordingly.

2

General Plan Designated Roadways

	Eastvale (in feet)	**Jurupa Valley (in feet)-Mobility Corridor Widths**
Schleiman Road	152	Removed from General Plan
68th Street	118	100
Limonite Avenue	152	153
Bellegrave Avenue	118	Local? (no width given)
Cantu-Galleano Ranch Road	152	153
Riverside Drive	100	153
Mission Blvd.	No width given	153

3. Comment: No truck routes officially exist in Jurupa Valley. Policies within the Draft General Plan require the preparation and adoption of truck routes in the future. However, Figure 3-2, Commercial Truck Restrictions, 2016, shows the following routes allow trucks unrestricted access at this time: 68th Street, Limonite Avenue, Bellegrave Avenue, Cantu-Galleano Ranch Road, Riverside Drive and Mission Boulevard. Eastvale is in the process of preparing a truck route plan. The following streets in Eastvale are proposed to allow truck traffic: Limonite Avenue, Cantu-Galleano Ranch Road, Riverside Drive and Mission Boulevard.

   Recommendation: Plan future truck routes in Jurupa Valley to coordinate with Eastvale's truck route plan. Restrict truck traffic from 68th Street since that area is fully residential on the Eastvale side of I-15.

3

4. Comment: The Draft General Plan states that "As of 2017, preparation of the City's first Comprehensive Master Plan for Bicycles and Pedestrians is underway." Eastvale adopted a Bicycle Master Plan in 2016.

   Recommendation: Provide connectivity between Eastvale and Jurupa Valley for cyclists. Eastvale's Bicycle Master Plan can be found at the following link. It may take a few moments to load. http://lfportal.eastvaleca.gov/WebLink/0/edoc/9302/Bicycle%20Master%20Plan.pdf

4

Conservation and Open Space Element

5. Comment: Figure 4-5, Biological Resources of Jurupa Valley includes designations within the City of Eastvale. In at least one case, the designation is inaccurate as a developed site is shown as a biological resource of some sort (the figure is nearly illegible on-screen). 5

   Recommendation: Remove all biological designations from land within the City of Eastvale.

6. Comment: Figure 4-8, Water Resources, Riverside County, includes "water resources" in Eastvale that are either no longer existing, water features within residential communities or detention basins which are dry most of the year. 6

   Recommendation: Remove all "waterbodies" within Eastvale except the Santa Ana River.

7. Comment: Figure 4-10, Existing Floodways and Drainage Faculties, includes outdated information within Eastvale. 7

   Recommendation: Remove all facilities shown within Eastvale.

Housing Element – No Comment

Air Quality Element – No Comment

Noise Element – No Comment

Community Safety, Services and Facilities Element

8. Comment: Figure 8-9, Existing Floodways and Drainage Facilities in Jurupa Valley, includes outdated information within Eastvale. 8

   Recommendation: Remove all facilities shown within Eastvale.

Environmental Justice Element – No Comment

Healthy Communities Element – No Comment

Economic Sustainability Element – No Comment

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RESPONSES TO LETTER C-1

City of Eastvale

Response to Comment 1. The Schleisman Road/I-15 interchange has been removed from the latest Western Riverside Council of Governments (WRCOG) Traffic Uniform Mitigation Fee (TUMF) report (dated 2015) stating that it is no longer a viable build option. The TUMF document recommends improving the I-15/Limonite Avenue interchange instead. Therefore, because the interchange at Schleisman Road/I-15 is not a viable build option, it is unnecessary to modify the network of the City-wide traffic model to accommodate the interchange at Schleisman Road.

Response to Comment 2. The City offers the following considerations relative to the roadway widths indicated by Eastvale:

Roadway	Eastvale	Jurupa Valley	Comments
Schleisman Road	152'	RGP	As outlined in Response 1 above, the Schleisman Road interchange in the I-15 Freeway is no longer considered a viable build option by WRCOG and so was left out of the City's traffic model. If extended east of the I-15 Freeway Schleisman Road would pass through the floodway of the Santa Ana River so the City has no plans at this time to construct an eastern extension of Schleisman Road.
68th Street	118'	100'	This roadway would have a similar number of travel lanes despite the slight differences in roadway widths so the traffic impacts would be minimal from these differences.
Limonite Ave.	152'	153'	Essentially the same width and the same number of travel lanes planned for each city.
Bellegrave Ave.	118'	Local-NWG	Data was inadvertently left out of the Mobility Element maps, it will be corrected in the Final Element. The roadway is a Major Street at 118' wide with 4 travel lanes.
Cantu-Galleano Ranch Road	152'	153'	Essentially the same width and the same number of travel lanes planned for each city.
Riverside Drive	100'	153'	Despite the numerical difference, the traffic impacts are minimal because the road has a long transition under the I-15/SR-60 interchange ramps which will be able to accommodate the change in number of travel lanes.
Mission Blvd.	NWG	153'	This roadway has an existing width within Eastvale that is sufficient to carry traffic at levels similar to that in Jurupa Valley to the east as it travels beneath the I-15 Freeway. There does not appear to be any conflict at this time.

NWG = no width given
RGP = removed from the General Plan

Jurupa Valley will continue to work with Eastvale to assure smooth transitions in roadway widths at their mutual boundaries to the degree practical or necessary.

Response to Comment 3. The City appreciates the information on truck routes within Eastvale, and is currently working on a truck routes plan for Jurupa Valley that is referenced in the General Plan but will not be an integral part of the General Plan. The City will review the truck route information for Eastvale and integrate it to the extent possible and practical with that for Jurupa Valley. It is likely that all of the routes recommended in the Eastvale letter will be incorporated into the Jurupa Valley route plan as well (e.g., Limonite Avenue, Cantu-Galleano Rach Road, etc.).

Response to Comment 4. The City will continue to work with Eastvale regarding connections to its Bicycle Master Plan adopted in 2016 (see FEIR Appendix C). That plan shows the following potential connection points into the City of Jurupa Valley:

Priority of Potential Improvements City of Eastvale Bicycle Master Plan	Recommended Connections to the City of Jurupa Valley
Figure 3-7, Recommended Bicycle Boulevards	No connections across the I-15 Freeway
Figure 4-1, Tier 1 Bicycle Projects	Limonite Avenue and Riverside Drive
Figure 4-2, Tier 2 Bicycle Projects	68th Street and Schleisman Road
Figure 4-3, Tier 3 Bicycle Projects	None
Figure 4-4, Future Opportunities	Limonite Ave., Riverside Drive, 68th Street, Bellegrave Ave., Schleisman Road, and Santa Ana River (regional)

Jurupa Valley will continue to coordinate with Eastvale as it develops its Comprehensive Master Plan for Bicycles and Pedestrians.

Response to Comment 5. Figure 4-5 in the Conservation and Open Space Element referenced by the commenter is based on data obtained from the County and/or other regional sources The commenter should note that the data and graphics in the General Plan and DEIR were intended to accurately apply to properties only within the City of Jurupa Valley. Any data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

Response to Comment 6. Similar to Response 5 above, the regional hydrology Figure 4-8 in the Conservation and Open Space Element referenced by the commenter is only meant to apply to properties within the City of Jurupa Valley. Any data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

Response to Comment 7. Similar to Responses 5 and 6 above, Figure 4-10 in the General Plan was meant to apply to properties only within the City of Jurupa Valley. Any drainage data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

Response to Comment 8. Similar to Responses 5-7 above, Figure 8-9 in the Community Safety, Services, and Facilities Element applies only to properties within the City of Jurupa Valley. Any drainage data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

City of Fontana
CALIFORNIA

March 8, 2017

Mr. Thomas Merrell
Community Development Director
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509-5183

LETTER C-2

RE: Public Hearing on Draft 2017 General Plan on March 8 and March 22, 2017

Dear Mr. Merrell:

Thank you for sending us the information on the Draft 2017 General Plan and the information related to the public hearing on your General Plan. The City of Fontana is requesting that this letter be made a part of the Administrative Record for the City of Jurupa Valley General Plan and its Environmental Impact Report. 1

Since Jurupa Valley borders the City of Fontana, future development within the proposed Light Industrial Land use area in and around Etiwanda Avenue may require additional analysis for potential traffic impacts to Etiwanda Avenue and Philadelphia Avenue within the City of Fontana jurisdiction. Etiwanda Avenue is a modified major highway and truck route connecting the 60 freeway to the 10 freeway. Philadelphia Avenue is a modified secondary highway and has been proposed to be opened to through traffic between Mulberry Avenue and Etiwanda Avenue at the San Sevaine Channel. Additional truck traffic on these arterials may require mitigation when developed. 2

In addition, any future commercial development in the southeast corner of Country Village Road and Philadelphia Avenue shall mitigate its traffic impact to that intersection or any intersections in the City of Fontana. 3

Thank you for sending the City of Fontana information about the public hearing on General Plan. Please let me know if you have any questions. My telephone number is (909) 350-7625.

Sincerely,

Zai AbuBakar
Director of Community Development

cc: Debbie Brazill, Deputy City Manager
Ricardo Sandoval, Director of Engineering/City Engineer
Kathy Raasch, Senior Engineer

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RESPONSES TO LETTER C-2

City of Fontana

Response to Comment 1. The City's letter is part of the Final EIR – Response to Comments and therefore is part of the Administrative Record for the 2017 General Plan EIR for the City of Jurupa Valley.

Response to Comment 2. The City agrees that future development in the northwest industrial portion of the City may need to provide fair share compensation to the City of Fontana for roadway and intersection impacts within Fontana from truck and vehicular traffic generated by development projects in Jurupa Valley. For example, the following Mobility Element policies encourage cooperation with neighboring jurisdictions to alleviate traffic impacts:

ME 1.3. **Development project impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.

ME 1.8 **Interagency Cooperation.** Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

In addition, the City of Fontana should note that the Draft EIR for the Space Center Industrial Project, a warehouse project in the Mira Loma area, was issued by the City of Jurupa Valley on March 22, 2017 for public comment until May 5, 2017. That EIR included project-specific mitigation for its fair share of project-related traffic impacts to intersections in Fontana. It also recommended the two cities establish mutual agreements to provide a mechanism for fair share compensation outside of each jurisdiction. The Space Center EIR included the following mitigation measures:

4.16.6.1A The project shall make a fair share contribution to the City of Fontana and the City of Ontario to help fund the following improvements at the intersection of Etiwanda Avenue and Slover Avenue. These improvements will reduce the project's proportionate increase in delay to pre-project levels:

- A 2nd northbound left turn lane, 3rd northbound through lane, northbound right turn lane, 2nd southbound left turn lane, southbound right turn lane, 2nd eastbound left turn lane, eastbound right turn lane, 2nd westbound left turn lane, and 2nd westbound through lane.

These improvements are consistent with the planned improvement project between the City of Fontana and the City of Ontario for the intersection of Etiwanda Avenue and Slover Avenue.

4.16.6.2B The project shall make an additional fair share contribution to the City of Fontana and the City of Ontario (in addition to the contribution outlined in Mitigation Measure 4.16.6.1A) to help fund the following additional improvement at the intersection of Etiwanda Avenue and Slover Avenue. This improvement will reduce the project's proportionate increase in delay to pre-project levels:

- Implement overlap phasing on the westbound right turn lane.

This improvement is consistent with the planned improvement project between the City of Fontana and the City of Ontario for the intersection of Etiwanda Avenue and Slover Avenue.

4.16.6.3B TIA Table 1-7 identifies three (34) intersections that either shares a mutual border with the City of Fontana or are wholly located within the City of Fontana's jurisdiction

> and have recommended improvements which are not covered by payment of fees. The City of Jurupa Valley shall participate in a multi-jurisdictional effort with the City of Fontana to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in Table 1-8, that are located in the City of Fontana's jurisdiction. The Developer's fair-share amount for the 3 intersections that either shares a mutual border with the City of Fontana or are wholly located within the City of Fontana's jurisdiction that have recommended improvements which are not covered by payment of fees equals $7,048. Developer shall be required to pay this $7,048 amount to the City of Jurupa Valley prior to the issuance of the Project's final certificate of occupancy.

Response to Comment 3. As outlined in Response 2 above, the City of Jurupa Valley does evaluate and recommend fair share compensation for other jurisdictions when traffic impact analyses for private projects indicates such impacts (e.g., Space Center Industrial Project EIR).

City of Eastvale
12363 Limonite Avenue, Suite #910 • Eastvale, CA 91752
(951) 361-0900 • Fax: (951) 361-0888 • www.EastvaleCA.gov

April 12, 2017

LETTER C-3

Mr. Ernest Perea, CEQA Administrator
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509-5183

RE: Comments on the City of Jurupa Valley General Plan Draft Environmental Impact Report

Dear Mr. Perea,

The following are the City of Eastvale's comments on the Draft Environmental Impact Report (EIR) on the City of Jurupa Valley General Plan. We look forward to seeing a Final EIR which properly addresses the issues noted below.

Traffic Analysis Needs to Examine All Shared Roadways

Although several roadways connect Eastvale and Jurupa Valley, the only two roads analyzed in the City of Jurupa Valley General Plan Traffic Study, by LSA Associates, inc. (traffic analysis) are Cantu-Galleano Ranch Road and Limonite Avenue. Missing from the analysis at their interface with Eastvale are the other roadways which provide connections:

- Mission Boulevard
- Riverside Drive
- Bellegrave Avenue (bridge over I-15 not addressed)
- 68th Street
- Schleisman Avenue (planned connection with the future Schleisman/I-15 interchange)

The EIR needs to address traffic impacts on all of these roadways.

1

Future Schleisman Road Interchange

As stated in Eastvale's comments regarding the Draft General Plan last month (attached), the future interchange at Schleisman Road and the I-15 is not included in the General Plan even though it is included in the Riverside County and the City of Eastvale General Plans, is included

2

in regional transportation plans prepared by the Southern California Association of Governments, and is on the official list of projects to be funded by WRCOG's TUMF fee program.

At General Plan Buildout, Limonite Avenue at the I-15 interchange is projected to carry more than 61,000 vehicles per day. Based on the projected traffic volume, another connection to Interstate 15 is needed to meet the future travel demands. Schleisman Road is needed to relieve the traffic from Limonite Avenue.

We suggest that the City of Jurupa Valley revise its planned circulation system to include the future Schleisman Road interchange, and include this connection in the traffic analysis for the General Plan.

If the City of Jurupa Valley decides to ignore this important interchange and the regional and local plans that rely on this interchange and remove the Schleisman Road interchange from its planned transportation system, the EIR's traffic model should analyze the effects of this change on the regional roadway system, including the diversion of future traffic to Limonite Avenue and other alternatives to Schleisman Road.

2

Cantu-Galleano Ranch Road

Interstate 15 northbound and southbound ramps at Cantu-Galleano Ranch Road were analyzed. It was determined that currently, the intersection southbound and northbound ramps operate at LOS B and C, respectively, during the PM peak hour. At General Plan Buildout the intersection of Cantu-Galleano Ranch Road at Interstate 15 southbound ramp and northbound ramps will operate at LOS C and B, respectively, during the PM peak hour. Therefore, no additional analysis is needed.

Likewise, the segment of Cantu-Galleano Rancho Road between Interstate 15 southbound and northbound ramps has a current LOS of C. At General Plan Buildout, Cantu-Galleano Ranch Road between the southbound and northbound ramps, based on a six lane roadway, will operate at a LOS C.

While Cantu-Galleano Ranch Road is projected to operate at a satisfactory level of service, it may be negatively impacted if the Bellegrave Avenue bridge remains undersized or the Schleisman Road Interchange is not built. **Limonite Avenue**

3

Currently, the intersections of Limonite Avenue at Interstate 15 southbound and northbound ramps operate at LOS C for both intersections during the PM peak hour.

4

At General Plan Buildout, the intersections of Limonite Avenue at Interstate 15 southbound and northbound ramps will operate at LOS D and F, respectively, during the PM peak hour. This is calculated with no additional lanes assumed.

The roadway segment of Limonite Ave between Interstate 15 southbound and northbound ramps has a current LOS of E, which means it operates at an unsatisfactory level of service today.

At General Plan Buildout, the projected level of service for Limonite Avenue between the southbound and northbound ramps is LOS F. The projected traffic volume is 61,665 vehicles per day. The roadway capacity for a four lane major highway (the current bridge width) is 30,700 vehicles per day for LOS D. To provide a satisfactory level of service (LOS D) based on the General Plan Buildout, Limonite Avenue would need to have eight lanes.

In reviewing the list of intersection improvements in the City of Jurupa Valley, the improvements are limited to traffic signal installations, optimized signal timing, adding turn lanes, and restriping. No major widenings are planned to accommodate future travel demands.

The City of Jurupa Valley's proposed improvement to support the current Land Use Element for a projected LOS F based General Plan Buildout (2035) is to optimize the signal timing at the Interstate 15 southbound and northbound ramps on Limonite. This is not compatible with the City of Eastvale and the County of Riverside plan to widen Limonite Avenue and to construct new ramps to eliminate the left turn movements. 4

The traffic analysis does not recognize or discuss the planned Interstate 15/Limonite interchange improvements that are under final design and will be ready for construction when funding becomes available. Limonite Avenue must have additional lane capacity to meet the future travel demands.

Optimizing the traffic signal timing on Limonite Avenue at the I-15 southbound and northbound ramps is not an acceptable improvement to meet the projected traffic volume of more than 61,000 vehicles per day at General Plan Buildout. Without the planned interchange improvement at Interstate 15/Limonite Avenue, the level of service will deteriorate to LOS F at General Buildout Out. Simply adjusting the traffic signal timing will not reduce congestion and travel time. At best, signal timing optimization only adds 3 to 5 % roadway capacity. Adding lanes and constructing new ramps to eliminate left turn movements, as planned, will improve the LOS to reduce impacts to less than significant levels.

The EIR must address the planned interchange improvements at Limonite Avenue/I-15, including an eight-lane bridge and the elimination of left-turn movements.

Thank you for this opportunity to comment. If you would like to meet to discuss these comments, please let me know. 5

Sincerely,



Cathy Perring

Assistant Planning Director
City of Eastvale

Cc: Michele Nissen, City Manager
Eric Norris, Planning Director
Joe Indrawan, City Engineer

RESPONSES TO LETTER C-3

City of Eastvale (2nd Letter)

Response to Comment 1. The following information is similar to the Response to Comment 2 in the City of Eastvale's first comment letter on the EIR:

Roadway	Eastvale	Jurupa Valley	Comments
Mission Blvd.	NWG	153'	This roadway has an existing width within Eastvale that is sufficient to carry traffic at levels similar to that in Jurupa Valley to the east as it travels beneath the I-15 Freeway. There does not appear to be any conflict at this time.
Riverside Drive	100'	153'	Despite the numerical difference, the traffic impacts are minimal because the road has a long transition under the I-15/SR-60 interchange ramps which will be able to accommodate the change in number of travel lanes. Widening this roadway would not be consistent with the General Plan's overall policy of maintaining its rural character. In his regard the City is not planning on expanding every major road to accommodate future traffic.
Bellegrave Ave.	118'	Local-NWG	Data on this roadway was inadvertently left out of the Mobility Element maps, but it will be corrected in the Final Element. The roadway is a Major Street at 118' wide with 4 travel lanes. Regarding the bridge over the I-15 Freeway, it currently has 2 lanes over the freeway and 2 travel lanes on the east side (Jurupa Valley) and width for 4 lanes on the west side (Eastvale) although at present only 2 travel lanes are constructed and striped to the west. At some point in the future, this bridge could be expanded to 4 lanes and connected to 4 travel lanes to the west in Eastvale. At this time east of the freeway Jurupa Valley is not planning on widening this roadway to be consistent with the General Plan's overall policy of maintaining its rural character and not simply expanding every major road to accommodate future traffic.
68th Street	118'	100'	This roadway would have a similar number of travel lanes despite the slight differences in roadway widths so the traffic impacts would be minimal from these differences.
Schleisman Road/Ave. and Interchange	152'	RGP	See Response to Comment 2 for more specific information regarding roadway and interchange.

NWG = no width given
RGP = removed from the General Plan

Jurupa Valley will continue to work with the City of Eastvale to assure smooth transitions in roadway widths at their mutual boundaries to the degree practical or necessary. At this time there appears to be no substantial justification for re-running the City-wide traffic model based on comments by the City of Eastvale.

Response to Comment 2. The Schleisman Road interchange in the I-15 Freeway is no longer considered a viable build option by WRCOG which is why it was left out of the City's traffic model. If extended east of the I-15 Freeway Schleisman Road would pass through the floodway of the Santa Ana River so the City has no plans at this time to construct an eastern extension of Schleisman Road/Avenue. The City-wide traffic model and traffic projected for Limonite Ave. already take into account having no future I-15 interchange at Schleisman.

Response to Comment 3. Cantu-Galleano Ranch Road has essentially the same width and the same number of travel lanes planned for each city (i.e., Eastvale = 152 feet wide and Jurupa Valley = 153 feet wide). There was no empirical data presented that would indicate expansion of the Bellegrave Ave. bridge is needed to prevent Level of Service impacts in excess of identified standards, and the City-wide traffic model already take into account having no future I-15 interchange at Schleisman Road and future traffic impacts on Limonite Avenue.

Response to Comment 4. Limonite Ave. would have essentially the same width and the same number of travel lanes planned for each city (i.e., Eastvale = 152 feet wide and Jurupa Valley = 153 feet wide). The planned interchange improvements were not included in the City traffic network or model runs at present because the improvements are not yet funded, which means it is speculative as to if or when they would actually be made. However, the City is willing to discuss incorporating the interchange improvements into the buildout roadway network and a future run of the City-wide traffic model at some point after any other planned changes to the roadway and intersection network have been agreed upon by the City of Jurupa Valley.

Response to Comment 5. The City of Jurupa Valley looks forward to continued communication and coordination with the City of Eastvale regarding roadway planning. The City may make minor modifications to the City-wide traffic network based on comments by the Planning Commission and City Council. At that time, full improvements to the I-15/Limonite Ave. Interchange could be added to the traffic network and model run if specific timing and funding information was available at that time. At this time, none of the information on other roadways provided in the City of Eastvale's two EIR comment letters appears to require changes to the City-wide traffic network and thus would not need to be included in a subsequent run of the City-wide traffic model.

Golden State Environmental Justice Alliance
Green Jobs & Clean Communities
P.O. Box 79222
Corona, CA 92877

LETTER D-1

March 11, 2017

VIA EMAIL

Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley, California 92509
Mary Wright, Project Manager
mwright@jurupavalley.org
wright@civicsolutions.com
Ernest Perea, CEQA Consultant
eperea@jurupavalley.org

SUBJECT: COMMENTS ON JURUPA VALLEY GENERAL PLAN EIR

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Jurupa Valley General Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

1

1.0 Summary

As we understand it, the proposed General Plan will replace the City's current General Plan which follows the Riverside County General Plan. The proposed Genral Plan is the City's first locally prepared General Plan. The proposed General Plan amends a portion of the 2008 Riverside County General Plan and supplements it with additional information, policies and programs as needed. The City of Jurupa Valley intends to complete a more extensive update of the General Plan in 5–10 years. 2

4.2 - Agriculture and Forestry Resources

4.2.5.1 Existing Zoning and Williamson Act

The EIR states that County records show two properties in the southwest portion of Jurupa Valley (275 acres total) have Williamson Act contracts but the contracts were recently canceled as part of two proposed projects - CV Communities and Stratham Homes. However, the County records for either the former Williamson Act contracts or their cancellation is not included for public review. The records are also not listed in Section 8.0 References either. The EIR does not indicate if the proposed projects were approved, denied, or developed which may have an impact on the cancellation or activation of the Williamson Act contracts. CEQA § 15150 (f) states that incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand. The County records mentioned contribute directly to the analysis of the problem at hand and should be included for public review and confirmation that the contracts are cancelled, especially when the EIR does not disclose the status of the proposed projects at the their respective properties. Not including the County records for public review is in violation of CEQA § 15150 (f). 3

Figure 4.2.1 Farmland in Jurupa Valley is provided to show the location of farmland in the City. However, the EIR does not provide a map showing each farmland area with the new designation of Open Space, Rural or a map showing the new designation and the surrounding area which may also have new General Plan land use designations. The compatibility of agricultural uses and their surrounding uses is vital to analyze the adequacy of the new Open Space, Rural designation for preserving and encouraging agricultural uses to remain. 4

Further, the EIR states that the 2017 General Plan will include agricultural lands under the Open Space, Rural category. The EIR continues by stating that "once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have 5

any agricultural zones". It is clear that the agricultural zoning designation will be removed. However, the EIR continues by stating that the proposed removal of the agricultural zones is consistent with the following 2017 General Plan Policy:

LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.

The new Open Space, Rural designation describes itself as "applied to remote, privately owned open space areas with limited access and a lack of public services". This does not describe or mention prime farmlands, conserving agricultural lands, or the agriculture productivity of the Jurupa Valley soils. There is no explanation demonstrating the correlation between the removal of the agricultural designation and encouraging the conservation of agricultural lands. The EIR should be revised to provide information regarding the consistency between changing the designation from exclusively Agricultural Use to Open Space, Rural and encouraging farm land. 5

Figure 2-8 Land Use Changes in 2017 General Plan included in the Draft General Plan does not show the proposed changes to existing agricultural land. The Draft General Plan and its EIR are inadequate as informational documents in violation of CEQA's requirements for meaningful disclosure to the public and decision makers. 6

4.3 - Air Quality

4.3.5.1 - Operational Emissions

Table 4.3.G: VMT Estimates for Existing and Future Land Uses in the City estimates that General Heavy Industry uses will increase by 30.9% by 2035 and General Light Industry uses will increase by 19.9%. The EIR states that overall VMT will not increase as fast as ADT even though Industrial/Warehousing uses will increase. The EIR makes the assumption that since residents will possibly live closer to work and shopping centers, fewer VMT will result. However, the EIR is silent regarding the increased VMT from industrial truck shipping traffic from the Ports of Los Angeles and Long Beach as well as other major shipping centers. Table 4.10(A) of the Land Use section also indicates that 25.9% of the industrial land area is vacant while only 22.2% of the Residential land is vacant. It is clear that the City will experience high levels of industrial growth. The Air Quality Analysis of the EIR is misleading to the public and decision-makers by not discussing the increased VMT from industrial traffic and should be revised to include such discussion. 7

Further, the ADT estimate only assumes weekday trips. Industrial and commercial business operate 24/7 and accept deliveries and send out new shipments on the weekend as well. Residents of the City that happen to work in the City as well are likely to make trips to grocery stores, dry cleaners, hair salons, restaurants, etc on the weekends. The ADT must be updated to include weekend trips for residential and non-residential uses. 8

4.10 - Land Use and Planning

4.10.5.2 - Conflict with Applicable Land Use Plans, Policies, or Regulations (Local)

The EIR states that "no warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the Mira Loma Warehouse and Distribution Center Overlay" area. However, Figures 2-7 and 2-8 of the draft General Plan identify two sites that will be changed to the Business Park - Specific Plan designation. It is not stated which two specific plans these sites are under (if any currently exists) but it is apparent that the Thoroughbred Farms Specific Plan is located south of one of the sites - east of the 15 freeway, south of Cantu-Galleano Ranch Road and north of Bellegrave Avenue - but is not proposed to be changed to BP-SP. Thoroughbred Farms Specific Plan is an adopted Business Park Specific Plan but the project site is not identified on Figure 2-7 of the General Plan as a BP-SP designation even though there is a specific plan. The EIR should be revised to include analysis regarding not changing the General Plan designation for this site in addition to whether or not specific plans are in place or proposed at the two sites identified. 9

Further, the Thoroughbred Farms SP permits warehousing and distribution centers with a CUP. The proposed General Plan requirement for no warehousing or distribution centers outside of the Mira Loma Warehouse and Distribution Overlay conflicts with the existing Thoroughbred Farms SP, which will result in nonconforming uses. The EIR does not discuss this information or provide any analysis of the potential impacts this may cause. Further, all existing warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities outside the Mira Loma Warehouse and Distribution Center Overlay would be considered nonconforming uses and this is not addressed in the EIR either. The EIR also does not discuss the possibilities of increased traffic to the potentially nonconforming sites. It's likely that restricting warehousing in the City would increase traffic to the existing facilities because they are the only ones available. 10

4.16 - Transportation and Traffic

4.16.7 - Cumulative Impacts

The EIR determines that significant and unavoidable impacts will occur with respect to transportation and traffic. However, not all potential impacts were addressed in the analysis. The EIR does not discuss the potential for the existing nonconforming warehousing facilities to have increased traffic to their locations. The traffic would be focused at the intersections/ highways surrounding the existing facilities and could predictably increase truck traffic to these facilities as a destination. The EIR should address the possibility of increased traffic at these locations as part of the traffic analysis. 11

6.0 - Alternatives

6.2 - Alternatives Considered but Not Analyzed Further

The EIR states that none of the potential "all non-residential growth" alternatives was studied further because it would create incompatible uses adjacent to each other. However, the policies of the General Plan Land Use chapter provide for mitigation measures when industrial/ commercial development is proposed near residential uses. This includes (but is not limited to):

EJ 2.2 Sensitive Land Use Buffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping or other measures as necessary to minimize air quality impacts.

EJ 2.3 School Buffers. Provide adequate buffers between schools and industrial facilities and transportation corridors. 12

EJ 2.5 Residential Buffers. Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

EJ 2.8 Separation of Uses. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety.

LUE 2.6 Buffering. Require setbacks and other design elements to buffer residential units from the impacts of abutting agricultural, roadway, commercial, and industrial uses to the maximum extent possible.

LUE 5.19 Open Space. Provide open space areas within village centers, such as plazas or parklets, to provide visual relief from the urban environment, to form linkages to other portions of the City, and to serve as buffers from incompatible uses.

12

The EIR should have analyzed the potential impacts or reduction to impacts that the all non-residential growth alternative would generate because policies of the General Plan provide mitigation measures through project design. Further, an alternative with increased residential uses and reduced industrial/commercial uses should have been analyzed in order to determine the potential impacts or reduction to impacts of such an alternative.

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed General Plan and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

13

Sincerely,

Joe Bourgeois
Chairman of the Board
Golden State Environmental Justice Alliance

RESPONSES TO LETTER D-1

Golden State Environmental Justice Alliance

Response to Comment 1. As a note for future correspondence, it would be helpful if in the beginning of the letter the commenter provided some background information on its charter or mission, general membership and relationship to the City of Jurupa Valley, etc. As written, there is no context within which the comments are made. However, the City will include this organization on its public notification list for this project.

Response to Comment 2. The commenter is correct that the 2017 General Plan replaces the City's current General Plan which is based on the Riverside County General Plan. Although originally considered an "Interim Plan" it has since evolved into a comprehensive first General Plan for the City of Jurupa Valley for the foreseeable future.

Response to Comment 3. The information on the status of the two properties recently under Williamson Act contracts came from the Riverside County Farm Bureau and the Riverside County Geographic Information Services (GIS) department. Since the cancellation of these contracts has already occurred, the City determined that further information regarding the cancellation of these contracts was not needed as "backup" for the DEIR appendices or references. The commenter is incorrect that providing County data/documentation on Williamson Act Contract cancellations is required to comply with CEQA. The EIR already provides information at a programmatic level as is required by CEQA for General Plan EIRs, and data from the County indicated the Williamson Act contracts on both these projects had already been cancelled or were in the process of being cancelled to allow for future development, consistent with State law. Further reference to the cancelled Williamson Act contracts is not necessary under CEQA Guidelines § 15150(f) as the fact of their cancellation already has been established. The commenter has not presented any data or evidence that would contradict or conflict with that conclusion. If the commenter's arguments were correct, then information on all previous County actions on development plans within the City (i.e., prior to City General Plan approval) would have to be provided to fully document their current status as well, which is not required under State General Plan law or CEQA.

Response to Comment 4. Figure 4.2.1 of the General Plan EIR clearly identifies the various categories of state-designated farmland within the City but does not make any specific commitment or statement that lands previously identified as agriculture under the County General Plan, or that were currently in agricultural use, would in any way be preserved or formally protected as agriculture in the future. State law does not require the City to preserve the agricultural land use or zoning designations of the current County General Plan. As a result of the City's extensive public input process and discussion of community-wide issues, the City's General Plan opts not to preserve existing agricultural uses or land underlain by prime agricultural soils by designating such lands with an open space or agricultural land use or zoning designation. Rather, the policies of the General Plan encourage agricultural uses to continue as long as they are economically feasible for landowners. The General Plan also firmly establishes the right of property owners to farm even if surrounding land owners or occupants object to farming activities (i.e., "right to farm")(see also Response 5 below).

The City is part of an area that was once rural (i.e., western Riverside County) with extensive farming, but is transitioning to more urbanized/suburbanized uses. In such areas, agricultural uses eventually become impractical or economically infeasible as land prices, water costs, land use conflicts, etc. naturally increase over time as development occurs and eventually surrounds active farmland. The City General Plan allows for this process to occur, but does not permanently preserve agricultural uses or preclude land from transitioning to more urbanized uses when so desired by the landowner. Therefore, it is not accurate or appropriate to provide a map showing existing agricultural uses as actually designated as or zoned for Open Space Rural.

To clarify this issue, the following correction will be indicated in Section 3, *EIR Errata and Additions*:

> **(DEIR page 4.2-8)** The 2017 General Plan includes agricultural lands that were classified in the County General Plan under the "Open Space, Rural" land use category. Most residents and land owners have expressed a strong desire for land in the City to be designated for suburban-type uses, but ongoing agricultural activities should be encouraged to continue as long as the land owner desires it and if they are economically feasible. Once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have any agricultural zones.

The EIR clearly identifies the eventual loss of prime agricultural land as a significant environmental impact under CEQA, which cannot be feasibly mitigated at the local level. The City will have to adopt a Statement of Overriding Considerations for this impact if it approves the 2017 General Plan. For additional information, the reader should also refer to Response 5 below regarding specific General Plan goals, policies, and programs related to agricultural land uses. These General Plan goals, policies, and programs are intended to help prevent conflicts between agriculture and adjacent non-agricultural uses wherever they may occur in the City, so no specific mapping of existing properties used for agriculture is needed for this analysis.

Response to Comment 5. City General Plan policy LUE 1.3 does encourage conservation of prime farmland but does not state the City will establish specific land use or zoning designations for farmland, nor does it state such lands will be preserved in perpetuity, as shown in the various General Plan goals, policies, and programs shown below (DEIR page 4.2-9):

Conservation and Open Space Element

Goal
COS 4 Accommodate and encourage expansion of agricultural activities.

Policies
COS 4.1 Use agricultural land conservation programs to improve the viability of farms.
COS 4.2 Discourage the conversion of productive agricultural land.
COS 4.3 Encourage placement of uses compatible with agriculture on adjacent land.

Programs
COS 4.1.1 Encourage landowners to use farmland preservation and protection programs.
COS 4.1.2 Encourage sustainable agricultural activities to minimize land use conflicts.

Land Use Element

Policies
LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.
LUE 1.4 Adhere to the Riverside County Right-To-Farm Ordinance.

The statement in the DEIR merely meant the acreages previously assumed for agriculture under the County General Plan and zoning would be incorporated into the Open Space Rural designation in terms of recordkeeping. It appears the commenter was misinterpreting the General Plan and DEIR statements in this regard. Additional related discussion is provided in Responses 4 above and 6 below.

Response to Comment 6. Figure 2-8 of the General Plan does in fact show that the existing lands used for agriculture will be designated and eventually developed for various suburban land uses as outlined in the Land Use Element and the City's Land Use Plan. The Plan is not required to show specific changes from existing to future agricultural uses (i.e., the General Plan and zoning do not contain any specific agricultural designations or zones). The DEIR is adequate and does not violate

CEQA because the DEIR explains the existing conditions regarding agricultural land and uses and indicates how those lands will eventually transition to suburban land uses in the future.

Response to Comment 7. The Vehicle Miles Traveled (VMT) information provided in Table 4.3.G does include trip generation for warehousing including logistics facilities that will access the regional ports (including the Ports of Los Angeles and Long Beach), and the regional traffic model (RIVTAM) that was used to develop the City-wide traffic model takes these types of trips and appropriate trip lengths into account when estimating future roadway, intersection, and freeway impacts. DEIR pages 4.3-18 and 19 state the following:

> "The State Office of Planning and Research (OPR) has not yet issued final guidance on how VMT is to be calculated in reference to significance determinations in CEQA documents, and SCAG has not issued baseline community-level VMT information upon which to prepare a VMT analysis under SB 375. However, the following information will provide a baseline against which future VMT assessments can be measured."

The commenter is correct that the General Plan anticipates the City will experience substantial growth in industrial and other non-residential uses which will in turn provide substantial growth in jobs in the future along with additional traffic. However, the City is currently considered to be "housing rich" and "jobs poor", which means that increases in jobs in excess of increases in housing in the future will help improve the City's jobs/housing balance. Within Jurupa Valley this would eventually lead to reductions in trip lengths by workers who live in the City as more jobs are added to the City and some portion of local workers find employment within the City, thereby reducing their regional commuting. This is a major regional goal of the SCAG regional planning documents outlined in the DEIR (e.g., Regional Mobility Plan) because it will also reduce regional VMT by providing more jobs in housing rich areas. That is not to say every new job created in the City will be held by City residents, but the overall long-term goals of SCAG, as outlined in its adopted plans, are based on this regional strategy (i.e., improving jobs/housing balance in housing rich areas and vice versa) which will ultimately benefit the region as a whole, including the City of Jurupa Valley. The 2017 General Plan is consistent with this regional planning goal.

Response to Comment 8. The City-wide traffic model assumes average daily trips although the peak hour impacts are assumed to be weekday periods because that is when the greatest impacts are felt on local roadways and intersections. The commenter is conflating project-level data with programmatic-level data. The General Plan DEIR is a programmatic document that evaluates the impacts of General Plan goals and policies and the general effects to development in the future (i.e., consistent with those goals and policies). CEQA will require more specific project-level data when specific development is proposed on specific properties in the future, including industrial projects in proximity to residential uses. The commenter is incorrect in stating that the traffic model must be updated to include weekend trips. The model already looks at daily (weekday) and peak hour traffic impacts as those are the "worst case" times when traffic will be greatest (i.e., weekday when workers are commuting to and from work and students are being taken to and from school). An analysis of weekend traffic would only be required in the future for a project that specifically generates weekend traffic rather than typical worst case weekday traffic. The traffic data and analysis in the City-wide traffic model is appropriate for the programmatic nature of the General Plan DEIR.

Response to Comment 9. The commenter is conflating project-level data with programmatic-level data. The General Plan DEIR is a programmatic document that evaluates the impacts of General Plan goals and policies and the general effects to development in the future (i.e., consistent with those goals and policies). CEQA will require more specific project-level data when specific development is proposed on specific properties in the future, including the two Business Park Specific Plans identified by the commenter. It should also be noted that the types of approved land uses such as Specific Plans referred to by the commenter were incorporated into the appropriate Traffic Analysis Zones (TAZs) of the City-wide traffic study prepared for the General Plan (see DEIR Appendix K).

Response to Comment 10. The DEIR text cited by the commenter was actually a small part of a more extensive policy in the Land Use Element that attempts to deal with existing and future warehousing in the City. The following text provides the full citation from the DEIR (pages 4.10-24 and 25) which itself is a direct quote from the General Plan Land Use Element:

Mira Loma Warehouse and Distribution Center Overlay

The Mira Loma Warehouse and Distribution Overlay is located in the northwest section of the City and consists primarily of large logistics warehouses with storage, loading, and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic, and includes some small-scale retail commercial and services adjacent to a small residential neighborhood.

This overlay is designed to limit the locations of logistics and other similar supply-chain uses to the Mira Loma Warehouse and Distribution Center Overlay area. Its boundaries are shown in *Figure 2-9*.[1] These uses generate a greater concentration of industrial truck traffic than other typical manufacturing uses, and thus generate significant environmental impacts on air quality, noise, and traffic.

Policies

LUE 5.42 **Permitted Uses.** Permit warehousing and distribution uses, logistics, and other goods storage facilities in the Business Park, Light Industrial, and Heavy Industrial land use designations only in the following area:

The area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.

This policy shall not apply to firms that only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility, and other environmental and socioeconomic concerns. Any manufacturing project proposal outside the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the City. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the aforementioned area.

Policy LUE 5.42 addresses future land uses and refers to new Business Park, Light Industrial, and Heavy Industrial land uses. Land uses that have already been approved, such as the projects referred to by the commenter, are allowed and were taken into account when preparing the City-wide traffic study. For example, the Thoroughbred Farms Specific Plan is a legal zoning document and land use plan that has already been taken into account in the City-wide traffic model completed for the 2017 General Plan.The statement quoted by the commenter was not intended to limit approved land uses, and any future uses that have not been evaluated under CEQA for air quality and other impacts related to trucking will be evaluated when specific development is proposed. The

[1] Figure 2-9 of the draft 2017 Jurupa Valley General Plan Land Use Element

programmatic nature of the General Plan DEIR allows for the evaluation of project-specific impacts at the appropriate time (i.e., in the future when specific development is proposed on a specific property) as required under CEQA. Again, the City-wide traffic model took into account approved uses that may allow warehousing, but future development will require more specific analysis under CEQA.

Response to Comment 11. Response 10 above in part addresses the commenter's concern about future warehousing that may be built outside of the Mira Loma area. If warehousing were part of a previously approved project, then it would not be non-conforming as suggested by the commenter. Instead, such development would have more focused traffic, air quality, and other environmental studies prepared as part of its project-specific CEQA process. It is not possible for a programmatic General Plan DEIR to evaluate potential future project-level impacts such as those suggested by the commenter.

Response to Comment 12. CEQA requires the development and evaluation of reasonable alternatives, not all possible alternatives. The City currently has 2,866 acres of vacant land designated for residential land uses under the County General Plan, and 1,628 acres of vacant land designated for non-residential uses (DEIR Table 3.A). It would be unreasonable to assume the City would re-designate all currently vacant land that is designated for residential uses for all non-residential uses. The commenter is correct that the General Plan does establish or suggest a variety of buffers or other methods of separating potentially incompatible land uses. While such a change could generate substantially more jobs depending demand for non-residential development, it would substantially reduce any anticipated future population or housing growth that may occur within the City, reducing potential future tax revenues specifically related to new residences and new residents that would not be generated by new businesses or new employees. The commenter has offered no reasons why a shift to all non-residential land uses on vacant land represents a reasonable land use alternative or would meet the goals and objectives of the General Plan.

The commenter's suggestion about increasing residential uses relative to non-residential uses would work against the regional planning goal of increasing jobs/housing ratio in areas that are housing rich (i.e., like Jurupa Valley). Community input during the early phases of General Plan development indicated residents wanted less future growth of residential uses and at lower densities than might be desired under state housing goals, so such a land plan may not necessarily represent a reasonable alternative for analysis in this DEIR. The City believes it has evaluated a reasonable range of alternatives in this DEIR.

Response to Comment 13. The organization will be provided with notice of future hearings or opportunities to comment as part of the CEQA process. However, the commenter is also listed as the President of the Socal Environmental Justice Alliance so the commenter may want to clarify if there is any overlap with that organization so as not to cause confusion with future notices.

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VIA EMAIL

March 20, 2017

City of Jurupa Valley
Attn: Annette Tam, Senior Planner
8930 Limonite Avenue
Jurupa Valley, California 92509
atam@jurupavalley.org
tmerrell@jurupavalley.org
eperea@jurupavalley.org

LETTER D-2

DUDEK
Attn: Carey Fernandez, Project Manager
605 Third Street
Encinitas, California 92024

RE: DRAFT Emerald Ridge Environmental Impact Report

Dear Ladies and Gentlemen,

I am writing regarding the above referenced Draft Emerald Ridge Environmental Impact Report. The Sections copied below list nearby approved projects that must be considered within the cumulative impact analysis. You seem to have missed a large approved project that is within about ½ mile from your project and has direct impacts on the Rubidoux Blvd intersection with the I-60 Freeway. This is an approved Specific Plan with a certified EIR. It consists of approximately 1,000 residential lots, 200,000 square feet of retail space and a 25 acre Church site. Attached are copies of the EIR certification information.

> ***3.6.2 Methodology***
>
> *According to Section 15130(b) of the CEQA Guidelines, cumulative impact analysis may be conducted and presented by either of two methods: (1) a list of past, present, and probable activities producing related or cumulative impacts; or (2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. With the exception of the impact analyses of air quality and greenhouse gas emissions, the cumulative list approach has been utilized in the cumulative analysis presented for each environmental topic area analyzed in Chapter 4. Air quality and greenhouse gas emissions cumulative impacts have been evaluated using the summary of projections method because impacts can only be analyzed on a broad, area-wide scope, and in a cumulative context.*
>
> ***3.6.3 Cumulative Projects List***
> *Pursuant to CEQA Guidelines Section 15130(b)(1)(A) this EIR uses "a list of past, present, and probable future projects producing related or cumulative impacts." The list of cumulative projects under consideration for this analysis is presented in Table 3-1. The cumulative projects are also shown in relation to the project site in Figure 3-7.*

1

I believe that the CEQA Guidelines that you cite would require you to include this information in your study. I am one of the owners within the Emerald Meadows Specific Plan so if you need detailed information about the project, I will be happy to provide that to you.

1

Sincerely,
RTE 60, LLC



Jim Stockhausen

CC: Greg Lansing

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA 713B

FROM: TLMA - Planning Department

SUBMITTAL DATE:
August 25, 2005

SUBJECT: GENERAL PLAN AMENDMENT NO. 679 / CHANGE OF ZONE NO. 6893 / SPECIFIC PLAN NO. 337 - EIR NO. 473 - Applicant: EMR Residential Properties, LLC., County of Riverside EDA - Engineer / Representative: JHA Consulting Inc. - Second Supervisorial District - Rubidoux Zoning District - Jurupa Area Plan - Location: North of 34th Street, south of the I-60 Freeway, east of Rubidoux Boulevard, and west of Santa Ana River - 278.45 Acres - Zoning: Light Agriculture (A-1), Limited Multiple-Family Dwellings (R-2A), Multiple Family Dwellings (R-2), One-Family Dwellings (R-1), Watercourse, and Watershed and Conservation Areas (W-1) - REQUEST: To amend the General Plan Land Use Designation of the subject site from Light Industrial, Medium High Density Residential, Recreation, Commercial Retail, water, and Very High Density Residential within the Jurupa Area Plan, to Medium, Medium-High, High, Very High Density Residential, and Commercial Retail. Change the zone of the subject property from Light Agriculture (A-1), Limited Muliple Family Dwellings (R-2A), One-Family Dwellings (R-1), Multiple Family Dwellings (R-2), Manufacturing Service Commercial (M-SC), General Commercial (C-1/C-P), and General Residential (R-3) to Specific Plan (SP). To master plan 278.45 acres in the Jurupa Redevelopment Area. The proposal includes 1,196 residential units, with housing types varying from clustered developments to 5,000minimum square foot lots. The plan includes 17.5 acres of park, 20.4 acres of comercial property, 12 acres of school facilities and 25 acres for religious facilities.

Departmental Concurrence

REVIEWED BY EXECUTIVE OFFICE
DATE 8/29/05

RECOMMENDED MOTION:

The Planning Department recommended Approval; and,
THE PLANNING COMMISSION BY A VOTE OF 3-0, (Commissioner Petty and Commissioner Porras absent) RECOMMENDS:

CERTIFICATION of **ENVIRONMENTAL IMPACT REPORT NO. 473,** which has been completed in compliance with the EIR guidelines and the riverside County Rules to Implement

Michael Hamed for
Robert C. Johnson
Planning Director

RCJ:sn

☑ Policy ☑ Policy
☐ Consent ☐ Consent
Dep't Recomm.: Per Exec. Ofc.:

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Tavaglione, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is tentatively approved as recommended with a condition that when it comes back for the first tract, the developer make every effort to acquire two properties by friendly acquisition, and try to eliminate going by eminent domain, and that staff is directed to prepare the necessary documents for final action.

Ayes:	Tavaglione, Stone, Wilson and Ashley
Nays:	Buster
Absent:	None
Date:	September 13, 2005
xc:	Planning, Co.Co., Applicant

Nancy Romero
Clerk of the Board
By: Deputy

Prev. Agn. Ref.	District: Second	Agenda Number:



General Plan Amendment No. 679 / Specific Plan No. 337 / Change of Zone Case No

SCH Number: 2004031007

Type: NOD

Project Description

To amend the General Plan Land Use Designation of the subject site from Light Industrial, Medium High Density Residential, Recreat Retail, water, and Very High Density Residential within the Jurupa Area Plan, to Medium, Medium-High, High, Very High Density Resi Commercial Retail. Change the zone of the subject property from Light Agriculture (A-1), Limited Multiple Family Dwellings (R-2A), Or Dwellings (R-1), Multiple Family Dwellings (R-2), Manufacturing Service Commercial (M-SC), General Commercial (C-1/C-P), and Ge (R-3) to Specific Plan (SP). To master plan 278.45 acres in the Jurupa Redevelopment Area. The proposal includes 1,196 residential housing types varying from clustered developments to 5,000 minimum square foot lots. The plan includes 17.5 acres of park, 20.4 acr commercial property, 12 acres of school facilities and 25 acres for religious facilities.

Project Lead Agency

Riverside County Planning Department

Contact Information

Primary Contact:
Grace Williams
Riverside County Planning Department
(951) 955-3626
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside
CA, 92502-1409

Project Location

County: Riverside
City: Riverside
Region:
Cross Streets: North of 34th Street, I-60 Freeway, Rubidoux Boulevard
Parcel No: 179-130-007,179-140-011,179-170-002,005;179-270-013,024,178-252-003,004,178-261-001,178-262-003,
Township: 6S
Range: 2W
Section: 4, 8,
Base: SBB&M
Other Location Info:

Determinations

This is to advise that the ☒ Lead Agency ☐ Responsible Agency Riverside County Board of Supervisors has approved the proj above on 10/4/2005 and has made the following determinations regarding the project described above.

1. The project ☒ will ☐ will not have a significant effect on the environment.

2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures ☒ were ☐ were not made a condition of the approval of the project.

4. A Statement of Overriding Considerations ☒ was ☐ was not adopted for this project.

5. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

Final EIR Available at: Riverside County Planning Department 4080 Lemon Street, 9th Floor Riverside, CA 92501

Date Received: 10/17/2005

CEQAnet HOME | NEW SEARCH

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RESPONSES TO LETTER D-2

RTE 60, LLC (Emerald Meadows Representatives)

Response to Comment 1. The project land use information referred to by the commenter was incorporated into the City-wide traffic model runs prepared by LSA Associates in support of the Mobility Element. It should be noted the comment letter referred to both the "Emerald Ridge Environmental Impact Report" and the "Emerald Meadows Specific Plan" however staff believes this comment is in relation to the Emerald Meadows project.

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3. EIR ERRATA AND ADDITIONS

Specific changes in DEIR text are shown in either strikeout (~~strikeout~~) where text has been removed or in double underline (underline) where text has been added. The applicable page numbers from the Draft EIR are also provided for easy reference. The following correction to the Draft EIR should be noted:

DRAFT EIR (GLOBAL CHANGES)

(1) Any reference to "less intense" or "lower intensity development" in the DEIR refers to 30 percent (not 20 percent) less development than under the proposed 2017 General Plan in terms of housing density (number of units or units per acre) or acres or square footage of new non-residential development. This is a global change that does not change the significance of any impacts identified in the DEIR.

(2) Any reference to SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the updated 2016 version not the older 2012 version.

Section 1: Executive Summary

Section 1.4 (page 1-4) "…Lower Intensity Alternative that looks at ~~20~~ 30 percent less intensive…"

Section 4.2.5.4 (page 1-5) "…based on market conditions, and impacts of this conversion process will be ~~less than~~ significant and unavoidable due to no feasible mitigation available."

Section 4.2.5.5 (page 1-5) "…remove 2,077 acres of land classified as farmland of local importance (i.e., not prime farmland) which is ~~not~~ considered a significant and unavoidable impact of General Plan implementation due to no feasible mitigation available."

Table 1.A – Summary of Impacts and Mitigation

(page 1-9) Remove Section 4.7.5.3 Impact to the Proposed Plan from Global Climate Change…" from the Executive Summary because there is no Section 4.7.5.3 in the DEIR Section 4.7, *Greenhouse Gas Emissions…"*

(page 1-13) "…4.14.3.5 Schools…" should be 4.14.5.3 Schools

(page 1-13) Missing Section 4.14.5.4 Libraries.

4.14.5.4 Libraries: Project developers would be required to pay Development Impact Fees to offset project-related demand on existing library services. Fair share payment of infrastructure costs by project developers would ensure that newly proposed projects would not have an adverse impact on the availability of library services. These impact fees could also be used to fund construction or expansion of library facilities, if necessary, to reduce impacts. With implementation of the 2017 General Plan, anticipated impacts on library services would be less than significant.

Section 2: Introduction

Section 2.7.1 Notice of Preparation

The text of the footnote on the bottom of page 2-7 should be changed as following (typographical error):

The City's Notice of Preparation 30-day public review period was from ~~May 13, 2014 to June 11, 2014~~ February 5 to March 6, 2016.

Section 3: Plan Description

See global changes regarding lower intensity uses being 30 percent less intense than the proposed General Plan not 20 percent less intense.

Section 4: Environmental Analysis

Section 4.1 Aesthetics

4.1.8 Cumulative Impacts (page 4.1-20). Change numbering to Section 4.1.6.

Section 4.2 Agricultural and Forest Resources

4.2.5 Programmatic Impact Evaluation

4.2.5.1 Existing Zoning and Williamson Act

To clarify the current classification of agricultural land in the City, the following changes will be made to the DEIR text:

(page 4.2-8) The 2017 General Plan includes agricultural lands that were classified in the County General Plan under the "Open Space, Rural" land use category. Most residents and land owners have expressed a strong desire for land in the City to be designated for suburban-type used, but ongoing agricultural activities should be encouraged to continue as long as the land owner desires it and if they are economically feasible. Once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have any agricultural zones.

Section 4.2.5.5 (page 4.2-13) "The conversion of farmland to non-agricultural uses was analyzed in Section 4.2.5.4 and ~~was determined to be a less than~~ impacts were determined to be significant and unavoidable there is no feasible mitigation to reduce impacts to less than significant levels."

Section 4.2.5.5 (page 4.2-14) "The previous Section 4.2.5.4 concluded this was a fundamental land use change for the area ~~but~~ was ~~not~~ considered a significant environmental impact. At a programmatic level, there are no mitigation measures needed for this transitional process other than implementation of the outlined General Plan goals, policies, and programs. That section concluded the conversion of farmland to non-agricultural use was a ~~less than~~ significant and unavoidable impact ~~and no mitigation is required~~ since there is no feasible mitigation to reduce impacts to less than significant levels. ~~Conversely,~~ Likewise, this section concludes…"

Section 4.5 Cultural Resources

Section 4.5.5.3 (page 4.5-19). Change numbering to Section 4.5.5.4.

Section 4.6 Geology and Soils

Sections 4.6.5.3 and 4.6.5.6 (pages 4.6-28 and 4.6-33) in reference to "COS 1.4"

Add "COS 1.4 Prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils" to list of policies in discussion under Sections 4.6.5.3 and 4.6.5.6.

Section 4.6 (page 4.6-35). Change numbering to Section 4.6.6.

4.7 Greenhouse Gas Emissions and Climate Change

Section 4.7.5.2 (page 4.7-30) "Table 4.13.C in Section ~~4.10~~ 4.13, *Population, Housing, and Employment*, indicates the City is projected to have a population of ~~126,000~~ 130,537 residents and ~~49,558~~ 50,089 employees by 2035. If the projected Buildout service population of the City (residents and workers) is multiplied by the efficiency target (~~175,538~~ 180,626 times 4.1), the City's efficiency goal would be ~~719,706~~ 740,567 MT CO_2e/yr."

In addition, Tables 4.7.H and 4.7.J should be updated to incorporate the Service Population projections as indicated in Table 4.13.C in Section 4.13.

4.8 Hazards and Hazardous Materials

Section 4.8.7 (page 4.8-34). Change numbering to Section 4.8.6.

4.9 Hydrology and Water Quality

Section 4.9.5.1 (page 4.9-27) "CSSF 1.1.20…CSSF 1.1.21…CSSF 1.1.22…CSSF 1.1.1.3…CSSF 1.1.1.4" Change policy numbering to "CSSF 1.20…CSSF 1.21…CSSF 1.22…CSSF 1.1.3…CSSF 1.1.4"

Section 4.9.5.2 (pages 4.9-27 and 4.9-28) "…not located downstream of or near any enclosed body of water and ~~could~~ would not be subject to a seiche during a seismic event."

Section 4.9.5.2 (page 4.9-28) "CSSF 1.5: Require projects to ~~mitigation~~ mitigate onsite geologic and related hazards."

Section 4.9.5.3 (page 4.9-30) "…on March 22, 2010, concluded export restriction could…"

Section 4.9.5.6 (page 4.9-41) "…Open Space Element address ~~construction~~ operational-related water quality issues…"

4.10 Land Use and Planning

Global this section: Any references to the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the newer 2016 RTP/SCS.

Section 4.10.1.1 (page 4.10-8) …"~~4,258~~ 4,494 acres or approximately ~~15.3~~ 16.1 percent of the City…"

Section 4.10.7 (page 4.10-52). Change numbering to Section 4.10.6.

4.11 Mineral Resources

Section 4.11.7 (page 4.11-8). Change numbering to Section 4.11.6.

4.12 Noise

Section 4.12.5.2 (page 4.12-54) "Implementation of the ~~2017 General Plan~~ goals and policies of the 2017 General Plan will help…"

4.13 Population, Housing, and Employment

It should be noted the SCAG figures are based on regional trends, and the City projections are based on new housing, population, and employment added to existing figures which were calculated totally independent of SCAG regional projections (DEIR page 4.13-11).

Global this section: Any references to the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the newer 2016 RTP/SCS. The population, households, and employment projections in this section do not rely on SCAG's RTP/SCS; rather, they rely on the Riverside County Transportation and Land Management Agency (RCTLA) and California Department of Finance (DOF), so the projected numbers do not necessarily need to be updated. However, any reference to SCAG's 2012 RTP/SCS should be updated to the 2016 RTP/SCS.

Section 4.13.1.1 (page 4.13-1) "…The SCAG projects the City's population will grow to ~~103,700~~ 130.714 persons by the year 2020 and ~~126,000~~ ~~130,537~~ persons by the year 2035 (Table 4.13.A)."

Section 4.13.5.1 (page 4.13-10) "In the coming years, the City is expected to add from ~~9,198~~ 10,032 to ~~13,140~~ 14,332 new residential units…" in order to maintain consistency with the rest of the DEIR.

4.14 Public Services

Section 4.14.5.2 (page 4.14-10) "The ~~2016~~ 2017 General Plan…"

4.15 Recreation and Parks

Section 4.15.5.1 (page 4.15-13) "The City currently has 126 acres of parkland, so the City has a deficit of ~~162~~ 364 acres of parkland."

Section 4.15.6 (page 4.15-15) "For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to ~~cultural resources (with the recommended mitigation)~~ recreation and parks."

4.16 Transportation and Traffic

Global this section: The width for Bellegrave Avenue was missing from the Mobility Element maps – it will be corrected in the final Element.It will be a Major Street with a width of 118' and 4 travel lanes.

Section 4.16.6.2 (pages 4-16-71 and 4.16-72) "Projected growth by 2035 will result from conversion of a total of ~~4,258~~ 4,494 acres of now vacant land which is ~~15.3~~ 16.1 percent of the total City area. If development occurs at a regular pace, it would equal roughly ~~213 acres or 0.8 percent~~ 236.5 acres or 5 percent per year for approximately ~~20~~ 19 years (~~2015~~ 2016 to 2035). Future growth is expected to add a maximum of ~~13,140~~ 14,332 new residential units and maximum of ~~33~~ ~~36.3~~ million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*). The additional residential units alone could contribute approximately 131,400 total vehicular trips each day with over 13,000 trips during peak hours. The non-residential uses would add thousands more of daily and peak hour trips, although adding local jobs will help improve the City's job/housing balance on a regional scale and will reduce long regional commutes by providing more local jobs for local residents."

5.0 Additional Topics Required by CEQA

Table 5.A (page 5-1) Remove "…Cumulative Air Quality Impacts…" from the Other CEQA Topics Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

Sections 5.2 and 5.3 (pages 5-2 to 5-4) "…The City currently contains ~~4,258~~ 4,494 acres…"

Section 5.3 (page 5-3) "…2017 General Plan buildout would ~~result in a maximum population of 146,241 people, 61,855 additional jobs, and 38,141 additional housing units~~ add between 37,622 and 53,745 new residents and up to 14,332 new residential units to the City, resulting in a maximum of 152,587 people, 65,881 jobs, and 39,333 households (Table 4.13.C)."

6.0 Alternatives

Section 6.1.3 (page 6-4) Remove "…Cumulative emission impacts…" from the Alternatives Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

Section 6.2 (page 6-4) "…(i.e., air pollutant ~~and GHG~~ emissions, traffic, and noise) are already…"

Section 6.4.1.3 (page 6-7) "…slightly ~~more~~ less residential units and slightly ~~more~~ less non-residential development…" Section 6.4.1 states, "…resulting in slightly lower population projections at buildout (148,314 vs. 150,741 persons) from fewer housing units at buildout (38,686 vs. 39,333 units). The additional non-residential development at buildout would also be lower at 33.8 million square feet added vs. 36.6 million square feet.

Sections 6.4.1.3 and 6.4.1.18 and 6.4.2.3 and 6.4.2.18 and Table 6.F (pages 6-7 and 6-11 and 6-12 and 6-15 and 6-17) "…would be considered to make a significant contribution to cumulatively considerable air quality impacts…significant for daily emissions and cumulative impacts)." Remove all references to "…Cumulative …air quality impacts…" from the Alternatives Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

Sections 6.4.1.7 and 6.4.2.7 (pages 6-8 and 6-13) "…~~717,018~~ 717,779 MT CO2e compared to an adjusted…"

Sections 6.4.1.7 and 6.4.2.7 (pages 6-8 and 6-13) "…Table~~s~~ 4.7.I ~~and 4.7.K~~…"

Section 6.4.1.7 (page 6-9) "…GHG emissions and less than significant cumulative impacts contributions to regional GHG emissions."

Section 6.6 (page 6-19) "…incrementally reduce significant impacts for 3 of the ~~6~~ 4 ~~significant impacts~~ environmental factors for which significant impacts were identified…"

SECTION 3 SUMMARY

The information provided in the Response to Comments and the corrections outlined above do not constitute substantial new information that requires recirculation of the Draft EIR. The California Environmental Quality Act (CEQA) Guidelines, Section 15088.5, states:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The editorial changes to the Draft EIR described above do not constitute "significant" new information because:

- No new significant environmental impact would result from the project or from a new mitigation measure;
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance;
- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project; and
- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the information provided in the Response to Comments does not result in any substantial changes or additions to the Draft EIR. The responses merely clarify or amplify information already provided, or make insignificant modifications to the already adequate Draft EIR.

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

2017 City of Jurupa Valley General Plan

The program has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No. 2016021025) prepared for the project by the City of Jurupa Valley.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation measures identified in the Final EIR.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Jurupa Valley is responsible for ensuring full compliance with the mitigation measures adopted for the 2017 General Plan. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of General Plan implementation, mainly for private development and public works projects in the future.

In this regard, the responsibilities for verification of implementation of the mitigation measures have been assigned to the City of Jurupa Valley. . If during the course of Plan implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City Council shall be informed and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Plan is required and/or whether alternative mitigation is appropriate.

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4.3 MITIGATION MONITORING AND REPORTING PROGRAM

Project File Name: 2017 General Plan (includes any FEIR corrections and additions)

Applicant: City of Jurupa Valley

Date: April 2017

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Section 4.1 Aesthetics						
None						
4.2 Agriculture and Forestry Resources						
None						
4.3 Air Quality						
None						
4.4 Biological Resources						
None						
4.5 Cultural Resources						
4.5.5.1A Prior to issuance of a demolition permit for any structure older than 45 years at the time of application and according to City building records or other official documentation, a project applicant shall provide an historical assessment of the structure prepared by a qualified professional (i.e., certified historian or architectural historian) with a determination whether the structure represents a significant historical resource according to Section 15064.5 of the State CEQA Guidelines. The assessment shall include contact with a local historical society regarding the structure's potential local significance. If the structure is determined to not be historic or potentially historic, either at a state or local level, the structure may be demolished without further documentation. If the structure is not historic on a state level but has local historical significance, the structure may be demolished with City Council approval, provide that the property is photo-recorded and archived prior to demolition. If the structure has state historical significance, the project historian shall prepare a	City Planning Department	Once for each required document submittal	Prior to issuance of demolition permit	City verifies evidence of a historical assessment and, if required, photo documentation and archival report and, if required, a preservation plan		Withhold demolition permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
preservation plan which shall address in-place or onsite preservation, relocation to an appropriate offsite location, or demolition only if it can be clearly demonstrated that preservation in place is not physically, or structurally feasible. This measure shall be implemented to the satisfaction of the City Planning Department.						
4.5.5.3A Prior to issuance of a grading permit, a project applicant must demonstrate if the proposed project grading will impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials. If the potential for fossil discovery is low, no pre-grading monitoring needs to be established. If the potential for fossil discovery is moderate to high, the applicant must provide a paleontological monitor during rough grading of the project. If a paleontologist is not onsite and possible fossil materials are found, work shall be halted in that area until the material can be assessed by a qualified professional. If materials are found onsite during grading, a qualified professional shall evaluate the find and determine if it represents a significant paleontological resource. If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. This measure shall be implemented to the satisfaction of the City Planning Department.	City Planning Department	Once prior to issuance of grading permit and anytime during grading	Prior to issuance of grading permit and at time of discovery of paleontological resources	City verifies evidence of paleontological sensitivity; City verifies evidence developer has retained qualified paleontologist for monitoring; City verifies grading plans require City to be notified if any fossils are found during grading.		Withhold grading permit and/or Issue "Stop Work" Order until compliance verified
4.6 Geology and Soils						
4.6.5.1A Before a project is approved or otherwise permitted within an A-P Zone or within 150 feet of any other active or potentially active fault mapped in a published United States Geologic Survey (USGS) or CGS reports, or within other potential earthquake hazard area (as determined by the City), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of the project site. Where and when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City of Jurupa Valley Planning and Building Departments to be relevant to each development. The site-specific geotechnical investigation shall incorporate up-to-date	City Engineering Department City Building and Safety Department	Twice for each site-specific geotechnical investigation	Prior to issuance of grading permit Prior to issuance of building permit	City verifies geotechnical investigation is undertaken; City verifies recommendations of geotechnical investigation are included in grading plans.		Withhold grading permit and/or building permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
data from government and non-government sources. Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geologist and shall be submitted to City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits. If an active fault is discovered, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City.						
4.6.5.2A As determined by the City, a site-specific assessment shall be prepared prior to grading to ascertain potential ground shaking impacts on development. The site-specific ground shaking assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards to protect public health and safety. This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.	City Building and Safety Department City Public Works and Engineering Department	Once	Prior to issuance of building permit	City verifies recommendations of geotechnical investigation are included in grading plans		Withhold building permit
4.6.5.7A As determined by the City, a site-specific soil assessment shall be prepared prior to grading to ascertain potential soil expansion on development within the Monserate sandy loam, shallow, 5-15% slopes identified on Figure 4.6.2. The site-specific soil assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific	City Building and Safety Department City Public Works and Engineering	Once	Prior to issuance of building permit	City verifies recommendations of site-specific soil assessment are included in grading plans		Withhold building permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
geotechnical investigation. The site-specific soils assessment shall include specific measures to reduce the significance of potential soil swell/shrink potential sufficient to protect public health and safety. This site-specific soils assessment shall be prepared by a licensed soils engineer or geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.	Department					
4.7 Greenhouse Gas Emissions and Climate Change						
4.7.5.2A Within two years of General Plan approval, the City will prepare and adopt a Climate Action Plan (CAP) specifically for the City of Jurupa Valley, including a 2030 reduction target and local emission inventory. The City CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures in addition to those outlined in various elements of the General Plan for the reduction of future GHG emissions. The City CAP shall demonstrate how the City will reduce its greenhouse gas emissions to 50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with State law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses.	City Planning Department	Once	Within two years of General Plan approval	City verifies CAP is prepared and adopted		Use SCAQMD thresholds until CAP adopted
4.8 Hazards and Hazardous Materials						
None						

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
4.9 Hydrology and Water Quality						
4.9.5.6A Upon issuance of an occupancy permit, all non-residential development shall be required to mechanically sweep its truck and vehicular parking areas at least once every two weeks to reduce particulate materials that can contribute to degradation of local surface and groundwater quality. This measure may also be applied to institutional uses on a discretionary basis depending on the amount of parking area required.	City Public Works and Engineering Departments	Every two weeks	Every two weeks	City inspector evaluates condition of truck and vehicular parking areas		Suspension of discretionary permits
4.10 Land Use and Planning						
None						
4.11 Mineral Resources						
None						
4.12 Noise						
None						
4.13 Population, Housing, and Employment						
None						
4.14 Public Services and Facilities						
None						
4.15 Recreation and Parks						
None						
4.16 Transportation and Traffic						
4.16.5.2A Within two years of adopting the 2017 General Plan, the City will develop a Strategic Traffic Congestion Management Plan that will identify the type and timing of roadway and intersection improvements as well as other solutions that may not involve road widenings or standard intersection improvements. The goal of this plan will be to identify those specific improvements or actions that will achieve the City's Level of Service standards to the greatest degree practical, including potential funding and the critical timing of improvements. Future development will be required to be consistent	City Public Works and Engineering Department	Once	Within two years of adopting the 2017 General Plan	City verifies Strategic Traffic Congestion Management Plan is developed and adopted		Use General Plan circulation system improvements and programs until Strategic Traffic Congestion Management Plan is adopted

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
with this plan.						
4.16.5.2B The City shall seek to enter into a cooperative agreement with each of the surrounding jurisdictions regarding reciprocal fair share contributions for intersection and/or roadway improvements of mutual benefit to the City of Jurupa Valley and each cooperative jurisdiction. The City would then require future development to make the identified fair share payment, if any, under this agreement. This agreement would apply to any private or public development project that contributed 50 or more peak hour trips to a particular street or intersection, based on a project-specific traffic study that met the traffic study requirements of the City at the time the project was proposed.	City Public Works and Engineering Departments	Once for each cooperative agreement and once for each subsequent development under applicable agreement	Prior to issuance of occupancy permit for each subsequent development under applicable agreement	City verifies cooperative agreements are established and subsequent developments comply with applicable agreements		Withhold occupancy permit
4.16.5.2C The City of Jurupa Valley shall seek to participate in a multi-jurisdictional study with Caltrans to identify fair share contribution funding sources attributable to and paid from future private and public development, to supplement other regional and State funding sources, to implement necessary improvements to local freeways and freeway ramps to meet Caltrans Level of Service Standards. Once the study identifies appropriate improvements, costs, and fair share fee amounts, the City shall enter into a cooperative agreement with Caltrans to collect such fees from developers of future projects in the City to help fund the identified improvements. The City would then require future development to make the identified fair share payments under this agreement.	City Public Works and Engineering Departments	Once for participation in multi-jurisdictional study, once for entry into cooperative agreement, and once for each subsequent development under the agreement	Prior to issuance of occupancy permit for each subsequent development under the agreement	City verifies multi-jurisdictional study is undertaken, cooperative agreement is established, and subsequent developments under the agreement comply		Withhold occupancy permit
4.17 Utilities and Service Systems						
None						

APPENDIX A

Original DEIR (On CD)

Appendix B

Original DEIR Appendices (On CD)

Appendix C

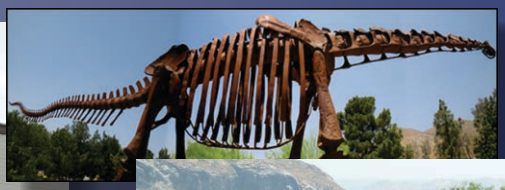
Supporting Materials (On CD)

City of Jurupa Valley

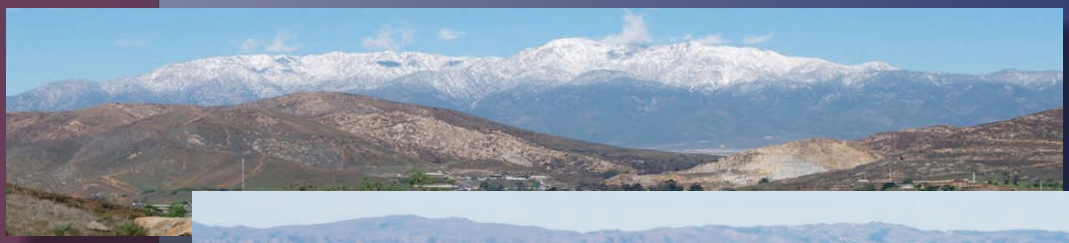
City of Jurupa Valley
2017 General Plan
Draft Environmental Impact Report

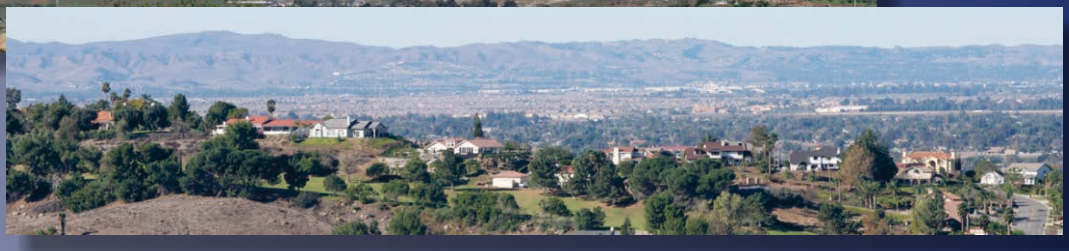
SCH# 2016021025
December 22, 2016











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CITY OF JURUPA VALLEY
2017 GENERAL PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2016021025

CITY OF JURUPA VALLEY

RIVERSIDE COUNTY, CALIFORNIA



City of Jurupa Valley

LSA

February 14, 2017

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CITY OF JURUPA VALLEY
2017 GENERAL PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2016021025

CITY OF JURUPA VALLEY

RIVERSIDE COUNTY, CALIFORNIA

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February 14, 2017

The City of Jurupa Valley has independently reviewed, analyzed, and exercised its judgment in the analysis contained in this Environmental Impact Report and supporting documentation pursuant to Section 21082 of the California Environmental Quality Act.

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) (State of California Clearinghouse No. 2016021025) for the "City of Jurupa Valley 2017 General Plan" (GP or Proposed Plan) has been prepared by LSA Associates, Inc. and Civic Solutions Inc. on behalf of the City of Jurupa Valley (City) to accomplish the following: 1) identify the Proposed 2017 General Plan's impacts on the environment; 2) to evaluate the various goals, policies, and programs in the Plan that will mitigate potential environmental impacts (i.e., activities that will offset, minimize or otherwise avoid significant environmental impacts; and 3) to discuss alternatives to the Proposed Plan. This EIR has been prepared in accordance with the California Environmental Quality Act[1] (CEQA) and Sections 15120 through 15131 and 15161 of the *Guidelines for California Environmental Quality Act,*[2] both of which regulate the preparation of EIRs. Based on the potential impacts of the Proposed Plan, including cumulative impacts, the City determined that an EIR should be prepared to analyze potential impacts of the Plan with respect to the following environmental issues:

- Aesthetics;
- Agriculture and Forestry Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions and Global Climate Change;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation
- Traffic and Circulation; and
- Utilities and Service Systems.

These seventeen environmental issues are individually addressed in Sections 4.1 through 4.17 (Environmental Analysis) in this EIR. All impacts of the project were found to be less than significant with the implementation of the recommended mitigation measures except for the following:

- Agriculture (loss of prime soils and cumulative)
- Air Quality (long-term emissions and cumulative)
- Noise (long-term levels along major roads and cumulative)
- Traffic (future Level of Service and cumulative impacts)

[1] *California Environmental Quality Act*, as of January 1, 2011, §§21000–21178, Public Resources Code, State of California.
[2] *Guidelines for California Environmental Quality Act*, as amended January 1, 2008, §§15000–15387, California Code of Regulations, Title 14, Chapter 3, State of California.

Per CEQA Guidelines Section 15168, this EIR has been prepared at a programmatic level since the proposed action or project is the City's 2017 General Plan rather than a site specific development project.

1.2 PROPOSED PLAN AND TECHNICAL STUDIES

The proposed Program Environmental Impact Report (PEIR) will be prepared to support adoption of the City's 2017 General Plan (the "Proposed Plan" or "proposed project") pursuant to the California Environmental Quality Act (CEQA). City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest *State CEQA Guidelines,* will be used as thresholds for significance in the EIR. The City is preparing the following General Plan Elements:

- Land Use
- Mobility (Circulation)
- Conservation and Open Space
- Housing
- Air Quality
- Noise
- Community Safety, Services and Facilities
- Environmental Justice
- Healthy Communities
- Economic Sustainability

The following technical studies/analyses have been prepared to support the GP:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the WRCOG CAP.

1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The EIR discusses environmental impacts that would occur as a result of implementing the Proposed Plan. This EIR also includes proposed mitigation measures that have been identified to reduce or avoid significant effects that would result from the construction and operation of the proposed on-site uses. *CEQA Guidelines* Section 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Jurupa Valley) be stated in the EIR summary. The following discussion identifies issues raised by other agencies and the public during the 30-day public comment period of the Notice of Preparation (NOP).

The following issues of community concern are examined in the cited sections of the EIR:

- Short-term and long-term air pollutant emissions including dust and diesel particulates as well as greenhouse gas emissions from development of future land uses that could negatively affect area residents. Odors from potential horse boarding and activities are also analyzed.

These issues are discussed in Section 4.3, *Air Quality,* and Section 4.7*, Greenhouse Gas Emissions,* of this EIR;

- Potential discovery of buried cultural (archaeological) resources by grading and development of land within the City, and suggestions to consult with local Native American tribes per SB 18 and AB 52. These issues are discussed in Section 4.5, *Cultural Resources*, of this EIR;
- Potential water-related impacts (flooding, drainage, water quality of runoff from future development) are addressed in Section 4.9, *Hydrology and Water Quality*, in the EIR;
- Changes in use from existing activities and designations are discussed in Section 4.10, *Land Use,* of this EIR*;*
- Potential population, housing, and employment increases due to future development. These issues are discussed in Section 4.13, *Population and Housing,* of this EIR; and
- Traffic impacts such as congestion on local roads and intersections, plus impacts to vehicular, horse, bicycle, and pedestrian safety. These issues are discussed in Section 4.15, *Transportation and Traffic,* of this EIR.

1.3.1 Notice of Preparation

The objective of distributing a Notice of Preparation (NOP) is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the EIR. The NOP was distributed to the California Office of Planning and Research, State Clearinghouse, as well as to the organizations and persons considered likely to be interested in the project and its potential impacts. Comments received regarding the NOP were used to help identify impacts that could result from implementation of the Proposed Plan. An NOP for the Draft EIR was distributed to state, regional, and local agencies on February 2, 2016 for a 30-day review period ending on March 4, 2016. During the NOP review period, the following seven agencies commented on the City's EIR process for the GP:

- State Office of Planning and Research (OPR);
- California Native American Heritage Commission (NAHC);
- South Coast Air Quality Management District (SCAQMD);
- Riverside County Transportation and Land Management Agency (RCTLMA);
- Riverside County Airport Land Use Commission (ALUC);
- City of Fontana; and
- Jurupa Community Services District (JCSD).

The NOP, NOP distribution list, Notice of Public Scoping Meeting, and response letters are included in Appendix A of the Draft EIR. At the close of the 30-day NOP public review period, seven responses to the NOP had been received. Table 2.A in the Introduction section summarizes the comments received regarding the NOP. In addition, three Native American tribal groups were contacted to request if they wanted to consult with the City on this project per the requirements of SB 18. To date, all three Native American tribes have responded to the City's inquiries and two requested a government-to-government consultation meeting and recommended mitigation be included in the EIR regarding protection of cultural resources.

1.3.2 Public Scoping Meeting

In compliance with *State CEQA Guidelines*, the City of Jurupa Valley has taken steps to maximize opportunities for individuals, parties, and agencies to participate in the environmental process. During circulation of the NOP, various federal, state, regional, and local government agencies, and other

interested parties were contacted to solicit comments and to inform the public of the Proposed Plan. A publicly-noticed scoping meeting was held to solicit public comment on the direction and scope of the analysis necessary for the Draft EIR. The public scoping meeting was held on March 1, 2016 at 7:00 p.m. at City Hall. Copies of the NOP and other information were available to the public for review. City staff and the EIR consultant (LSA Associates, Inc.) were present to provide information regarding the General Plan, however, no members of the public or representatives of any agencies attended the scoping meeting. Input from the NOP comment letters and general comments made during the General Plan Advisory Committee meetings and other City meetings on the Proposed Plan have been used to prepare the analysis in the Draft EIR.

1.4 ALTERNATIVES TO THE PROPOSED PLAN

In compliance with *CEQA Guidelines* (Section 15126.6), an EIR must describe a range of reasonable alternatives to the Proposed Plan which would feasibly attain most of the project objectives, and would avoid or substantially lessen significant effects of the Plan. The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives. This EIR evaluates a "No Project" Alternative (buildout under the County General Plan) as well as a Lower Intensity Alternative that looks at 20 percent less intensive level of development in the future. The goal of alternatives is to reduce or eliminate one or more significant adverse impacts of the project (i.e. 2017 General Plan) as identified in the EIR, or to address significant issues raised during the environmental scoping process. A more detailed description and analysis of each alternative is provided in Section 6.0.

1.5 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

Table 1.B provides a summary of the 2017 General Plan impacts, summary of proposed mitigation measures, and the level of significance of each impact following the application of identified mitigation measures. The full text of the General Plan goals, policies, and programs can be found in Appendix C of the EIR.

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Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.1 Aesthetics			
4.1.5.1 Visual Character: Future development would eventually convert 4,182 acres of vacant land into various rural and suburban land uses which would generally resemble existing developed areas. Implementation of the 2017 General Plan (GP) is not expected to significantly change the visual character of the City over the long-term.	No	COSE No mitigation needed	No
4.1.5.2 Light and Glare: Future development will incrementally increase the level of ambient night lighting in the City, which will be more apparent in areas with vacant land. New development will resemble existing land uses and the GP policies will help protect "dark sky" conditions.	No	COSE No mitigation needed	No
4.1.6 Cumulative Aesthetic Impacts: Future development will not significantly impacts scenic vistas or resources, and views from major roadways would not be obstructed. Overall views within and out of the City would not be substantially affected by development, although lighting levels will incrementally increase in the future.	No	COSE No mitigation needed	No
4.2 Agriculture and Forestry Resources			
4.2.5.1 Existing Zoning and Williamson Act: The small amount of land under Williamson Act contracts is being removed and the 2017 General Plan does not propose any agricultural zones.	No	COSE, LEU No mitigation needed	No
4.2.5.2 Forest Land Zoning: According to the California Department of Forestry and Fire Protection, there are no areas designated as forest land or timberland in the City.	No	COSE, LUE No mitigation needed	No
4.2.5.3 Loss or Conversion of Forest Land: There are no areas of forest lands in the City.	No	COSE, LUE No mitigation needed	No
4.2.5.4 Farmland Conversion: The City is underlain by approximately 2,000 acres of Class I-III soils which can support agricultural or farmland activities according to the federal Natural Resources Conservation Service (NRCS). Future development will eventually cover over these soils with rural and suburban development. The goals and policies of the 2017 General Plan establish a process for the eventual transition of land from agriculture to development based on market conditions, and impacts of this conversion process will be less than significant.	No	COSE, LUE No mitigation needed	No
4.2.5.5 Loss of Prime Farmland: The State Department of Conservation (SDOC) designates 612 acres of land in the City as prime farmlands and their loss is considered a significant impact because the SDOC believes these soils are a significant regional or state-wide resource. Future development will also remove 2,077 acres of land classified as farmland of local importance (i.e., not prime farmland) which is not considered a significant impact of General Plan implementation.	**Yes**	COSE, LUE No feasible mitigation available	**YES**

[1] The full text of the Mitigation Measures is included in Table 1.C.
The full text of the Goals, Policies, and Programs of the General Plan that act to reduce impacts before mitigation measures are included in DEIR Appendix C
LUE = Land Use Element, **ME** = Mobility Element, **COSE** = Conservation and Open Space Element, **HE** = Housing Element, **AQE** = Air Quality Element, **NE** = Noise Element, **CSSFE** = Community Safety, Services, and Facilities Element, **EJE** = Environmental Justice Element, **HCE** = Healthy Communities Element, and **ESE** = Economic Sustainability Element

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.2.6 Cumulative Agricultural and Forestry Resources: Implementation of the 2017 General Plan will smooth the transitional loss of agriculture in the region, but development in the City will eventually cover over 612 acres of prime agricultural soils of statewide significance,, contributing to the regional loss.	Yes	COSE, LUE No feasible mitigation available	**YES**
4.3 Air Quality			
4.3.5.1 Violate Air Quality Standards: Future development will emit air pollutants in amounts far in excess of SCAQMD regional thresholds for ROG, NOx, CO, PM_{10}, and $PM_{2.5}$. Implementation of the 2017 General Plan will help reduce future emissions to the greatest extent feasible at a programmatic level, but will not be able to reduce them below SCAQMD thresholds for criterial pollutants.	**Yes**	AQE, LUE No other actions feasible	**YES**
4.3.5.2 Sensitive Receptors: Air pollutant emissions from future development, including trucks from warehouse projects, may cause short- or long-term impacts on sensitive land uses that may be adjacent to construction sites. Sensitive land uses along major roadways may also experience air quality impacts as traffic increases from local growth. The goals and policies of the 2017 General Plan will help protect sensitive receptors along major roadways, so impacts will be less than significant in this regard.	No	AQE, LUE No mitigation needed	No
4.3.5.3 Odors: Future development may add uses in the City that produce short-term odors, but no significant long-term sources are expected. The 2017 General Plan policies restrict or regulate potential future uses to minimize impacts like odors.	No	AQE, LUE No mitigation needed	No
4.3.5.4 Short-Term Construction Related Emissions: During construction associated with future growth, there may be short-term construction-related air pollutant emissions that may impact adjacent sensitive uses. The goals of the General Plan will help minimize potential impacts by regulating construction equipment and providing buffers between adjacent land uses where necessary.	No	AQE, LUE No mitigation needed	No
4.3.5.5 Air Quality Management Plan Consistency: The proposed land uses are generally consistent with existing uses which were used to prepare the AQMP, and the goals, policies, and programs of the 2017 General Plan will substantially improve the jobs/housing balance in the City consistent with the SCAG RCP Guidelines and the goals of the SCAQMD AQMP.	No	AQE, LUE No mitigation needed	No
4.3.6 Cumulative Air Quality Impacts: The project's long-term daily operational VOC emissions would exceed the SCAQMD's thresholds; therefore, the Proposed Plan would contribute to significant long-term cumulative air quality impacts.	**Yes**	AQE, LUE No other actions feasible	**YES**
4.4 Biological Resources			
4.4.5.1 Endangered and Threatened Species: The City contains habitat for several listed species and additional sensitive species, especially associated with the Santa Ana River and the Jurupa Hills. Future development will have to evaluate site-specific impacts and provide mitigation. The General Plan land use plan is sensitive to the biological constraints of the resource agencies and the County's MSHCP.	No	COSE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.4.5.2 Candidate, Non-listed Sensitive, or Special-Status Species: Future development may impact sensitive species, but the policies in the General Plan require developers to provide studies evaluating impacts on these species and recommending appropriate project-level mitigation.	No	COSE, LUE No mitigation needed	No
4.4.5.3 Riparian Habitat or Other Sensitive Natural Communities: The City contains riparian and other sensitive habitat, mainly along the Santa Ana River and its tributaries. General Plan policies require protection Proposed Plan would affect riparian habitat through the discharge of water from drainage facilities into adjacent waters	No	COSE, LUE No mitigation needed	No
4.4.5.4 Jurisdictional Waters/Wetlands: The City does contain jurisdictional drainages and is within the jurisdiction of the Santa Ana RWQCB. Under Section 401 of the Clean Water Act, the RWQCB must certify that the discharge of dredged or fill material into Waters of the United States does not violate Federal, State, and local water quality standards.	No	COSE, LUE No mitigation needed	No
4.4.5.5 Habitat Fragmentation/Wildlife Movement: Wildlife moves along the Santa Ana River and the Jurupa Hills, but future development would not be expected to fragment habitat or restrict wildlife movement as long as the policies of the General Plan in this regard are implemented.	No	COSE, LUE No mitigation needed	No
4.4.5.6 Adopted Policies and/or Ordinances: The City's 2017 General Plan policies relative to biological resources are consistent with the County General Plan, Jurupa Area Plan, and the Multi-Species Habitat Conservation Plan (MSHCP) for western Riverside County.	No	COSE, LUE No mitigation needed	No
4.4.5.7 Adopted Habitat Conservation Plans: The City's 2017 General Plan policies relative to biological resources are consistent with the County's Multi-Species Habitat Conservation Plan (MSHCP) for western Riverside County.	No	COSE, LUE No mitigation needed	No
4.4.6 Cumulative Biological Resources Impacts: Future development in the City and surrounding communities is expected to be consistent with the County's Multi-Species Habitat Conservation Plan (MSHCP) for western Riverside County.	No	COSE, LUE No mitigation needed	No
4.5 Cultural Resources			
4.5.5.1 Historic Resources: The City contains a number of historic and potentially historic facilities that will be protected as development occurs, including surveys of buildings older than 45 years.	**Yes**	COSE, LUE 4.5.5.1A - Historical Surveys	No
4.5.5.2 Archaeological Resources: The City overlaps the ranges of three Native American tribal groups and may contain archaeological artifacts which will be protected by the various policies of the General Plan relative to Native American resources.	No	COSE, LUE No mitigation needed	No
4.5.5.3 Paleontological Resources: The City is underlain by younger Holocene alluvium and older Pleistocene alluvial sediments – these older materials may yield paleontological resources which will be protected by the policies established in the General Plan.	**Yes**	COSE, LUE 4.5.5.3A - Paleo Surveys	No
4.5.5.1 Human Remains: If human remains are discovered during grading for future development, the developer will comply with State law (Health and Safety Code § 7050.5) (HSC § 7050.5).	No	COSE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.5.6 Cumulative Cultural and Paleontological Resources: Implementation of the goals, policies, and program of the 2017 General Plan will protect undiscovered cultural and paleontological resources within the City as future development occurs.	No	COSE, LUE No other mitigation needed	No
4.6 Geological Resources			
4.6.5.1 Fault Rupture: There are no major regional faults or Earthquake Fault Zones as defined by the State of California in the Alquist-Priolo Earthquake Fault Zone Act in the City, and the goals, policies, and programs of the 2017 General Plan must still address fault-related issues that will face future development within the City.	**Yes**	CSSFE 4.6.5.1A – site specific fault studies where needed	No
4.6.5.2 Ground Shaking: Similar to the entire Southern California region, the City will be subject to moderate to severe ground shaking as a result of numerous regional faults. The 2017 General Plan addresses potential impacts to future residents and development that will be built in the City.	**Yes**	CSSFE 4.5.6.2A – site specific seismic studies where needed	No
4.6.5.3 Landslides, Rockfalls, and Debris Flows: The City contains a number of upland areas associated with the Jurupa Hills in the central and northern portions of the City. The 2017 General Plan contains goals, policies, and programs to address these potential hazards on future development.	No	CSSFE No mitigation needed	No
4.6.5.4 Soil Erosion or Loss of Topsoil: Grading for future development could result in erosion on unprotected slopes and cleared areas. The 2017 General Plan outlines requirements of other regulatory agencies (i.e., SWPPP, WQMP) to protect the City from erosion in the future as development occurs.	No	CSSFE No mitigation needed	No
4.6.5.5 Septic Tanks: Use of septic facilities would be very limited or precluded under the 2017 General Plan, so new development in the future would have less than significant impacts in this regard.	No	CSSFE No mitigation needed	No
4.6.5.6 Seismic-Related Ground Failure: Land in the City has low to moderate susceptibility to lateral displacement or is susceptible to differential settlement from liquefaction. The 2017 General Plan goals, policies, and programs will provide adequate protection for future development (buildings, residents, etc.) as growth occurs.	No	CSSFE No mitigation needed	No
4.6.5.7 Expansive Soils: The City contains limited areas with expansive soils, and the 2017 General Plan provides goals, policies, and programs for future development to follow that will reduce potential risks in this regard to less than significant levels.	No	CSSFE No mitigation needed	No
4.6.6 Cumulative Geological and Soil Impacts: As development occurs within the City and surrounding areas, compliance with established state regulations, the state building code, etc. and the 2017 General Plan will help minimize potential impacts in the region related to seismicity, ground shaking, and soil constraints.	No	CSSFE No mitigation needed	No
4.7 Greenhouse Gas Emissions and Climate Change			
4.7.5.1 Greenhouse Gas Plan, Policy, and Regulation Consistency: The goals, policies, and programs of the 2017 General Plan relative to GHG are consistent and will not in conflict with GHG reduction goals under AB 32 or other State regulations.	No	AQE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.7.5.2 Greenhouse Gas Emissions: Future development in the City will result in substantial increases in GHG emissions from additional vehicular trips and more residents and businesses. These emissions are projected to be 717,018 MT CO2e compared to adjusted "Business As Usual" emissions of 744,674 MT CO2e so City-wide GHG emissions will not exceed the SCAMD's service area significance threshold and impacts will be less than significant.	No	AQE, LUE 4.7.5.2A – Prepare City CAP with City regulatory actions	No
4.7.5.3 Impact to the Proposed Plan from Global Climate Change: Based on its location, the City is not expected to experience significant impacts related to global climate change as a result of implementing the 2017 General Plan.	No	AQE, LUE No mitigation needed	No
4.7.6 Cumulative Greenhouse Gas and Climate Change Emissions: Future development will result in less than significant cumulative GHG emissions for the region that do not exceed the SCAMD's service area thresholds or the adjusted "Business As Usual" scenario.	No	AQE, LUE See 4.7.5.2A	No
4.8 Hazards and Hazardous Materials			
4.8.5.1 Routine Transport, Use, or Disposal of Hazardous Materials and Reasonable Foreseeable Upset and Accident Conditions: Future land uses in the City, especially industrial development in the northwest and northeast portions, would store, manufacture, or handle hazardous materials. However, implementation of the 2017 General Plan, along with federal, state, and local regulations, will help assure potential impacts from hazardous materials in the City are reduced to less than significant levels.	No	CSSF, LUE No mitigation needed	No
4.8.5.2 Located on a List of Hazardous Materials Sites: The former Stringfellow Pits are on the federal Superfund list for ongoing remediation. The Jurupa Valley also contains a number of facilities that handle hazardous materials that are included on several regulatory databases.	No	CSSF, LUE No mitigation needed	No
4.8.5.3 Within Two Miles of a Private Airport or Within an Airport Land Use Plan or Within Two Miles of a Public Airport: The Flabob Airport is located in the eastern portion of the City, and the Riverside Municipal Airport is located immediately south of the City across the Santa Ana River. The safety zones of both facilities overlap portions of the City. For example, the RMA Land Use Compatibility (ALUC) Plan Zone E does include the southeast portion of the City, although this zone does not include any residential, other land uses, or open space land restrictions.	No	CSSF, LUE No mitigation needed	No
4.8.5.4 Existing or Proposed School: There are a number of schools within the City, some in proximity to vacant land, so future development may result in hazmat facilities near schools. The 2017 General Plan contains goals, policies, and programs that will provide adequate buffers between such uses and schools. In addition, state law restricts the location of new schools near facilities that contain hazardous materials.	No	CSSF, LUE No mitigation needed	No
4.8.5.5 Conflict with Emergency Response Plans: The 2017 General Plan will be consistent and coordinate with local and regional disaster and emergency plans, so there will be safe access for emergency responders as future development occurs and congestion increases on local roads.	No	CSSF, ME No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.8.5.6 Wildland Fire Risks: The City contains moderate and high fire risk zones, and future development (i.e., residents and businesses) may be subject to increased fire risks. The 2017 General Plan goals, policies, and programs will help provide for proper planning of new development to reduce potential risks to less than significant levels.	No	CSSF, LUE No mitigation needed	No
4.8.6 Cumulative Hazards and Hazardous Materials Impact: There are many federal, state, and local regulations regarding hazardous materials control and safety. In addition, future development will have increased risks from airport activities and wildfires. However, the goals, policies, and programs of the 2017 General Plan will help assure that potential cumulative risks to existing and future residents of the City and surrounding communities will be reduced to less than significant levels.	No	CSSF, LUE No mitigation needed	No
4.9 Hydrology and Water Quality			
4.9.5.1 Dam Inundation Impacts: The City is adjacent to the Santa Ana River but is not located within an identified or mapped dam inundation area after construction of the Seven Oaks Dam upstream of the City. Future development under the 2017 General Plan will not have any significant impacts related to inundation by dam failure.	No	CSSF, COE, LUE No mitigation needed	No
4.9.5.2 Seismic-Related Impacts: Like all of Southern California, the City would be subject to moderate to severe ground shaking in the event of a major seismic event. The City is not at risk of inundation by a tsunami as it is located approximately 33 miles east of the Pacific Ocean. The City also does not contain any major enclosed bodies of water and therefore, is not subject to a seiche during a seismic event (although there are some smaller reservoir tanks present). The northern and east-central portions of the site (Jurupa Hills) contain some steep slopes and rock outcrops that could potentially become unstable during a seismic event. The goals, policies, and programs of the 2017 General Plan identifies procedures for new development to follow to help ensure potential risks from such hazards will not be significant.	No	CSSFE, LUE No mitigation needed	No
4.9.5.3 Groundwater: Existing and future activities in the City, including new development, will not result in significant impacts on local groundwater supplies according to the Urban Water Management Plans for the serving agencies. The goals, policies, and programs of the 2017 General Plan will support the long-range planning of the local serving agencies in this regard, both directly or through the use of imported water.	No	CSSFE, LUE No mitigation needed	No
4.9.5.4 100-Year Flooding-Related Impacts: The City contains a number of flood zones identified by FEMA and Riverside County. As growth occurs, some areas of future development may be subject to flooding-related impacts. The 2017 General Plan contains goals, policies, and programs which will help assure existing and future land uses are not subject to significant 100-year flooding impacts.	No	CSSFE, LUE No mitigation needed	No
4.9.5.5 Construction-Related Water Quality Impacts: Short-term storm water pollutant discharges from each development site in the future will be mitigated through compliance with the required NPDES permits, resulting in less than significant impacts. This is supported by the goals, policies, and programs of the 2017 General Plan.	No	CSSFE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
4.9.5.6 Operational-Related Water Quality Impacts: As future development occurs, the major source of pollution in storm water runoff from operational activities will be contaminants that have accumulated on the land surfaces over which runoff passes. The 2017 General Plan will help implement federal, state, and local water quality procedures and help reduce potential impacts to less than significant levels.	**Yes**	CSSFE, LUE 4.9.5.6A – sweeping of non-residential parking lots	No
4.9.5.7 Drainage Pattern and Capacity-Related Impacts: As future development occurs, some local drainages and existing drainage patterns may be altered and exceed capacity of designed storm drain systems, or result in water pollution. Implementing the goals, policies, and programs of the 2017 General Plan will help protect local drainages and preserve water quality.	No	CSSFE, LUE No mitigation needed	No
4.9.6 Cumulative Hydrology and Water Quality Impacts: Continued growth is anticipated to occur in the City and surrounding areas and all new development will be required to minimize its individual impacts to water quality and pollutant transport through implementation of BMPs. The 2017 General Plan requires all new development to mitigate project-specific impacts to water quality, resulting in a less than significant cumulative impact to drainage and water quality.	No	CSSFE, LUE No mitigation needed	No
4.10 Land Use and Planning			
4.10.5.1 Physically Divide an Established Community: The goals, policies, and programs of the 2017 General Plan encourage connectivity and maintaining local communities, so it will have less than significant impacts in this regard.	No	LUE No mitigation needed	No
4.10.5.2 Conflict with Applicable Land Use Plans, Policies, or Regulations (Local): The project if approved will become the applicable land use plan to the proposed 2017 General Plan has no significant impacts in this regard.	No	LUE No mitigation needed	No
4.10.5.3 Conflict with Any Applicable Habitat or Natural Community Conservation Plan: The goals, policies, and programs of the 2017 General Plan require all future development and future land use activities to comply with the requirements of the County's Multiple Species Habitat Conservation Plan (MSHCP), so there are no significant impacts in this regard.	No	LUE No mitigation needed	No
4.10.5.4 Conflict with Applicable Land Use Plans, Policies, or Regulations (Regional): The proposed 2017 General Plan is consistent with SCAG's jobs/housing balance goals and the various goals and policies of SCAG's regional plans (e.g., RTP, Compass Plan, etc.). Therefore it will have less than significant impacts in this regard.	No	L:UE No mitigation needed	No
4.10.6 Cumulative Land Use and Planning Impacts: Future development will have less than significant cumulative impacts regarding regional land use as it will help reduce the current imbalance of jobs to housing in this area as growth occurs.	No	LUE No mitigation needed	No
4.11 Mineral Resources			
4.11.5.1 Loss of Statewide, Regional, or Locally Important Mineral Resources: Mining has occurred in the northern portions of the City in the past, and there are two areas with identified Mineral Resource Zones (MRZ-2) in the City: in the southeastern portion of the City, along the Santa Ana River, and in a small area in the northwest portion of the City, while the rest of the City has unidentified or potential mineral resources (MRZ-2). The areas along the Santa Ana	No	LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
River are considered public/quasi-public and so are not available for mining. Implementation of the 2017 General Plan will not result in the removal of any available significant mineral resources.			
4.11.6 Cumulative Mineral Resources Impacts: Implementation of the 2017 General Plan, in conjunction with future development in and around the City, will not result in the loss of any available, identified and significant mineral resource areas, so the General Plan will have a less than significant cumulative impact in this regard.	No	LUE No mitigation needed	No
4.12 Noise			
4.12.5.1 Long-Term Noise Impacts: Future development within the City may result in noise levels along major roadways that result in significant noise impacts in the future as growth occurs. The goals, policies, and programs of the General Plan are intended to reduce these impacts to the greatest degree practical, but it may not reduce them to less than significant levels due to physical limitations of roadways, intersections, or adjacent properties.	**Yes**	NE, LUE No feasible mitigation available	**YES**
4.12.5.2 Airport Noise Impacts: The Flabob Airport is located in the eastern portion of the City while the Riverside Municipal Airport (RMA) is located south of the eastern portion of the City. Existing and future land uses in the City may be affected by noise from operations at these airports. However, the goals, policies, and programs of the 2017 General Plan require new development or redevelopment of existing uses to consider potential airport-related noise impacts in project design.	No	NE, LUE No mitigation needed	No
4.12.5.3 Ground borne Vibration Impacts: Construction of future development may result in significant vibration impacts if work is adjacent to sensitive receptors. The goals, policies, and programs of the 2017 General Plan will help protect sensitive adjacent uses from significant vibration impacts during construction, so there will be less than significant impacts in this regard.	No	NE, LUE No mitigation needed	No
4.12.5.4 Short-Term Construction Noise Impacts: Construction of future development may result in significant noise impacts if work is adjacent to sensitive receptors. The goals, policies, and programs of the 2017 General Plan will help protect sensitive adjacent uses from significant noise impacts during construction, so there will be less than significant impacts in this regard.	No	NE, LUE No mitigation needed	No
4.12.6 Cumulative Noise Impacts: Future noise impacts from local traffic as growth occurs may contribute to regional incremental noise impacts in combination with growth and traffic increases in other nearby communities.	**Yes**	NE, LUE No feasible mitigation available	**Yes**
4.13 Population and Housing:			
4.13.5.1 Displace Substantial Housing/People: Future development will add up to 13,140 new residential units and up to 49,275 additional residents to the City over the next 20 years. Development will occur primarily on vacant land or underutilized properties, so the 2017 General Plan will not result in substantial displacement of existing housing or residents is expected in the future as growth occurs. This will result in less than significant impacts in this regard.	No	HE, LUE No mitigation needed	No
4.13.5.2 Consistent with General Plan Growth Policies: The 2017 General Plan is consistent with the growth assumptions and projections of regional planning agencies (SCAG, WRCOG),	No	HE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
and will improve the jobs/housing balance in the City as growth occurs, so it will not have any significant impacts relative to regional growth policies.			
4.13.5.3 Population Growth: Future development would add up to 49,275 new residents to the City as growth occurs over the next 20 years, and this level of growth is consistent with that projected by SCAG for the region over the same period. Therefore the 2017 General Plan will not have significant impacts regarding population growth.	No	HE, LUE No mitigation needed	No
4.13.6 Cumulative Population and Housing Impacts: Future growth of housing, population, and employment in the City is expected to be consistent with that anticipated by SCAG in its regional planning documents, and the jobs/housing balance in this area is expected to improve for this housing rich area. Therefore, the City will not make a significant contribution to cumulatively considerable regional housing or population impacts in the coming years.	No	HE, LUE No mitigation needed	No
4.14 Public Services and Facilities			
4.14.5.1 Fire Protection: Future development under the 2017 General Plan would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. Also, all new development would be required to pay DIFs to the City, so there will be no significant impacts related to fire protection from implementation of the 2017 General Plan.	No	CSSFE, LUE No mitigation needed	No
4.14.5.2 Police Services: New development will increase property tax and DIF revenues to the City which will help fund expanded police services in the future. Therefore, there will be no significant impacts related to police protection from implementation of the 2017 General Plan.	No	CSSFE, LUE No mitigation needed	No
4.14.3.5 Schools: New development will generate additional students at all grade levels that will need to be housed and served by local school districts. New development will pay school impact fees, and the goals, policies, and programs of the 2017 General Plan support coordination with the local school districts to assure adequate facilities for future students. Therefore, the 2017 General Plan will have less than significant impacts on schools.	No	CSSFE, LUE No mitigation needed	No
4.14.6 Cumulative Public Services and Facilities Impacts: New development in the City will placed increase demand on the services provided by the Jurupa Unified School District, Riverside County Police Department Jurupa Valley Station and Riverside County Fire Department Pedley Station 16, in addition to Cal Fire during wildland fires. Future development would be required to adhere to conditions established by fire and police service providers, and pay applicable DIFs, and thus would not result in any significant cumulative impacts to public services.	No	CSSFE, LUE No mitigation needed	No
4.15 Recreation and Parks			
4.15.5.1 Increased Use of Existing Recreational Facilities: Future residential development in the City will increase the City's population which will increase demand on parks and recreational facilities. Future projects will pay DIF and the goals, policies, and programs of the General Plan require coordination regarding the future provision of parks, trails, etc. to serve the future	No	CSSFE, LUE No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
population.			
4.15.6 Cumulative Recreation and Parks Impacts: As future residential development occurs, the City will experience increased demand on parks and recreational facilities in the City as well as in surrounding areas, the County, and state facilities. Proper planning and implementation of the 2017 General Plan will help assure cumulative impacts in this regard are less than significant.	No	CSSFE, LUE No mitigation needed	No
4.16 Transportation and Traffic			
4.16.5.1 Conflict with Applicable Circulation Plan and Traffic and Level of Service: The 2017 General Plan and its Mobility Element will become the applicable circulation plan for the City upon adoption. There will then be no significant impacts in this regard.	No	ME No mitigation needed	No
4.16.5.2 Level of Service Impacts: Future development in the City will eventually result in a number of local road segments and intersections exceeding the City's LOS standards. Due to physical limitations, this impact will be significant even after mitigation.	**Yes**	ME, LUE 4.16.5.2A – Strategic Traffic Congestion Management Plan 4.16.5.2B – Cooperative fair share agreement with surrounding cities and counties 4.16.5.2C – Cooperative fair share agreement with Caltrans for freeway improvements	**Yes**
4.16.5.3 Inadequate Emergency Access: Under the 2017 General Plan, future development will be required to design, construct, and maintain structures, roadways, and facilities to provide for adequate emergency access and evacuation for City residents. Therefore, there will be no significant impacts in this regard.	No	ME No mitigation needed	No
4.16.5.4 Alternative Transportation: The 2017 General Plan fully supports extensive non-vehicular circulation such as equestrian trails, sidewalks, public transit, bicycle lanes, etc. The City is also served by various bus routes and has a Metrolink Station located in Pedley, near the center of the City. Therefore, the 2017 General Plan will help implement various regional goals regarding alternative transportation, and there will be no significant impacts in that regard.	No	ME No mitigation needed	No
4.16.5.5 Air Traffic Patterns: The Flabob Airport is in the eastern part of the City, and the southern portion of the City is the Riverside Municipal Airport Land Use Compatibility (ALUC) Plan Zone E which does not include any residential, other land uses, or open space land restrictions. The 2017 General Plan requires full cooperation of future development planning with local airports, therefore there will be no significant impacts in this regard.	No	ME No mitigation needed	No
4.16.5.6 Features or Incompatible Uses: Future development will be required to provide roadway improvements in and around each development to satisfy all City requirements for street widths, corner radii, and intersection control as well as incorporate design standards	No	ME No mitigation needed	No

Table 1.B: General Plan - Environmental Impacts and Mitigation Summary

Environmental Issues and Programmatic Impacts	Significant Before Mitigation?	GP Elements and Summary of Mitigation Measures[1]	Significant After Mitigation?
tailored specifically to site access requirements. Therefore, implementation of the 2017 General Plan will not have significant impacts in this regard.			
4.16.6 Cumulative Traffic Impacts: Potential short-term and long-term cumulative traffic-related impacts cannot be reduced to less than significant levels because of physical limitations and the City does not have authority or control over all of the affected transportation facilities. Specifically, the City does not have control over freeway ramps or mainline improvements.	**Yes**	ME See 4.16.5.2A-C, no other feasible measures available	**YES**
4.17 Utilities and Service Systems:			
4.17.5.1 Water Supply and Construction or Expansion of Water Treatment Facilities: The 2017 General Plan calls for coordination with local water suppliers to assure there are sufficient supplies for future residents and businesses. Therefore, the 2017 General Plan will not result in significant impacts regarding water supply or services.	No	CSSFE, COSE No mitigation needed	No
4.17.5.2 Wastewater Treatment Capacity, New or Expanded Wastewater Treatment Facilities, and/or Wastewater Conveyance Facilities: Future development will generate additional wastewater which can be accommodated by the treatment capacity of the Riverside Water Quality Control Plant. Therefore, the 2017 General Plan will not result in significant impacts regarding wastewater treatment.	No	CSSFE, COSE No mitigation needed	No
4.17.5.3 Solid Waste Facilities: Adequate daily surplus capacity exists at the receiving regional landfills, and future development under the 2017 General Plan would not significantly affect current operations or the expected lifetime of the landfills serving the City.	No	CSSFE No mitigation needed	No
4.17.5.4 Storm Water Drainage Requirements: Future development will increase local runoff and individual projects will be required to construct new drainage system to convey onsite runoff to existing storm drains or local drainages after water quality treatment. Implementation of the 2017 General Plan will facilitate these requirements so there will be no significant impacts regarding storm water drainage.	No	CSSFE, COSE No mitigation needed	No
4.17.6 Cumulative Impacts to Utilities and Service Systems: The 2017 General Plan requires coordination with neighboring and regional serving agencies to help assure there will be no significant cumulative impacts regarding utilities and service systems as the City grows.	No	CSSFE, COSE No mitigation needed	No

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Table 1.C List Of General Plan EIR Mitigation Measures

Section 4.1 Aesthetics	
None	
4.2 Agriculture and Forestry Resources	
None	
4.3 Air Quality	
None	
4.4 Biological Resources	
None	
4.5 Cultural Resources	
4.5.5.1A	Prior to issuance of a demolition permit for any structure older than 45 years at the time of application and according to City building records or other official documentation, a project applicant shall provide an historical assessment of the structure prepared by a qualified professional (i.e., certified historian or architectural historian) with a determination whether the structure represents a significant historical resource according to Section 15064.5 of the State CEQA Guidelines. The assessment shall include contact with a local historical society regarding the structure's potential local significance. If the structure is determined to not be historic or potentially historic, either at a state or local level, the structure may be demolished without further documentation. If the structure is not historic on a state level but has local historical significance, the structure may be demolished with City Council approval, provide that the property is photo-recorded and archived prior to demolition. If the structure has state historical significance, the project historian shall prepare a preservation plan which shall address in-place or onsite preservation, relocation to an appropriate offsite location, or demolition only if it can be clearly demonstrated that preservation in place is not physically, or structurally feasible. This measure shall be implemented to the satisfaction of the City Planning Department.
4.5.5.3A	Prior to issuance of a grading permit, a project applicant must demonstrate if the proposed project grading will impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials. If the potential for fossil discovery is low, no pre-grading monitoring needs to be established. If the potential for fossil discovery is moderate to high, the applicant must provide a paleontological monitor during rough grading of the project. If a paleontologist is not onsite and possible fossil materials are found, work shall be halted in that area until the material can be assessed by a qualified professional. If materials are found onsite during grading, a qualified professional shall evaluate the find and determine if it represents a significant paleontological resource. If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. This measure shall be implemented to the satisfaction of the City Planning Department.
4.6 Geology and Soils	
4.6.5.1A	Before a project is approved or otherwise permitted within an A-P Zone or within 150 feet of any other active or potentially active fault mapped in a published United States Geologic Survey (USGS) or CGS reports, or within other potential earthquake hazard area (as determined by the City), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of the project site. Where and when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City of Jurupa Valley Planning and Building Departments to be relevant to each development. The site-specific geotechnical investigation shall incorporate up-to-date data from government and non-government sources.

	Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geologist and shall be submitted to City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits. If an active fault is discovered, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City.
4.6.5.2A	As determined by the City, a site-specific assessment shall be prepared to ascertain potential ground shaking impacts on development. The site-specific ground shaking assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards. This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.
4.6.5.7A	As determined by the City, a site-specific soil assessment shall be prepared to ascertain potential soil expansion on development within the Monserate sandy loam, shallow, 5-15% slopes identified on Figure 4.6.2. The site-specific soil assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific soils assessment shall include specific measures to reduce the significance of potential soil swell/shrink potential. This site-specific soils assessment shall be prepared by a licensed soils engineer or geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.
4.7 Greenhouse Gas Emissions and Climate Change	
4.7.5.2A	Within two years of General Plan approval, the City will prepare and adopt a Climate Action Plan (CAP) specifically for the City of Jurupa Valley, including a 2030 reduction target and local emission inventory. The City CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures in addition to those outlined in various elements of the General Plan for the reduction of future GHG emissions. The City CAP shall demonstrate how the City will reduce its greenhouse gas emissions to 50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with State law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses.
4.8 Hazards and Hazardous Materials	
None	
4.9 Hydrology and Water Quality	
4.9.5.6A	Upon issuance of an occupancy permit, all non-residential development shall be required to mechanically sweep its truck and vehicular parking areas at least once every two weeks to reduce particulate materials that can contribute to degradation of

	local surface and groundwater quality. This measure may also be applied to institutional uses on a discretionary basis depending on the amount of parking area required.
4.10 Land Use and Planning	
None	
4.11 Mineral Resources	
None	
4.12 Noise	
None	
4.13 Population, Housing, and Employment	
None	
4.14 Public Services and Facilities	
None	
4.15 Recreation and Parks	
None	
4.16 Transportation and Traffic	
4.16.5.2A	Within two years of adopting the 2017 General Plan, the City will develop a Strategic Traffic Congestion Management Plan that will identify the type and timing of roadway and intersection improvements as well as other solutions that may not involve road widenings or standard intersection improvements. The goal of this plan will be to identify those specific improvements or actions that will achieve the City's Level of Service standards to the greatest degree practical, including potential funding and the critical timing of improvements.
4.16.5.2B	The City shall seek to enter into a cooperative agreement with each of the surrounding jurisdictions regarding reciprocal fair share contributions for intersection and/or roadway improvements of mutual benefit to the City of Jurupa Valley and each cooperative jurisdiction. The City would then require future development to make the identified fair share payment, if any, under this agreement. This agreement would apply to any private or public development project that contributed 50 or more peak hour trips to a particular street or intersection, based on a project-specific traffic study that met the traffic study requirements of the City at the time the project was proposed.
4.16.5.2C	The City of Jurupa Valley shall seek to participate in a multi-jurisdictional study with Caltrans to identify fair share contribution funding sources attributable to and paid from future private and public development, to supplement other regional and State funding sources, to implement necessary improvements to local freeways and freeway ramps to meet Caltrans Level of Service Standards. Once the study identifies appropriate improvements, costs, and fair share fee amounts, the City shall enter into a cooperative agreement with Caltrans to collect such fees from developers of future projects in the City to help fund the identified improvements. The City would then require future development to make the identified fair share payments under this agreement.
4.17 Utilities and Service Systems	
None	

2.0 INTRODUCTION AND PURPOSE

Preparation of a General Plan is defined as a "project" under CEQA and requires environmental review. This program-level Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts associated with the proposed 2017 General Plan ("Proposed Project"" or "Plan") for the City of Jurupa Valley ("City"), and to identify General Plan policies that will function as mitigation measures to avoid or minimize significant environmental impacts. The City is the "public agency which has the principal responsibility for carrying out or approving the Plan" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act (CEQA) of 1970 (*CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. The EIR is also a public disclosure document available to agencies and the public for review and comment prior to the consideration of the Proposed Plan by the City, and is intended to serve as an informational document to be considered by the City, Responsible Agencies, and Trustee Agencies during deliberations on the Proposed Plan. The project approvals associated with the Proposed Plan are described in Section 3.0.

The City of Jurupa Valley was incorporated in July 2011. The City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10 adopted all ordinances and resolutions of the County of Riverside in effect as of July 1, 2011 (including land use ordinances and resolutions), to remain in full force and effect as City Ordinances. As such, development activities that occur in the City of Jurupa Valley are regulated by the City's current General Plan which follows Riverside County's General Plan in effect in 2011, as since amended, and Riverside County Zoning Ordinance (Ordinance No. 348) and Subdivision Ordinance (Ordinance No. 460) that were in effect on July 1, 2011, unless otherwise superseded by a City ordinance or resolution.

The EIR environmental analysis will describe the existing conditions of the City as well as the surrounding area and region as applicable. All relevant federal, state, regional, and local adopted laws and regulations will be summarized. Upon incorporation in July 2011, the City of Jurupa Valley adopted the 2008 Riverside County General Plan, the Jurupa Valley Area Plan, and Riverside County Ordinance No. 348 (Zoning) that were in effect at the time. These documents currently constitute *The City of Jurupa Valley General Plan and Zoning Ordinance* respectively. The proposed EIR will support the General Plan effort to create the City's first locally prepared General plan by amending a portion of the 2008 Riverside County General Plan and adding additional information, policies and programs as needed. The City intends to do a more comprehensive update of the General Plan in 5–10 years, as budget and staff time allow.

This section of the EIR outlines the document's format; describes the purpose of the EIR; summarizes public review of the EIR; describes the Mitigation Monitoring and Reporting Program (MMRP); identifies the environmental issues discussed in the EIR; and defines the parameters and data to be used in the analysis of cumulative impacts.

2.1 DOCUMENT FORMAT

To assist the reader's review of the document, the following describes the format of this EIR.

Section 1.0 *Executive Summary* provides a summary of the EIR document and (in Table 1.B) identifies potentially significant impacts, mitigation measures, and the level of significance of each impact following mitigation.

Section 2.0 *Introduction and Purpose* outlines the EIR document's format including technical appendices; describes the purpose of the EIR including the legal purpose of CEQA, the intended use of EIR, and the EIR's incorporated documents and referenced technical reports; summarizes the public review of the EIR to date; describes the role

of the Mitigation Monitoring and Reporting Program (MMRP) to be provided in the Final EIR; identifies the seventeen environmental issues that are discussed; and defines the cumulative analysis provided in the EIR.

Section 3.0 *Project Description* provides a detailed description of the geographical setting, project location, project setting, City of Jurupa Valley 2017 General Plan designations, zoning designations, plan characteristics and objectives, and discretionary actions required to implement the 2017 General Plan.

Section 4.0 *Existing Setting, Impacts, and Mitigation Measures* evaluates the impacts associated with the Proposed Plan. This section is organized by seventeen issue areas with each following the framework:

- *Existing Setting*. Information in the existing setting contains a discussion of the local and regional environment conditions (environmental and man-made) in existence at the time this EIR was prepared. Existing setting information provides the reader with the "baseline" from which future impacts are analyzed, and provides a standard against which to measure these impacts.
- *Regulatory Framework.* Regulatory requirements and policies (federal, state, and local) applicable to the issue area are summarized.
- *Methodology*. A brief summary of the methods and resources utilized in the preparation of the environmental analysis.
- *Thresholds of Significance*. Determinations regarding the significance of potential impacts resulting from implementation of the Proposed Plan are provided. These thresholds represent the criteria used in this EIR to determine whether identified impacts are significant.
- *Programmatic Impact Evaluation*. Potential impacts from implementation of the Proposed Plan are identified, including specific General Plan goals, policies, and programs that apply to the specific environmental issue being evaluated. Each of these sections contains an impact analysis, mitigation measures if necessary, significance after mitigation discussion, and cumulative impacts.
    - *Programmatic Impacts.* An analysis of potential programmatic impacts of the Proposed Plan is presented in this section. This discussion focuses on the impacts of implementation of the Proposed Plan, and includes potential short-term/long-term and direct/indirect project impacts, and consistency with applicable planning documents or regulations.
    - *Mitigation Measures*. The measures proposed to mitigate any potential impacts of the Proposed Plan are identified.
    - *Level of Significance after Mitigation* provides a conclusion as to whether implementation of the Proposed Plan with the recommended mitigation will reduce the project-related and cumulative impacts to less than significant levels.
    - *Cumulative Impacts.* This discussion focuses on the potential environmental effect of the Proposed Plan combined with the effects of reasonably foreseeable cumulative[1] projects within the project study area.

Section 5.0 *Other CEQA Topics* contains discussions of additional topics required by CEQA, including effects found not to be significant, unavoidable effects of the Proposed Plan, and significant irreversible environmental changes. The Proposed Plan's

[1] Potential environmental effect of the Proposed Plan (2017 General Plan) combined with the effects of reasonably foreseeable cumulative projects within the project study area.

consistency with regional plans (discussed in Section 4.10) and potential to induce growth (discussed in Sections 4.13) are summarized in this section.

Section 6.0 *Alternatives* contains discussion of alternatives to development of the Proposed Plan. As allowed by CEQA, the impacts of these alternatives are evaluated at a more general level than the analyses of the Proposed Plan that is contained in Section 4.0. This section also evaluates the proposed effects of the No Project Alternative and identifies the environmentally superior alternative.

Section 7.0 *References and Acronyms*. This section contains all the references cited in the EIR, acronyms and abbreviations used in the document, and definitions of terms used, including those specific to the Proposed Plan.

Section 8.0 *EIR Preparers.* This section lists the organizations and persons consulted in preparation of the EIR.

Appendices The Appendices contain a copy of the Notice of Preparation (NOP), NOP mailing list, NOP comment letters and responses, public scoping meeting information, all of the various technical studies that support the EIR analysis, referenced materials, and other relevant correspondence received during the course of the analysis of the Proposed Plan.

2.2 PURPOSE OF CEQA AND THE EIR

According to Section 15002 of *CEQA Guidelines*, the basic purposes of CEQA are to:

- Inform government decision-makers and the public about the potential significant environmental effects of proposed activities;
- Identify ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governing agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

CEQA requires that a project be reviewed to determine the environmental effects that would result if the project were approved and implemented. The City has the responsibility for preparing, processing, and determining whether to approve the Proposed Plan and certify this EIR. As Lead Agency, the City has the authority to make decisions regarding discretionary actions relating to implementation of the Proposed Plan.

As previously noted, CEQA requires the Lead Agency consider the information contained in the EIR prior to taking any discretionary action on a project. This EIR provides information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts from the construction and operation of the Proposed Plan. The purpose of the public review of the EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *CEQA Guidelines* states the following regarding standards from which adequacy is judged:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the *CEQA Guidelines*, and provides the information needed to assess the environmental consequences of a Proposed Plan. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a Proposed Plan that has the potential to result in significant, adverse environmental impacts.

Under CEQA (Public Resources Code Section 21002.1[a]):

> "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the Proposed Plan, and to indicate the manner in which those significant effects can be mitigated or avoided."

As permitted under the *CEQA Guidelines* (Section 15084[d-e]), LSA Associates, Inc. (LSA) has prepared the EIR under the direction of professional City planning staff. However, prior to certification, the Planning Commission and the City Council must independently review the methodologies used, and conclusions reached in the EIR. The City is undertaking an independent review of this EIR by having City planning staff work with LSA on the EIR. If certified by the City, the information included in and the conclusions reached in the EIR will therefore represent the City's independent judgment.

This EIR has been prepared utilizing information from City planning and environmental documents, technical studies, and other publicly-available data. Alternatives to the Proposed Plan are also discussed and mitigation measures that would offset, minimize, or otherwise avoid significant environmental impacts from the Proposed Plan have been identified. This EIR has been prepared in accordance with CEQA, California Public Resources Code §21000 *et seq.*; and the *Guidelines for California Environmental Quality Act* (California Code of Regulations, Title 14, Chapter 3). The objective of the EIR is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and other interested parties of the potential environmental consequences that may be associated with the approval and implementation of the Proposed Plan.

2.3 REGIONALLY SIGNIFICANT PROJECT

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by *CEQA Guidelines* Section 15206, then the Draft EIR must be submitted to the State Clearinghouse and the appropriate metropolitan area council of governments for review and comment. Criteria No. 1 for when a project is considered to be of statewide, regional, or area-wide significance is…"A proposed local general plan, element, or amendment thereof for which an EIR was prepared." Therefore, the Proposed Plan (2017 General Plan) would be considered a project of statewide, regional or area-wide significance per CEQA Guidelines Section 15206 (b) (1). The NOP, Draft EIR, and Notice of Completion (NOC) will be transmitted to the State Clearinghouse and the appropriate metropolitan area council of governments, which in this case is the Southern California Association of Governments (SCAG), for review and comment.

2.4 PROGRAM EIR

This EIR will serve as a Program EIR pursuant to the *State CEQA Guidelines* Section 15168, which states that a Program EIR is appropriate for a project that involves "… a series of actions that can be characterized as one large project and are related either:

(1) Geographically;

(2) A logical parts in the chain of contemplated action;

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

Section 15168 of the *CEQA Guidelines* explains how a Program EIR relates to future activities within the General Plan area:

"(c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.

(4) Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

(5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

(d) Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:

(1) Provide the basis in an Initial Study for determining whether the later activity may have any significant effects.

(2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

(3) Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

(e) Notice with Later Activities. When a law other than CEQA requires public notice when the agency later proposes to carry out or approve an activity within the program and to rely on the program EIR for CEQA compliance, the notice for the activity shall include a statement that:

(1) This activity is within the scope of the program approved earlier, and

(2) The program EIR adequately describes the activity for the purposes of CEQA."

2.5 INCORPORATION BY REFERENCE

The City of Jurupa Valley is an incorporated city of Riverside County, California. Prior to its incorporation, the area was governed by Riverside County. On March 8, 2011, voters approved a ballot measure designated "Measure A" to incorporate the area into its own city. As a result, the City of Jurupa Valley became an incorporated city on July 1, 2011.

City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10 adopted all ordinances and resolutions of the County of Riverside in effect as of July 1, 2011 (including land use ordinances and resolutions), to remain in full force and effect as City Ordinances. As such, development activities that occur in the City of Jurupa Valley are regulated by the City of Jurupa Valley Plan, including the Jurupa Area Plan and applicable portions of the Eastvale Area Plan, and Riverside County Zoning Ordinance (Ordinance No. 348) and Subdivision Ordinance (Ordinance No. 460) that were in effect on July 1, 2011, unless otherwise superseded by a City ordinance or resolution.

CEQA (Section 15150) permits the incorporation by reference of all or portions of other documents that are generally available to the public. Any document incorporated by reference shall be made available to the public for inspection at a public place or public building and requires that the EIR state where the incorporated documents will be made available for public inspection. The following documents have been incorporated by reference:

- *The City of Jurupa Valley General Plan, various elements,* adopted by the City Council on July 1, 2011 (i.e., the existing General Plan).
- City of Jurupa Valley Zoning Map, as amended through August 2016.
- City of Jurupa Valley Municipal Code (various chapters), approved through Ordinance 2011-2 and as amended through August 2015.

2.6 TECHNICAL REPORTS

The following technical studies/analyses have been prepared to support the 2017 General Plan:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the WRCOG CAP.

The Traffic and Street Classification Study evaluates the existing circulation setting and identifies improvements to help improve vehicular circulation and multimodal transportation facilities within the City of Jurupa Valley. Its goal is to create a circulation network that increases the use of alternative modes of transportation, promotes safe travel for pedestrians, equestrians and bicyclists and maintains safe and efficient facilities for all travel modes.

The Demographic and Housing Data Report includes a housing needs assessment, demographic analysis, constraints analysis, site inventory, special needs assessment, and transitional and assisted housing assessment in support of the Housing Element to evaluate impacts from full build-out of the General Plan.

The Noise and Vibration Study is consistent with applicable procedures and requirements to evaluate the potential noise impacts of proposed land uses in the 2017 General Plan. The Noise and Vibration Study includes local noise standards, vibration standards, an ambient noise survey, noise contours maps, evaluation of mobile and stationary noise and vibration sources, and land use compatibility recommendations based on anticipated noise and vibration levels from 2017 General Plan implementation.

Land Use Maps have been prepared for the various technical studies and for the 2017 General Plan Land Use Element based on input from City staff, the General Plan Advisory Committee, and the public to reflect the City's preferred land use strategy. Additionally, existing mapping resources such as GIS layers from the Southern California Association of Governments (SCAG) and/or Riverside County will be utilized to the extent practical in support of the 2017 General Plan and Program EIR.

Note that the Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) is being incorporated by reference into the City's Air Quality Element and will be an appendix of the EIR.

These documents are included in the appendices of this EIR. In addition, these documents are available for review at the following location:

Jurupa Valley City Hall
Planning Department
8930 Limonite Avenue
Jurupa Valley, California 92509
Phone: (951) 332-6464
Monday–Friday 8:00 a.m.–5:00 p.m.

2.7 PUBLIC REVIEW OF THE DRAFT EIR

This EIR was distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the EIR has been made available to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the EIR have been distributed as required by CEQA. During the 45-day public review period, the EIR and technical appendices have been made available for review. During the review period, written comments regarding this EIR should be addressed to:

Mary Wright, Project Manager
Planning Department
8930 Limonite Avenue
Jurupa Valley, California 91776
Phone: (951) 332-6464
Email: mwright@jurupavalley.org

After the 45-day public review period, written responses to all significant environmental issues raised will be prepared. These responses will be available for review for a minimum of 10 days prior to the public hearings before the City of Jurupa Valley Planning Commission and City Council, at which time the certification of the Final EIR will be considered. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, and findings) will be included as part of the environmental record for consideration by the City decision-makers. The City will respond as appropriate to comments made at public hearings on the Proposed Plan and its EIR.

2.7.1 Notice of Preparation

The City initiated the environmental process without completion of an Initial Study. The City determined that, due to the nature and size of the Proposed Plan, all environmental topics warranted further environmental review in an EIR. The City circulated the NOP for the EIR to state, regional, and local agencies on February 2, 2016, for a 30-day review period.[1] The NOP was distributed to the State Clearinghouse, as well as agencies and organizations that may provide comment on the Proposed Plan as well as the potential environmental impacts that may result from the implementation of the Proposed Plan. The NOP, NOP distribution list, Notice of Public Scoping Meeting, and response letters are included in Appendix A of the Draft EIR. At the close of the 30-day NOP public review period, seven (7) responses to the NOP had been received. Table 2.A summarizes the comments received regarding the NOP.

[1] The City's Notice of Preparation 30-day public review period was from May 13, 2014 to June 11, 2014.

Table 2.A: Notice of Preparation Comment Letters Received

Agency/Organization/Individual	Date	Comments
Scott Morgan with the State Office of Planning and Research (OPR)	2/4/16	OPR notified the City that it received the NOP and circulated it to state agencies per CEQA requirements.
Gayle Totton with the California Native American Heritage Commission (NAHC)	2/9/16	NAHC outlined City's consultation requirements with Native American tribes under SB 18 and AB 52 and included recommended mitigation for potential impacts.
Jillian Wong with the South Coast Air Quality Management District (SCAQMD)	2/12/16	Even a programmatic air quality study needs to provide actual CalEEMod files, and evaluate potential construction as well as land use buildout impacts for criteria pollutants, local significance thresholds, health risks from certain land uses and dust (PM_{10} and $PM_{2.5}$).
Russell Williams with the Riverside County Transportation and Land Management Agency (RCTLMA)	3/2/16	Requested the EIR examine traffic impacts on County roadways and recommend appropriate mitigation to address impacts.
Edward Cooper with the Riverside County Airport Land Use Commission (ALUC)	3/7/16	Portions of the City are located in airport compatibility zones and future development would be subject to review by ALUC.
James Troyer with the City of Fontana	2/29/16	The City wants to review the Draft EIR when it is available.
Cheryl DeGano with Webb Assoc. on behalf of the Jurupa Community Services District (JCSD)	3/3/16	The District wishes to review any data on water or sewer services for the portion of the City within the District.

Note: All NOP response letters are included in Appendix A of the Draft EIR.

Native American Consultation. Three Native American tribal groups were contacted to request if they wanted to consult with the City on this project, per the requirements of SB 18 and AB 52: The Soboba Band of Luiseno Indians Tribe, the Gabrieleno Band of Mission Indians Tribe and the Agua Caliente Band of Cahuilla Indians Tribe. To date, all three tribes have responded to the City's inquiries but only the Soboba and Gabrieleno tribes formally requested a government-to-government consultation meeting, or have recommended mitigation be included in the EIR regarding monitoring of grading by tribal representatives.

2.7.2 Public Scoping Meeting

In compliance with *State CEQA Guidelines*, the City of Jurupa Valley has taken steps to maximize opportunities for individuals, parties, and agencies to participate in the environmental process. During circulation of the NOP, various federal, state, regional, and local government agencies, and other interested parties were contacted to solicit comments and to inform the public of the Proposed Plan. A public scoping meeting was held to solicit public comment on direction and scope of the analysis necessary for the Draft EIR. The public scoping meeting was held on March 1, 2016 at 7:00 p.m. at City Hall. Copies of the NOP and other information were available to the public for review. City staff and the EIR consultant (LSA Associates, Inc.) were present to provide information regarding the General Plan, however, only one member of the public was present and no representatives of any agencies attended the scoping meeting. The individual submitted information regarding a specific development project at the meeting but it was not directly related to the scope of the 2017 General Plan EIR. Input from the NOP comment letters and general comments made during the General Plan Advisory Committee meetings and other City meetings on the Proposed Plan have been used to prepare the analysis in the Draft EIR. Copies of the written scoping materials are included in Appendix A.

2.7.3 Final EIR Certification

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

2.8 POTENTIAL ENVIRONMENTAL ISSUES

An Initial Study has not been prepared for the 2017 General Plan, in accordance with State CEQA Guidelines Section 15060(d), because the EIR will address all Initial Study environmental topics in appropriate detail in order to ensure comprehensive coverage of every environmental topic pursuant to CEQA. Each environmental topic will include an assessment of the direct and indirect short-term and long-term environmental impacts that will be created by the 2017 General Plan based on established thresholds of significance. In addition, a discussion of implementable mitigation measures that can be monitored effectively during development and operations of the 2017 General Plan will be included for each issue. The 2017 General Plan is intended to be self-mitigating, meaning the goals and policies contained within the 2017 General Plan will be crafted to avoid, reduce and/or mitigate environmental impacts.

The EIR will incorporate relevant data gleaned from City planning and environmental documents, technical studies, and publicly available data. The EIR will address relevant comments received and will respond to the specific areas of concern identified in responses to this Notice of Preparation. Since an Initial Study was not prepared for the project, this will be a “full scope” EIR which will describe the existing environmental conditions in the Plan Area and will identify the significant environmental impacts anticipated to result from implementation of the 2017 General Plan. Where potentially significant environmental impacts are identified, the EIR will also discuss mitigation measures that may make it possible to avoid or reduce significant land use impacts. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed project.

Aesthetics: The EIR addresses the potential effects on scenic vistas, scenic corridors, visual character, and light and glare.

Agriculture and Forestry Resources: The EIR addresses the potential effects on farmland, forest land and timberland and the loss of land zoned for agricultural use.

Air Quality: The EIR describes the existing air quality conditions in the City and will evaluate the potential air quality impacts of the proposed 2017 General Plan land uses and policies consistent with SCAQMD methodology. The EIR also discusses the measures included in the 2017 General Plan to minimize impacts of criteria air pollutant emissions.

Biological Resources: The EIR describes the existing biological conditions within the City, and potential impacts of the 2017 General Plan on vegetation and wildlife, including special status species. The EIR will evaluate the likelihood of any significant impacts, including consistency with the Western Riverside County Multiple Species Habitat Conservation Plan.

Cultural Resources: The EIR addresses potential impacts to historic structures, archaeological resources, tribal cultural resources, and paleontological resources.

Geology and Soils: The EIR assesses soil and geologic conditions of the City and addresses seismic hazards, including the potential for liquefaction, subsidence, landslides, ground-shaking, and soil erosion.

Greenhouse Gas Emissions: The EIR examines the potential impacts of implementing the 2017 General Plan relative to greenhouse gas (GHG) emissions and global climate change. The EIR discusses the measures included in the 2017 General Plan to minimize impacts of GHG emissions. The Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) will also be incorporated by reference into the City's Air Quality Element and evaluated in the EIR.

Hazards and Hazardous Materials: The EIR includes a description of the potential hazards in the City and the health and safety effects based on implementation of the 2017 General Plan.

Hydrology and Water Quality: The EIR discusses the drainage conditions throughout the City and the potential for flooding. Water quality impacts and conformance with the Santa Ana Regional Water Quality Control Board requirements are also addressed.

Land Use and Planning: The EIR identifies the land uses in the City and evaluates potential land use constraints created by existing conditions. The 2017 General Plan's compatibility with existing and proposed land uses in the City and consistency with the City's land use, planning, and environmental justice policies and plans has also been evaluated.

Mineral Resources: The EIR discusses impacts to mineral resources from implementation of the 2017 General Plan.

Noise: The EIR discusses noise impacts from implementation of the 2017 General Plan, including impacts from area noise sources (e.g., railroads, airports, I-15 and SR-60 freeways, etc.). A noise analysis identifies existing settings and noise level scenarios associated with implementation of the 2017 General Plan. The EIR addresses potential noise impacts associated with implementation of the 2017 General Plan on residential land uses as well as noise impacts on future residences from nearby land uses. Conformance to the City's noise guidelines is also provided, along with potential impacts resulting from construction noise.

Population and Housing: The EIR evaluates the potential for the proposed land uses of the 2017 General Plan to result in population or housing growth, and also discusses the potential displacement of housing and people as development occurs.

Public Services: The EIR identifies existing police, fire, schools, parks, and other public services and facilities serving the City, and quantifies the increase in service demands resulting from implementation of the 2017 General Plan and whether or not any increase in demand results in the need for new or altered governmental facilities which could cause significant environmental impacts. The availability and adequacy of existing services is also generally analyzed.

Recreation: The EIR discusses the potential to result in the increase in the use of existing recreational facilities that may result in an accelerated physical deterioration of such facilities.

Traffic and Circulation: The traffic analysis prepared for the 2017 General Plan and EIR describes the existing roadway conditions, circulation patterns, and other elements of the transportation system in the City, including the local streets and intersections and regional facilities (e.g., I-15 and SR-60 freeways). A transportation modeling analysis has also been prepared in order to evaluate full build-out of the 2017 General Plan on the overall transportation network. The 2017 General Plan's compliance with adopted policies, plans, and programs supporting alternative modes of transportation is also discussed.

Utilities and Service Systems: The EIR discusses the ability of existing infrastructure in the City, such as sanitary sewer, storm drains, water supply, and solid waste, to serve full buildout of the 2017 General Plan. The EIR also discusses the availability of the existing water supply to provide for full buildout of the 2017 General Plan.

Alternatives to the Project: Identification of feasible alternatives to the 2017 General Plan Preferred Land Use Plan are provided. Analysis of a "No Project" alternative is required by law. In addition, three alternatives including a "No Project–No Build" Alternative, have been evaluated. The evaluation of alternatives provides a comparative analysis of alternatives to the 2017 General Plan.

The EIR identifies the degree to which each alternative might reduce one or more of the impacts associated with implementation of the 2017 General Plan, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the City's goals and objectives.

Cumulative Impacts: The EIR includes a discussion of the potentially significant cumulative impacts of the 2017 General Plan when considered with other past, present, and reasonably foreseeable future projects in the area.

2.9 POTENTIAL IMPACTS DISCUSSED IN THE EIR

This EIR focuses on the areas of concern identified in the NOP and comments submitted regarding the NOP. The following seventeen environmental topics are addressed in this EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality, including Human Health
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions, Energy Conservation, and Global Climate Change
- Hazards and Hazardous Materials
- Hydrology, and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Housing, and Employment
- Public Services and Facilities
- Transportation and Traffic
- Recreation
- Utilities and Service Systems

2.10 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required under CEQA (Section 15128), an EIR is to contain a statement supporting the Lead Agency's determination that some of the possible effects of a project are not significant and, therefore, are not discussed in detail in the EIR. Due to the scope and location of the project, the City determined that all potential environmental issues outlined above were evaluated in this EIR.

2.11 EFFECTS FOUND TO BE SIGNIFICANT

This Draft EIR identifies four significant and unavoidable adverse impacts, as defined by CEQA that would result from implementation of the 2017 General Plan. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City of Jurupa Valley, as the lead agency, determines that unavoidable significant adverse impacts would result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the Draft EIR to be significant and unavoidable are:

- Agricultural Resources
- Air Quality
- Noise
- Transportation and Traffic

2.12 CUMULATIVE IMPACTS

CEQA defines cumulative effects as "two or more individual affects that, when considered together, are considerable or which compound or increase other environmental impacts." (*State CEQA Guidelines* Section 15130) The *Guidelines* further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15335). Incremental land use changes are anticipated to occur as the result of the Proposed Plan, as well as growth in population, housing, and employment from development of other projects in the City of Jurupa Valley and the surrounding region. Section 15130 of the *State CEQA Guidelines* requires that an EIR include a discussion of the potential cumulative impacts of a Proposed Plan.

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the adoption and implementation of the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years. CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.6 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building. For more information on cumulative growth in the City, see Section 3.6, Growth Projections and Cumulative Impacts, which includes Tables 3.A through 3.C for numerical projections of housing units and non-residential square footage for new buildings.

The cumulative analysis for each environmental issue will each identify its own specific "universe" for cumulative impacts which may be a different universe from that selected for another environmental issue. For example, the cumulative universe for air quality impacts is reasonably assumed to be the entire South Coast Air Basin, which is much larger than the cumulative universe for public service impacts (i.e., the service area of the various service providers.) The individual cumulative areas for the issues addressed in this EIR are provided within the cumulative impacts discussion in the respective impact sections, but range from the City of Jurupa Valley to the County to the entire SCAG region when necessary. For many of the issues, the universe for cumulative impacts will be western Riverside County.

The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time. With respect to the analysis of cumulative impacts, CEQA generally requires the following:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of

the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

It is expected that the cumulative impact analysis set forth in this EIR will be conservative and would tend to overstate (rather than understate) cumulative impacts. The significance of a cumulative impact may be greater than the effects resulting from the individual actions if the effects of more than one action are additive. Criteria for evaluating the significance of adverse effects are identified for each environmental issue in Section 4.0. These criteria, which are based on resource sensitivity, quality, and quantity, are also instructive when evaluating whether the environmental effect resulting from implementation of a particular project is cumulatively considerable. The timing and duration of each activity is also an important consideration for evaluating the potential cumulative effects of activities that may occur only for a limited period. In such cases, a cumulative effect may occur only when two or more of the activities are occurring simultaneously.

2.13 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this EIR to comply with the requirements of State law (Public Resources Code Section 21081.6). When mitigation measures are required to avoid or reduce the severity of significant impacts, State law requires the adoption of an MMRP by the Lead Agency. The monitoring program is intended to ensure compliance during implementation of the program. An MMRP will be adopted by the City Council concurrent with certification of the Final EIR for the 2017 General Plan.

2.14 OTHER REQUIRED SECTIONS

The EIR also includes other information typically required for an EIR. These other sections include the following: 1) Growth-Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Regional Plans; 5) Energy Use and Conservation per State CEQA Guidelines Appendix F; 6) References; and 7) EIR Authors. Relevant technical reports will be provided as EIR appendices.

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3.0 GENERAL PLAN COMPONENTS

The proposed Program Environmental Impact Report (EIR) will be prepared to support adoption of the City's 2017 General Plan (the "Proposed Plan" or "GP"), pursuant to the California Environmental Quality Act (CEQA). City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest *State CEQA Guidelines,* will be used as thresholds for significance in the EIR.

3.1 LOCATION

The Proposed Plan area constitutes the boundaries of the City of Jurupa Valley, as shown in Figure 3.1. The City is adjacent to the cities of Eastvale on the west, Norco and Riverside on the south and east, and Ontario and Fontana in the County of San Bernardino on the north and east, and the City of Colton on the northeast. The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of SR 60 lies the dramatic sloping terrain of the Jurupa Mountains, that provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Over the years, the Jurupa Valley has consisted of many unincorporated communities. However, Figure 3.2 shows the general locations of the nine local unincorporated communities that will be referred to in this EIR.

3.2 HISTORY

The following publications helped contribute to the understanding of the local history in the Jurupa Valley: *"Jurupa (Images of America)"* and "*Wicked Jurupa Valley"* by Kim Jarrell Johnson, a local resident and historian. The City of Jurupa Valley encompasses 43.5 square miles including the neighborhoods of Mira Loma, Glen Avon, Sky Country, Indian Hills, Pedley, Rubidoux, Belltown, Jurupa, Jurupa Hills, and Sunnyslope. The area was proposed to be incorporated in 1992; however, at that time local residents voted against the incorporation of the City.[1] Historically, the Jurupa Valley area has been mostly comprised of wineries and dairies.[2] The Galleano Winery was founded in 1927 after Domenico Galleano purchased the 160-acre Cantu Ranch, however, production did not begin until 1933 after the repeal of the 18th amendment ending Prohibition. Today, Galleano remains a multi-generation run and active historical landmark.[3]

Another cultural attraction of the City is the Flabob Airport that was founded in 1925. The Flabob Airport is the seventh oldest surviving airport in California and was Riverside's first civil airport. Historic Flabob Airport is also home to the Tom Wathen Center, a nonprofit corporation dedicated to education through aviation.[4] In addition to the Galleano Winery and Flabob Airport, the Rubidoux Drive-In is also of historical significance to the City of Jurupa Valley. The Rubidoux Drive-In was founded in 1948 by Roy C. Hunt, Riverside's prewar motion picture showman. The drive-in was originally a single screen venue with a maximum capacity of 690 cars. Today the Rubidoux Drive-In maintains its character and has grown to house a total of four screens, including the original screen tower from 1948.[5]

1 Stokley, Sandra (8 March 2011). "Jurupa Cityhood Approved". *The Press-Enterprise*. Retrieved March 9, 2011.
2 http://www.usacitiesonline.com/cacountyjurupavalley.htm and K. Johnson 2006 and 2012.
3 http://www.galleanowinery.com/history.html
4 http://www.flabobairport.org/
5 http://rubidouxdrivein.com/about/

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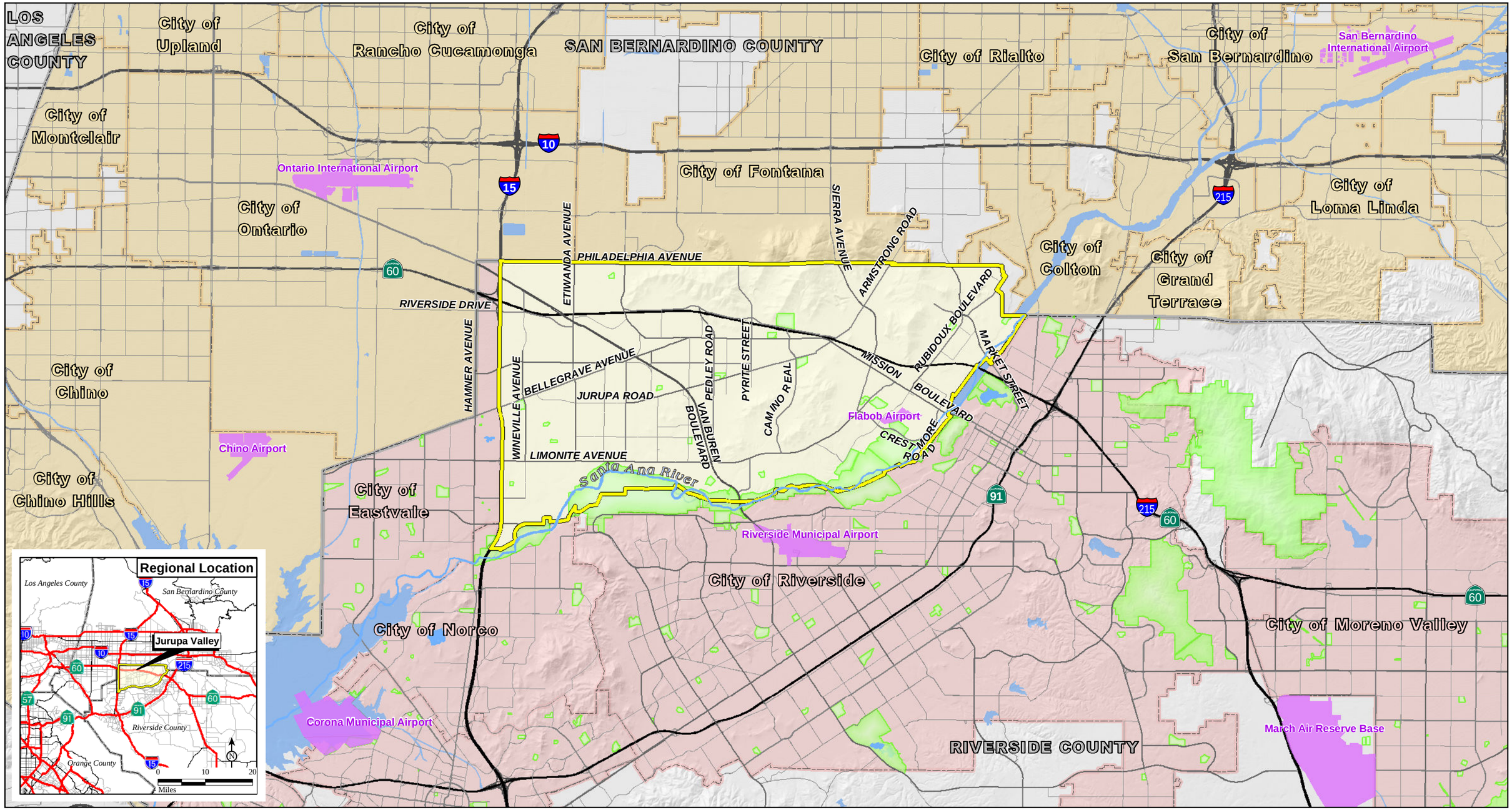

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- County Boundary
- Parks
- Airports

SOURCE: Riverside County 7/2015

0 5,000 10,000 Feet

I:\CJV1502\Reports\EIR\fig3-1_Regional.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 3.1
City Location

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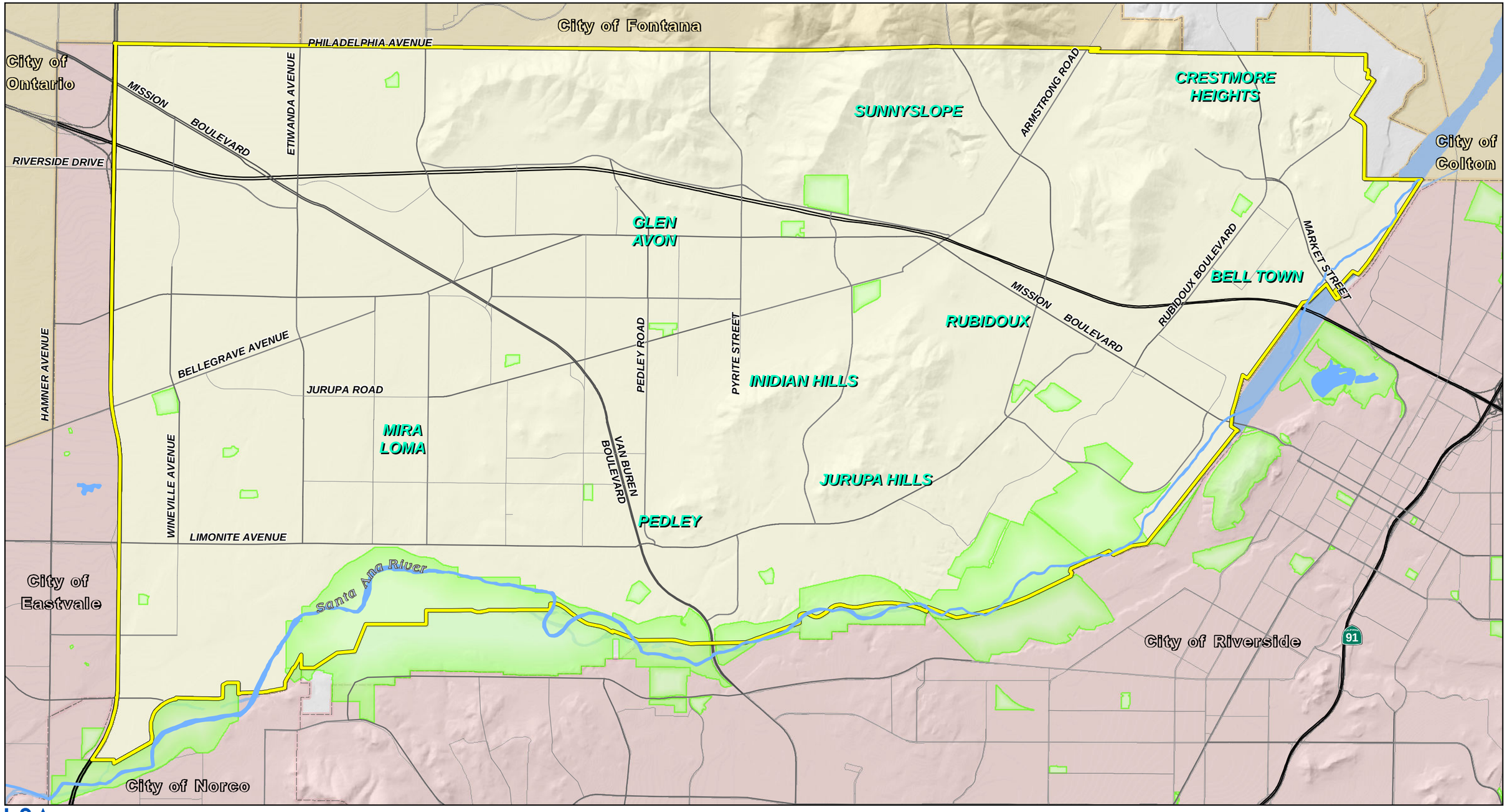

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- Parks

SOURCE: Riverside County 7/2015; City of Jurupa Valley, 2014

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 3.2
City of Jurupa Valley Communities

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The City of Jurupa Valley was incorporated on July 1, 2011, and at that time adopted the County of Riverside General Plan as the City's General Plan (i.e., the City's current General Plan document).

3.3 PURPOSE AND OBJECTIVES

The City's 2017 General Plan is consistent with and derives its authority from California State law. Once adopted, it becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through Zoning Regulations, adopted standards and other City laws. As required by State law, capital improvement programs, zoning regulations and related land use policies must be consistent with the General Plan.

The Land Use Element represents a generalized "blueprint" for the future of the City and is the core of the General Plan. It sets forth a pattern for the use, development, and preservation of land within the City's planning area. The pattern is based on Community needs and preferences and describes the expected level of population growth resulting from housing construction anticipated by the plan. It also shows the type, location, and intensity of new commercial and industrial uses to meet the City's economic sustainability needs. The General Plan consists of the seven mandatory elements, including the Land Use Element, plus three optional elements. The following elements relate to the Land Use Element as described below.

1) The *Mobility Element* recognizes implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that work with the Land Use Element update and address both existing and potential circulation opportunities and deficiencies.
2) The *Housing Element* goals, policies, and programs reflect the land use policies as they relate to residential development.
3) The *Noise Element* contains policies that protect residents and land uses from noise and vibration impacts while allowing development and a mix of compatible land uses.
4) The *Community Safety, Services and Facilities Element* identifies hazards that influence the locations and types of proposed land uses and describes the services and facilities necessary to serve those land uses. In addition, the Land Use and Safety Elements share several safety topics. For example, the Land Use Element includes airport safety policies and programs that relate to compatible land use and design.
5) The *Conservation and Open Space Element* contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. The Land Use Element works with this element and incorporates concepts such as clustering and buffering open space areas in order to enhance their protection.
6) The *Air Quality Element* contains policies and programs that address land use, design, and transportation measures intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use and communities' transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on residents and visitors' quality of life.
7) The *Environmental Justice Element* contains policies and programs that seek to ensure that all members of the Community have meaningful input into the decision-making process. In addition, the Element protects low-income persons and communities from land use actions that adversely affect the health, safety, and welfare of these groups.
8) The *Economic Sustainability Element's* policies and programs focus on the City's financial health to achieve other key Community goals and to provide essential services. Economic-sustainability strategies typically involve land-use and transportation decisions, and are guided by long-term consideration of City assets, opportunities, needs, and costs.

9) The *Healthy Communities Element* includes policies and programs to support the overall health of Jurupa Valley's residents. It focuses on providing healthy choices for food, recreation, and health care, and seeks to improve everyone's access to information on healthy living.

Community Values Statement[1]

"Jurupa Valley's General Plan is guided by values that describe what is most important to City residents. These values are at the core of what people enjoy most about living, working and recreating in Jurupa Valley—the scenic views, Santa Ana River, small-town feel, equestrian lifestyle, natural environment, vibrant economy, friendly residents, healthy and safe neighborhoods and respect for our history and diverse cultures. These values will enhance and sustain this young City's health and prosperity for generations to come. Proclaiming City values is essential to create a new General Plan that truly reflects the goals and needs of Jurupa Valley residents. The City's General Plan Advisory Committee (GPAC) recommended that the Planning Commission and City Council affirm and adopt these Community Values as the foundation and heart of the General Plan."

Guiding Values

1. **Small-Town Feel.** Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.

2. **Community of Communities**. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.

3. **Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.

4. **Active Outdoor Life.** Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.

5. **Public Safety.** Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.

[1] Endorsed by the General Plan Advisory Committee on April 27, 2015.

6. **Education, Culture and Technology.** We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley

7. **Mobility.** We support the creation and maintenance of transportation networks (e.g., multi- use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.

8. **Diversity.** We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.

9. **Environmental Justice.** We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

10. **Healthy Communities.** We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.

11. **Economic and Fiscal Health.** We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

3.4 PLAN ELEMENTS

The City has prepared the following Elements which are evaluated in this EIR with the corresponding 2017 General Plan chapter shown in parentheses after element title:

- Land Use (2)
- Mobility (3)
- Conservation and Open Space (4)
- Housing (5)
- Air Quality (6)
- Noise (7)
- Community Safety, Facilities, and Services (8)
- Environmental Justice (9)
- Healthy Communities (10)
- Economic Sustainability (11)

3.5 TECHNICAL STUDIES

The following technical studies/analyses have been prepared to support the 2017 General Plan:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the WRCOG CAP.

The Traffic and Street Classification Study evaluates the existing circulation setting and identify improvements to help improve vehicular circulation and multimodal transportation facilities within the City of Jurupa Valley. Its goal will be to create a circulation network that increases the use of alternative modes of transportation, promotes safe travel for pedestrians, equestrians and bicyclists and maintains safe and efficient facilities for all travel modes.

The Demographic and Housing Data Report includes a housing needs assessment, demographic analysis, constraints analysis, site inventory, special needs assessment, and transitional and assisted housing assessment in support of the Housing Element to evaluate impacts from full build-out of the GP.

The Noise and Vibration Study is consistent with applicable procedures and requirements to evaluate the potential noise impacts of proposed land uses in the GP. The Noise and Vibration Study will include local noise standards, vibration standards, an ambient noise survey, noise contours maps, evaluation of mobile and stationary noise and vibration sources, and land use compatibility recommendations based on anticipated noise and vibration levels from GP implementation.

Land Use Maps have been prepared for the various technical studies and for the GP Land Use Element based on input from City staff, the General Plan Advisory Committee, and the public to reflect the City's preferred land use strategy. Additionally, existing mapping resources such as GIS layers from the Southern California Association of Governments (SCAG) and/or Riverside County will be utilized to the extent practical in support of the GP and EIR. For comparison, Table 3.A provides a summary of acreages between existing land use designations under the County General Plan and the new land use designations of the City of Jurupa General Plan. Existing land uses and vacant land are shown in Exhibit 3.3, *Existing General Plan Land Uses*.

Note that the Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) has been incorporated by reference into the City's Air Quality Element and is an appendix of the EIR.

For the purposes of analysis in this EIR, the existing and potential buildout land uses under the GP are shown in Table 3.B, Residential Land Use Buildout Projections, and Table 3.C, Non-Residential Land Use Projections. The locations of these uses are shown in Figure 3.4, *Proposed General Plan Land Uses*.

3.6 GROWTH PROJECTIONS AND CUMULATIVE IMPACTS

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land to a mixture of rural and suburban uses which is 16.1 percent of the City's total land area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C)

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years. CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

Existing land uses in the City are shown in Figure 3.3 and the proposed future land uses are shown in Figure 3.4.

Table 3.A: County vs. City Land Use Designations

	Total Acres		Existing Land Uses (acres)		
Land Use* (Category/Designation)	**County**	**City**	**Developed**	**Vacant**	**%Vacant**
Residential Uses					
Rural Residential (RR)	103.6	103.6	73.5	30.1	29.1%
Estate Residential (EDR)	338.5	338.5	259.5	79.0	23.3%
Rural Community-Low Density Residential** (RC-LDR)	5,492.0	--	--	--	--
Very Low Density Residential (VLDR)	71.0	97.4	93.1	4.3	4.4%
Low Density Residential (LDR)	1,694.2	7,062.2	6,331.7	730.5	10.3%
Medium Density Residential (MDR)	3,465.7	3,901.1	2,224.1	1,677.0	43.0%
Medium High Density Residential (MHDR)	732.0	793.0	619.3	173.7	21.9%
High Density Residential (HDR)	285.0	292.9	219.5	73.4	25.1%
Very High Density Residential (VHDR)	85.6	88.8	31.6	57.2	64.4%
Highest Density Residential (HHDR)	19.8	212.0	171.3	40.7	19.2%
Sub-Total Residential Uses	12,287.4	12,889.5	10,023.6	2,865.9	22.2%
Non-Residential Uses					
Commercial Retail (CR)	1,070.3	1,105.7	733.6	372.1	33.7%
Commercial Tourist (CT)	--	122.6	1.9	120.7	98.5%
Commercial Neighborhood (CN)	--	43.3	39.1	4.2	9.7%
Commercial Office (CO)	14.9	14.9	12.0	2.9	19.5%
Business Park (BP)	910.5	673.8	478.7	195.1	29.0%
Business Park-Specific Plan (BP-SP)	--	514.4	297.9	216.5	42.1%
Light Industrial (LI)	3,334.6	3,076.8	2,503.1	568.4	18.5%

Table 3.A: County vs. City Land Use Designations

Land Use* (Category/Designation)	Total Acres		Existing Land Uses (acres)		
	County	City	Developed	Vacant	%Vacant
Heavy Industrial (HI)	1,108.4	736.9	588.9	148.0	20.1%
Agriculture** (A)	20.4	--	--	--	--
Sub-Total Non-Residential Uses	6,459.1	6,288.4	4,660.5	1,627.9	25.9%
Public Uses					
Open Space-Recreation (OS-R)	1,501.4	1,452.2	1,452.2	0.0	NA
Open Space-Rural (OS-RUR)	1,131.6	1,131.6	1,131.6	0.0	NA
Open Space-Conservation (OS-C)	547.7	683.5	683.6	0.0	NA
Open Space-Conservation Habitat (OS-CH)	867.6	971.1	971.1	0.0	NA
Open Space-Mineral Resources (OS-MIN)	446.5	300.7	300.7	0.0	NA
Open Space-Water (OS-W)	837.4	884.1	884.1	0.0	NA
Railroad (Rail)	--	168.5	168.5	0.0	NA
Roadways/Other	3,229.2	2,549.7	2,549.7	0.0	NA
Public Facilities/Institutional (PF)	538.5	527.0	527.0	0.0	20.2%
Sub-Total Public Uses	9,099.9	8,668.5	8,668.5	0.0	1.1%
TOTAL CITY (43.5 sq. mi.)	**27,846.4**	**27,846.4**	**23,352.6**	**4,493.8**	**16.1%**

* The City's Interim General Plan eliminated the County's agriculture and rural community-low density residential designations and added commercial tourist, neighborhood commercial, business park-specific plan, and railroad designations.
** City re-designated land in the old agriculture category to very low density residential, and re-designated rural community-low density residential to low density residential
NA = Not Applicable (open space uses have no development potential)

Table 3.B: Residential Land Use Buildout Projections

Residential Land Use (Category/ Designation)	Existing Land Uses (acres)		Max. Density (Units/ Acre)	Additional Units		Additional Population (Persons)	
	Developed	Vacant		Maximum	Less Intense	Maximum	Less Intense
Rural Residential (RR)	73.5	30.1	0.2	6	4	23	16
Estate Residential (EDR)	259.5	79.0	0.5	40	28	148	104
Very Low Density Residential (VDR)	93.1	4.3	1	4	3	16	11
Low Density Residential (LDR)	6,331.7	730.5	2	1,461	1,023	5,479	3,835
Medium Density Residential (MDR)	2,224.1	1,677.0	5	8,385	5,870	31,444	22,011

Table 3.B: Residential Land Use Buildout Projections

Residential Land Use (Category/ Designation)	Existing Land Uses (acres)		Max. Density (Units/ Acre)	Additional Units		Additional Population (Persons)	
	Developed	Vacant		Maximum	Less Intense	Maximum	Less Intense
Medium High Density Residential (MHDR)	619.3	173.7	8	1,390	973	5,211	3,648
High Density Residential (HDR)	219.5	73.4	14	1,028	719	3,854	2,697
Very High Density Residential (VHDR)	31.6	57.2	20	1,144	801	4,290	3,003
Highest Density Residential (HHDR)	171.3	40.7	20+	875	613	3,281	2,297
Total Residential Uses	**10,023.6**	**2,865.9**		**14,332**	**10,032**	**+53,745**	**+37,622**
City Population (2014)						98,842	98,842
Buildout Population (2035)						152,587	136,464
Percent Increase						54%	38%
Average Annual Percent Increase (20 years)						2.7%	1.9%

(E) "Less Intense" land use density is considered to be 70% or 0.7 of maximum density
(F) Units times 3.75 persons per dwelling unit (based on US Census 2014 total population divided by total housing units)
Source: City population from factfinder/US Census
http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

3.7 RELATED DISCRETIONARY ACTIONS

3.7.1 City of Jurupa Valley

This program-level EIR is intended to inform the City of Jurupa Valley decision-makers and the general public of the environmental consequences of implementing the 2017 General Plan. Discretionary actions being analyzed in this EIR and that may be necessary from the City or from other agencies in the future, consistent with the approved 2017 General Plan, include but are not limited to:

- Approval of the 2017 General Plan;
- Subsequent discretionary approvals for private development projects and public works projects within the Plan area; and
- Public or private infrastructure projects by the City or other public or private agencies that support the anticipated level of growth in the City.

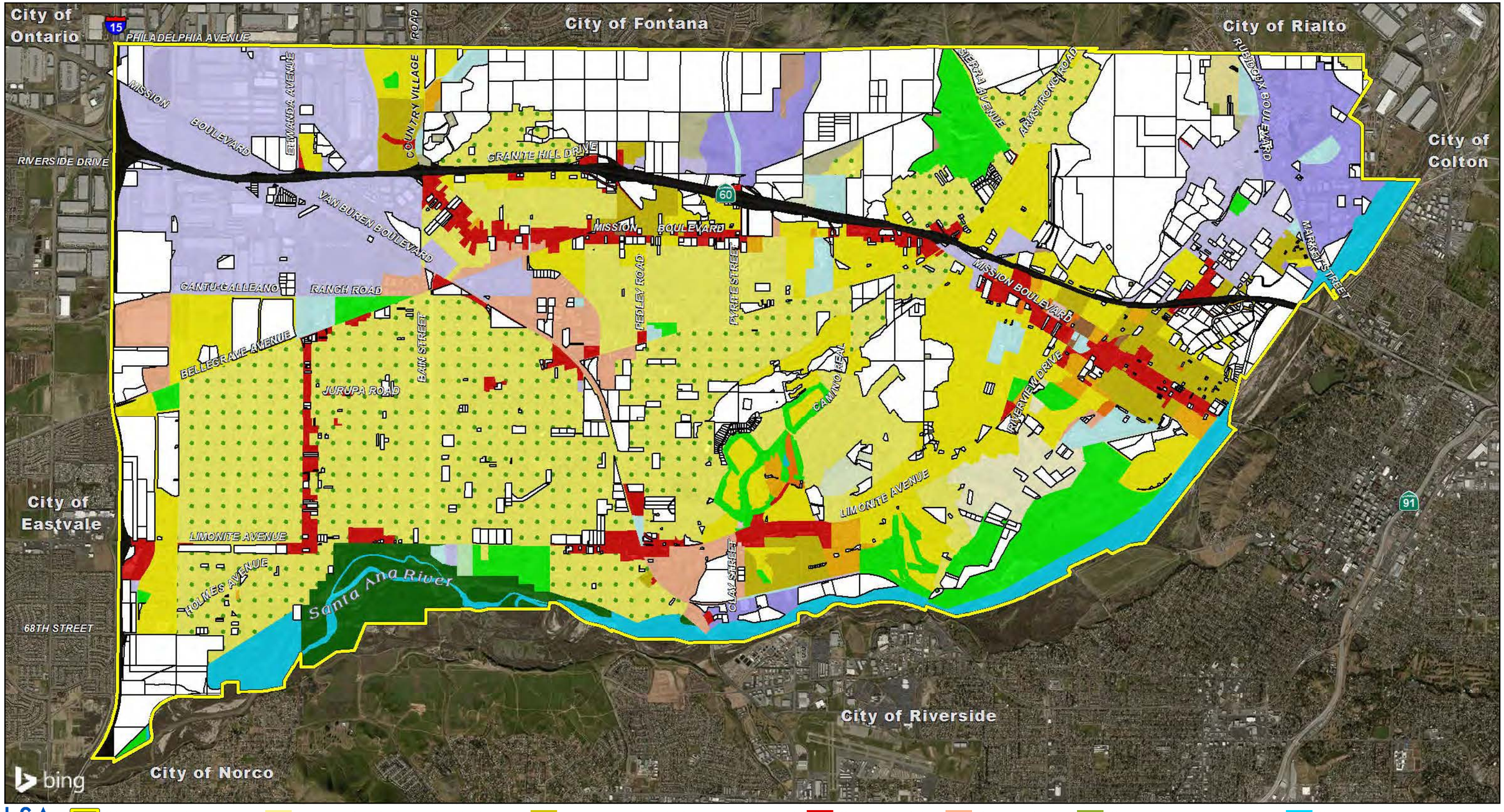
The City of Jurupa Valley is the Lead Agency for the 2017 General Plan, but discretionary actions may also be required by other agencies (see Section 3.7.2).

3.7.2 Actions by Others

Although the City of Jurupa Valley is the Lead Agency for the Proposed Plan, a number of other federal, state, or special purpose agencies may consult this EIR for their own decision-making and actions now or in the future. The following is a list of anticipated discretionary or non-discretionary

actions by other agencies; however, it is not exhaustive and may include other agencies and processes in the future as appropriate:

- ***State of California***
  - Regional Water Quality Control Board: Water Quality Permitting for subsequent discretionary private development and public works improvements within the Plan area;
  - Department of Fish and Wildlife permitting for future development and infrastructure (as needed)
- ***County/Local***
  - Riverside County Flood Control and Water Conservation District approval of flood control and drainage improvements as necessary for private development and public works improvements;
  - Water Supply Assessments for private development within the Plan area as appropriate;
  - Approval by the Riverside County Airport Land Use Commission for private development and public works improvements as appropriate within airport land use plan areas;
  - Annexation of some portions of the City into the Jurupa Community Services District;
  - Rubidoux Community Services District;
  - Cal Fire;
  - Riverside County Regional Park and Open Space District;
  - Jurupa Unified School District; and
  - Corona-Norco Unified School District.



LSA

- City of Jurupa Valley
- Vacant Land

Existing General Plan LU

- Estate Residential (<2 du/ac)
- Very Low Density Residential (0.5-1 du/ac)
- Low Density Residential (1-2 du/ac)
- RC-LDR (2-5 du/ac)
- Medium Density Residential (2-5 du/ac)
- Medium High Density Residential (5-8 du/ac)
- High Density Residential (<14 du/ac)
- Very High Density Residential (<20 du/ac)
- Highest Density Residential (20+ du/ac)
- Commercial Retail
- Commercial Office
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Rural Residential
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural (< .05 du/ac)
- Water
- Mineral Resources
- CITY
- Freeway

SOURCE: Bing Aerial, 2015; Riverside County 7/2015; General Plan adopted 2003, updated 2015.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 3.3
Existing Land Uses with Vacant Land

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Table 3.C: Non-Residential Buildout Projections By Land Use Type

Non-Residential Land Use (Category/Designation)	Existing Land Uses (acres)		Max. Floor Area Ratio	Additional Acres		Additional Square Feet*		Additional Employees	
	Developed	Vacant		Maximum	Less Intense	Maximum	Less Intense	Maximum	Less Intense
Commercial Retail (CR)	733.6	372.1	0.35	130	98	5,673,037	4,254,777	9,455	7,091
Commercial Tourist (CT)	1.9	120.7	0.35	42	32	1,840,192	1,380,144	3,067	2,300
Commercial Neighborhood (CN)	39.1	4.2	0.6	3	2	109,771	82,328	183	137
Commercial Office (CO)	32.0	2.9	1.0	3	2	126,324	94,743	158	118
Business Park (BP)	478.7	195.1	0.6	117	88	5,099,134	3,824,350	6,374	4,780
Business Park-Specific Plan (BP-SP)(estimate)	297.9	216.5	0.6	130	97	5,658,444	4,243,833	7,073	5,305
Light Industrial (LI)	2,508.4	568.4	0.6	341	256	14,855.702	11,141,777	12,380	9,285
Heavy Industrial (HI)	588.9	148.0	0.5	74	56	3,223,440	2,417,580	2,686	2,015
Total Non-Residential Uses	**4,660.5**	**1,627.9**	**--**	**840**	**630**	**36,586,044**	**27,439,533**	**41,376**	**31,032**

FAR = Floor Area Ratio
(E) 1 acre = 43,560 square feet
(H) commercial = 1 employee per 600 square feet, office/ business park = 1 employee per 800 square feet, industrial = 1 employee per 1,200 square feet

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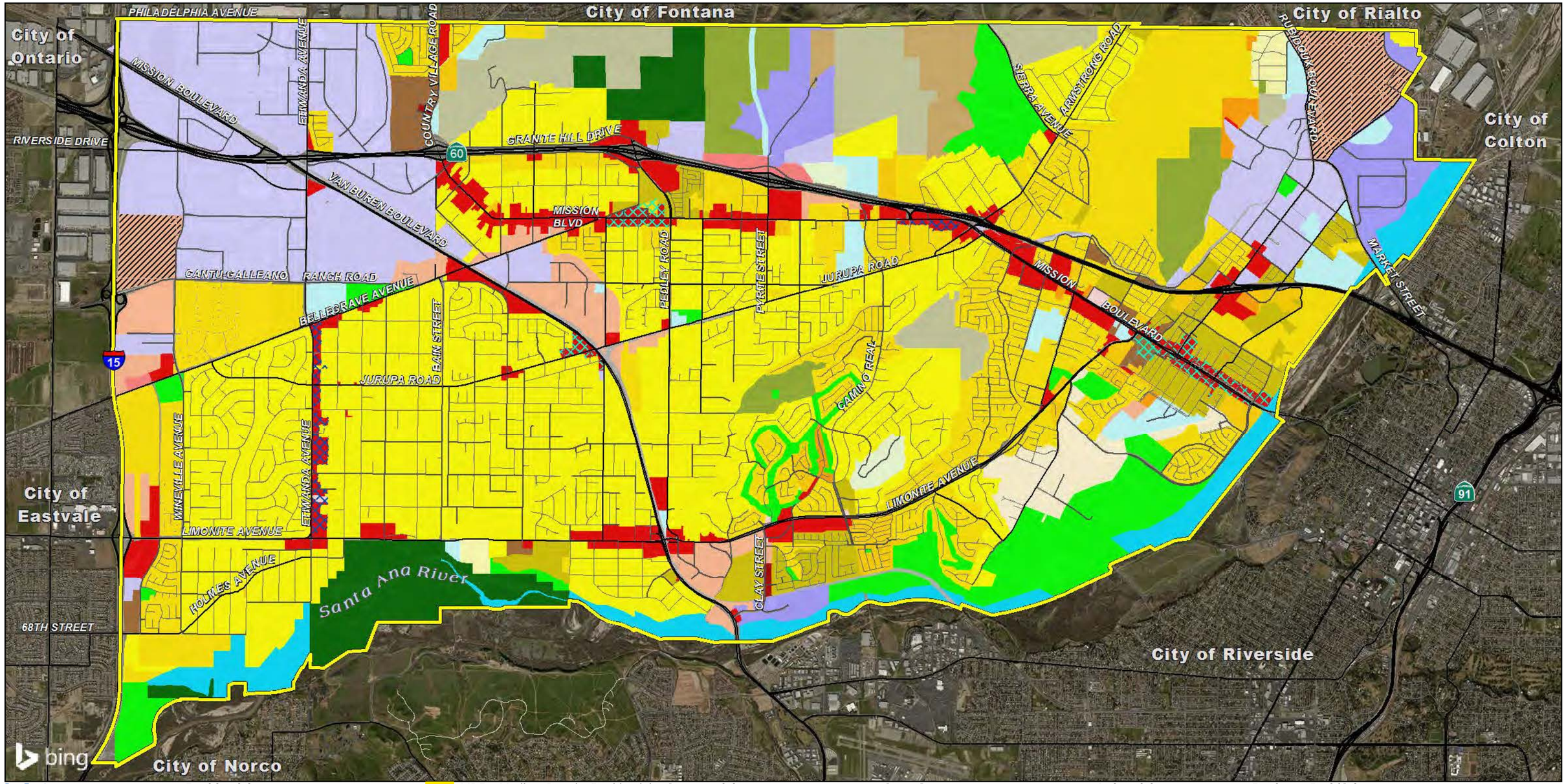

LSA

City of Jurupa Valley

LU Amendment Overlays

- Community Development
- Village Center

Residential

- RR - Rural Residential
- EDR - Estate Residential
- VLDR - Very Low Density Residential
- LDR - Low Density Residential
- MDR - Medium Density Residential
- MHDR - Medium High Density Residential
- HDR - High Density Residential
- VHDR - Very High Density Residential
- HHDR - Highest Density Residential

Commercial

- CR - Commercial Retail
- CT - Commercial Tourist
- CO - Commercial Office
- CN - Commercial Neighborhood

Open Space

- OS-C - Conservation
- OS-CH - Conservation Habitat
- OS-R - Open Space Recreation
- OS-MIN - Mineral Resources
- OS-RUR - Open Space Rural
- OS-W - Water

Industrial

- LI - Light Industrial
- HI - Heavy Industrial

Business Park/Other

- BP - Business Park
- BP-SP - Business Park - Specific Plan
- PF - Public Facilities
- Rail - Railroad

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SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 3.4
Proposed General Plan Land Use

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4.0 PROGRAMMATIC ENVIRONMENTAL IMPACT EVALUATION

As stated previously, there are seventeen environmental issue areas that are analyzed in this EIR with respect to the Proposed Plan. These issues are:

4.1 Aesthetics
4.2 Agriculture and Forestry Resources
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural Resources
4.6 Geology and Soils
4.7 Greenhouse Gas Emissions
4.8 Hazards and Hazardous Materials
4.9 Hydrology and Water Quality
4.10 Land Use and Planning
4.11 Mineral Resources
4.12 Noise
4.13 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation and Traffic
4.17 Utilities and Service Systems

Within each subsection described in Section 4.0, the following information is presented relative to each environmental issue described:

- *Existing Setting:* Description of the existing setting as it relates to the specific environmental issue;
- *Regulatory Framework:* A summary of the regulatory framework relevant to the specific environmental issue, including the 2017 General Plan goals, policies, and programs that relate to that specific issue;
- *Thresholds of Significance:* Identification of the thresholds of significance;
- *Methodology:* A description of the methods used to conduct the impact analysis.
- *Programmatic Impact Analysis:* An analysis of Plan-specific impacts and a determination of significance based on each identified threshold level for that issue;
    - *Programmatic Mitigation Measures:* Identification of General Plan goals, policies, and programs that will reduce potential programmatic impacts of future development, then identifying any mitigation measures over and above the General Plan goals and policies that are needed to reduce potential environmental impacts to less than significant levels;
    - *Level of Programmatic Impact After Mitigation:* A determination of the level of significance after mitigation measures are implemented; and
- *Cumulative Impacts.* An examination of whether the General Plan makes a significant contribution to broader impacts on a larger regional scale.

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared (in this case, the proposed "project" is the 2017 General Plan). 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]).

The environmental analysis provided in Sections 4.1 through 4.17 focuses on changes in the existing physical environment at the time the NOP was issued (February 2, 2016) and identifies direct and indirect significant impacts associated with the proposed project (i.e., the 2017 General Plan). The cumulative impacts for each of the environmental issues identified in Sections 4.1 through 4.17.

4.1 AESTHETICS

This section describes the existing aesthetic condition of the 2017 General Plan area and analyzes potential impacts of implementation of the GP relative to views, and light and glare. For the purposes of the following analyses, two general aesthetic terms are defined: scenic vistas and viewsheds.

1. **Scenic Vistas.** A scenic vista can be categorized as either containing a panoramic view or a focal view. Panoramic views are typically associated with publicly-accessible vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Aesthetic components of a scenic vista include three components: scenic quality, sensitivity level, and view access.

2. **Viewsheds.** A viewshed is typically defined as the natural environment that is visible from one or more viewing points. CEQA documents most often define viewshed as what portions of the project viewers can see from surrounding areas. A viewshed can be divided into three distinct components: the foreground, midground, and background.

4.1.1 Existing Setting

According to the Conservation and Open Space Element:

> "The City contains outstanding scenic resources [that] give the City its distinctive character and appeal, and contribute to its residents' quality of life. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills, and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways. Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes."

The General Plan indicates the City contains the following important visual and aesthetic resources:

- Santa Ana River and adjacent riparian corridors with natural banks and vegetation;
- Natural and manmade creeks, lakes and other water bodies;
- Wetlands and vernal pools;
- Jurupa Mountains and Pedley Hills;
- Undeveloped land within the City's limits not intended for urban uses; and
- Hills, ridgelines, box canyons, scenic rock outcroppings, and other significant land features.

In addition, travelers along the I-15 Freeway (northbound) and certain vantage points within the City have views of the San Gabriel Mountains to the north and the San Bernardino Mountains to the northeast during much of the year. In general, there are many aesthetically pleasing views within the City, although specific views are largely dependent on the location and vantage point of a particular viewer and/or property. Typical views within the City are provided in Figure 4.1.1 shows major view sheds in the City, while Figure 4.1.2 shows the various "protected" open space lands within the City that would contribute to aesthetically pleasing views for City residents. Finally Figure 4.1.3 shows the designated roads and other travel corridors designated as scenic within the City.

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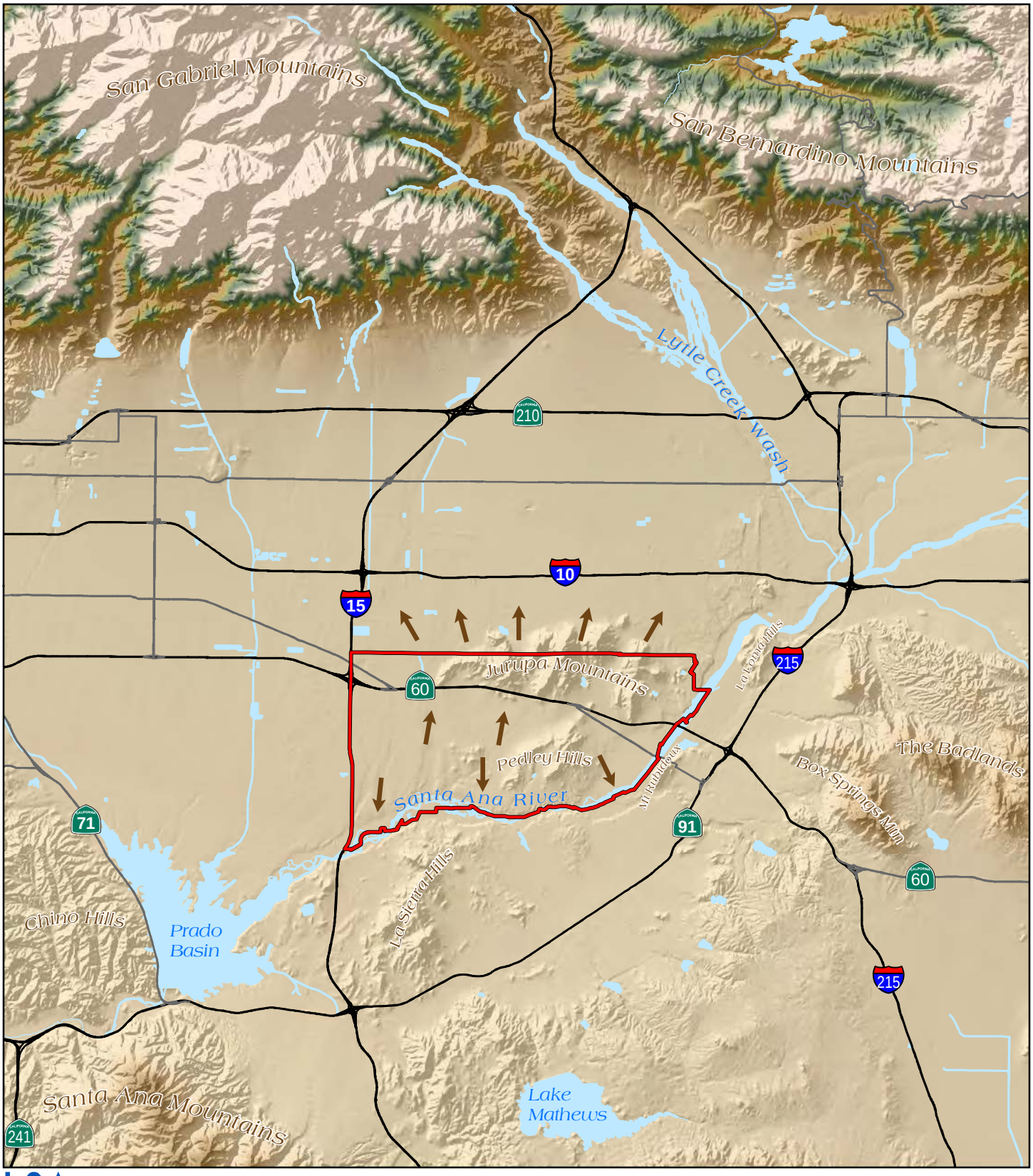

LSA

City of Jurupa Valley

View Direction

SOURCE: ESRI StreetMap, 2013; Riverside County 7/2015

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Jurupa Valley 2017 General Plan
Environmental Impact Report

Figure 4.1.1
Major Viewshed for Jurupa Valley

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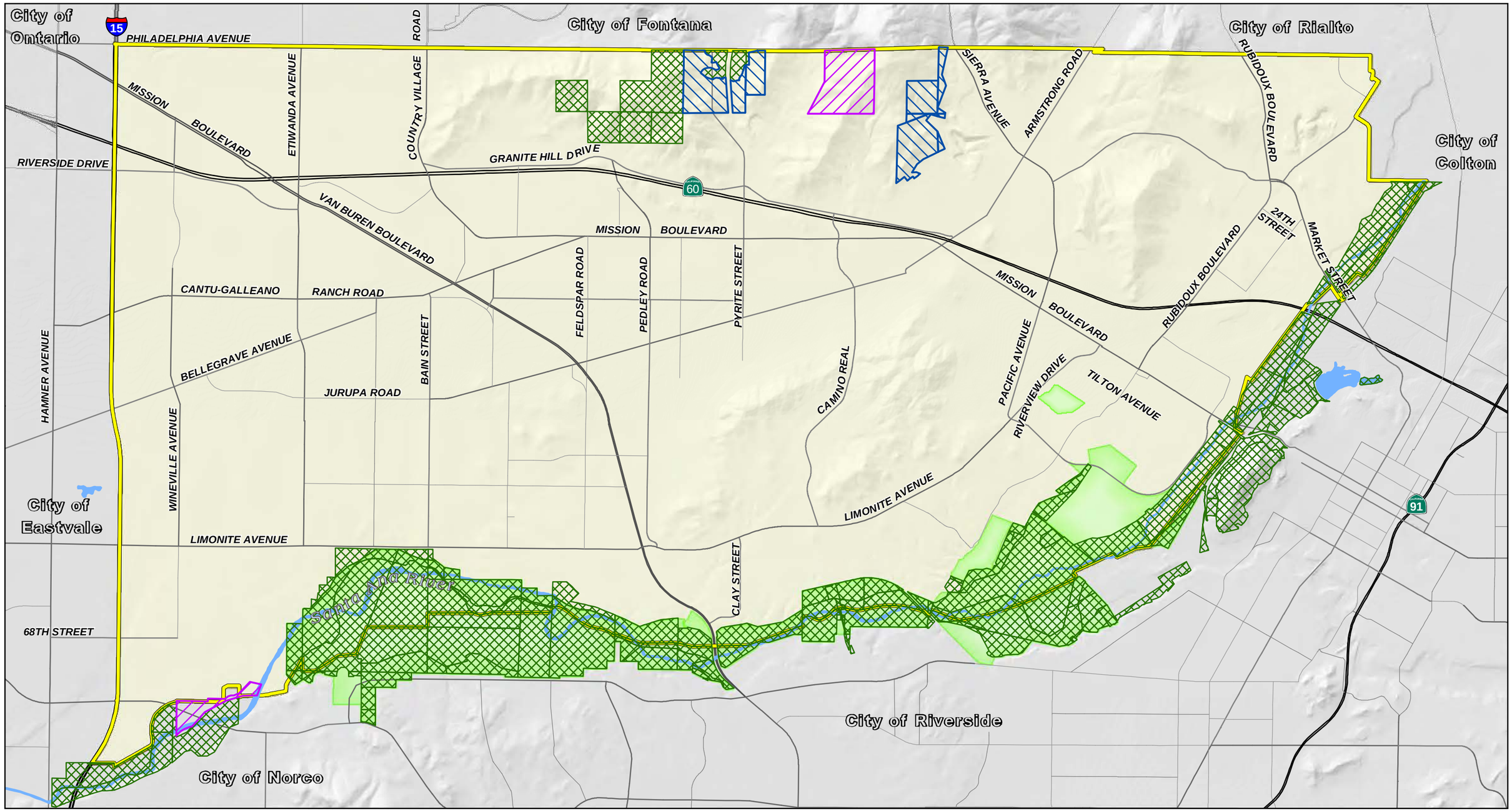

LSA

- City of Jurupa Valley
- County Regional Park & Open Space District Area
- MSHCP Conserved Lands
- RCA Conserved Lands
- PQP Conserved Lands

SOURCE: Riverside County 7/2015

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Figure 4.1.2

Protected Open Space within Jurupa Valley

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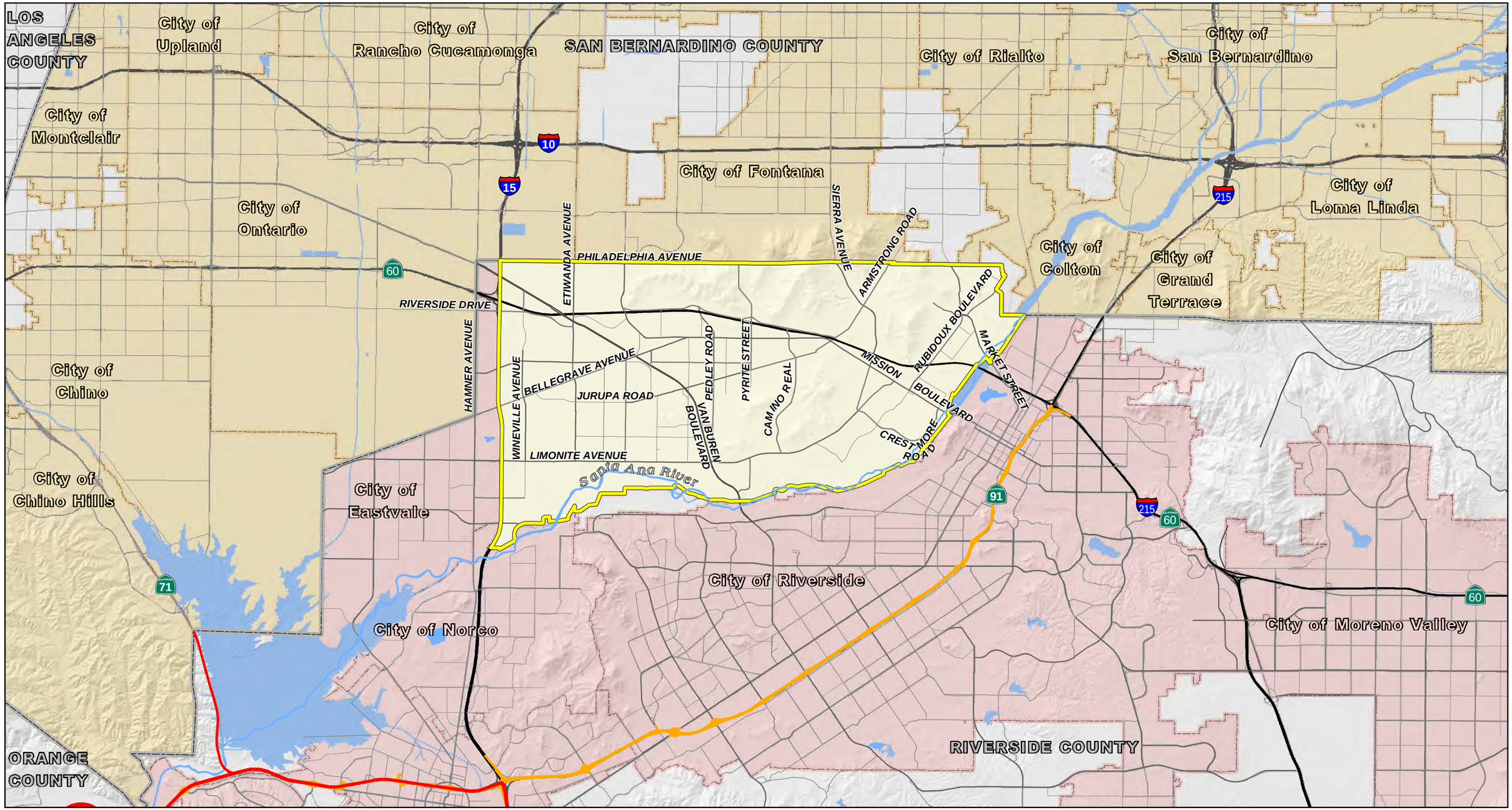

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- County Boundary
- Eligible State Scenic Highway
- Scenic Byway

SOURCE: Riverside County 7/2015; Caltrans, 2014; America's Scenic Byways website.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.1.3
Scenic Corridors and Roadways

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The General Plan makes it clear that open space is a critical part of what gives the City of Jurupa Valley its unique visual character. In 2016, approximately 6,500 acres or 11 percent of the City is undeveloped, including parkland, dedicated open space, and agricultural uses. The GP also indicates that open space and related land uses can play a key role in maintaining distinct community boundaries or "edges" (e.g., between Sunnyslope and Belltown), and by buffering more urbanized areas to the north, south and east.

> "Several roadways in Jurupa Valley provide outstanding views of surrounding scenic resources. Enhancing aesthetic experiences for residents and visitors to the City and County is essential to preserving the aesthetic qualities and character of Jurupa Valley. It may also help to promote tourism, a small but potentially significant contributor to the City's economic health. Enhancement and preservation of these scenic requires careful application of scenic highway standards along officially designated scenic routes."

4.1.1.4 Lighting and Glare

According to the Conservation and Open Space Element

> "A dark sky is the night sky with minimal light impact from urban land uses or structures. Light intrusion into the night sky obstructs views of astrological features, has been shown to disrupt animal behavior and natural plant cycles, and negatively impact human health. Focusing lights where they are needed reduces light glare and light pollution, allowing the sky to be observed and enjoyed in a more natural state. Furthermore, strategies to reduce light impacts can also help conserve energy, lower energy costs and improve safety."

At present, rural, vacant, and open space areas (e.g., Santa Ana River) within the City are relatively dark due to a lack of artificial lighting. Such areas may be at or near zero foot-candles per square foot which is the unit of measurement used by professionals when referring to sky glow and nighttime light levels. However, much of the City experiences general spillover of lighting from suburban development in the surrounding region, including freeways, roadways, shopping centers, moderate to higher density residential development, etc. While there may be areas of the City that are relatively dark at present (e.g. Paradise Knolls Golf Course, along the Santa Ana River), the City in general has ambient lighting levels that could be considered semi-rural to suburban depending on location. Glare typically results from: unsafe or irritating daytime reflections of sunlight from shiny surfaces (e.g., afternoon sunlight from windows impairing a driver's vision); or direct views of unshielded, exterior bright lighting elements (i.e., "hotspots") at night. Both of these conditions exist to varying degrees at times within the City.

The International Dark Sky Association (IDA) is a non-profit, 501c3 organization with chapters forming in many parts of the world. It is one of many such organizations dedicated to reducing the environmental and health effects of unwanted light. Its mission is to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. Many cities throughout California and the U.S. have become International Dark Sky Communities which is a town, city, municipality or other legally organized community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education and citizen support of dark skies. Dark Sky Communities excel in their efforts to promote responsible lighting and dark sky stewardship, and set good examples for surrounding communities.

4.1.1.5 NOP/Scoping Comments

While no members of the public commented during the public scoping process on aesthetics (i.e., visual or lighting conditions), there were numerous comments from the public during the General Plan Advisory Committee (GPAC) and General Plan preparation process on protecting visual resources and preventing lighting impacts from new development.

4.1.2 Regulatory Framework

There are no federal laws or regulations regarding visual resources applicable to the GP, and the only state law or regulation regarding visual resources is the State scenic highway program.

4.1.2.1 State Scenic Highway Program

The California Department of Transportation (Caltrans) does not identify any State-designated scenic highways[1] or Eligible Scenic Highway-Not Officially Designated within or adjacent to the City.[2] This includes the I-15 Freeway along the western boundary of the City, the SR-60 Freeway through the northern portion of the City, or the SR-91 Freeway near the eastern boundary of the City.

4.1.2.2 City of Jurupa Valley General Plan

The City's proposed Conservation and Open Space Element incorporates two state-mandated general plan elements to help protect local natural resources, including viewsheds and other aesthetic resources. This Element addresses…

> …the conservation, development, and use of energy and natural resources, and the preservation of open space for protection of natural resources such as wildlife habitat, wetlands, recreation trails, and facilities, cultural and historic resources. From the input received at many general plan meetings, it is clear that preserving open spaces and protecting Jurupa Valley's semi-rural, equestrian lifestyle are very important to residents. These environmental qualities attract residents and visitors, and enhance Jurupa Valley's quality of life. The importance of open space is reflected in the City's Community Values Statement:
>
> **"Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism."
>
> The Conservation and Open Space Element also promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. Jurupa Valley contains a variety of open spaces that serve many functions, hence the often used label of "multi-purpose." The City's quilted pattern of hills, valleys, and slopes provide a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River borders the City on its eastern and southern flanks and includes many native plant species, some, which grown only in the habitat this river provides.

The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan address open space, views, aesthetics, and lighting conditions in the City:

1 A State Scenic Highway is defined as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality.

2 *Eligible and Officially Designated Routes,* California Department of Transportation Scenic Highway Program, website accessed April 13, 2016. *http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm*

Conservation and Open Space Element

COS 8. Open Space and Recreation Resources

Goals

COS 8.1 Secure and maintain a diverse network of open lands including valuable natural and recreational resources, including:

A. Santa Ana River floodway and riparian areas

B. Jurupa Mountains

C. Wetlands and vernal pools

D. Wildlife habitat and corridors, particularly for species of local concern or for species that are officially listed as threatened or endangered.

E. Parks and natural areas with significant recreational opportunities

COS 8.2 Encourage public access to open space without harming the resource and without exposing the public or property owners to unacceptable risk.

COS 8.3 Preserve open space and wildlife habitat and help provide trails and other recreation opportunities where they will not harm the environment.

COS 8.4 Avoid actions that will result in the loss of designated open space resources and when feasible, require mitigation for their loss.

Policies

COS 8.1.1 **Environmental Resource Protection.** Preserve and maintain open space that protects environmental resources and protects public health and safety.

COS 8.1.9 **Open Space Enhancement and Restoration.** Encourage, and as budget resources allow, support the enhancement and restoration of permanently dedicated open space and trail easements. Enhancements may include trail clearing, erosion protection, drainage, fencing, revegetation, trash clean up, directional and interpretative signage, and other improvements the City Council determines necessary for public health and safety.

COS 9. Scenic Resources

Goals

COS 9.1 Preserve the City's scenic resources, including mountains, hills, ridgelines, rock outcroppings, canyons, mature trees, Santa Ana River and floodplain, riparian corridors, agricultural fields and other landscape features deemed significant by the City Council.

COS 9.2 Preserve views of scenic resources from vista points or along scenic street or highway corridors.

Policies

COS 9.1.1 Protect scenic resources, especially the skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain it in their current patterns of use.

COS 9.1.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually subordinate to and compatible with the dominant landscape features, colors and textures. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines and structures. Such development shall:

1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent.
2. Avoid unnecessary grading, vegetation removal, and site lighting.
3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting.
4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, historical features, and rock outcroppings.

COS 9.1.3 **Urban development.** Implement the following aesthetic principles and will encourage other agencies with jurisdiction to do so:

A. **Design Context.** Urban development should be designed to reflect its architectural, environmental, and historical context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city and within the three village centers may require certain distinctive architectural styles.

B. **Utilities and Signs.** In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equipment, and traffic equipment and signs should be designed and placed to not impinge upon or degrade scenic views, consistent with the primary objective of safety. New billboard signs within scenic corridors should be avoided and existing billboard signs should be removed when possible.

C. **Streetscapes and Major Roadways.** In the acquisition, design, construction or significant modification of major roadways (highways/regional routes and arterial streets), the City will promote the creation of “streetscapes” and linear scenic parkways or corridors that promote the City’s visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:

1. Establish streetscape design standards for major roadways.
2. Encourage the creation and maintenance of planted medians and widened parkway landscaping.
3. Retain mature trees in the public right-of-way.
4. Emphasize the planting and maintenance of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics.
5. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance streetscape appearance, comfort, and safety.
6. Encourage and where possible, require undergrounding of overhead utility lines and structures.

COS 9.1.4 **View protection in new development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.

COS 9.1.5 **Views to and from public places, including scenic roadways.** The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure COS-25 are designated as local scenic roadways.

COS 9.1.6 **Scenic Corridors and Roadways.** Development projects along and within scenic corridors, including State highway projects, noise walls, and new private or public construction shall not wall off scenic roadways and block views of scenic resources. The following measures shall be implemented:

1. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.
2. Where important vistas of distant landscape features occur along local streets, street trees shall be clustered to facilitate viewing.

Programs

COS 9.1.1.1 **Visual assessments**. Require evaluations and/or visual simulations for development projects that could affect scenic resources and scenic vistas.

COS 9.1.1.2 **Scenic Highway Designation.** Advocate State and County scenic highway designations and protective programs for highways and other roads connecting Jurupa Valley with other communities.

COS 9.1.1.3 **Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways, entries to the City and require utilities, community service districts and other responsible agencies to do likewise.

COS 9.1.1.4 **Billboards.** Amend the Municipal Code as needed to discourage and where necessary and appropriate, prohibit the installation of new billboard signs along scenic corridors and roadways and to provide for the eventual removal of existing billboards through amortization, conditions of development approval, and grants for enhancing open-space and transportation corridors. The highest priority for billboard limitations and removal shall be along scenic roadways and at City gateways.

COS 9.1.1.5 **New Development.** Ensure that new development within designated scenic highway corridors are designed with adequate site planning, setbacks, non-structural noise buffers and construction assemblies to avoid the need for sound attenuation, while balancing the objectives of maintaining scenic resources with accommodating compatible land uses.

COS 9.1.1.6 **Grading.** Utilize contour grading and slope rounding to gradually transition graded roads slopes, utilities and development sites within and adjacent to scenic highway corridors to create natural landscape forms that follow the area's natural topography.

COS 10. Dark Skies

Goal

COS 13.1 Minimize light trespass and pollution caused by public and private structures, new development, and public facilities to ensure safety, protection of the natural environment, and preservation of dark nighttime skies.

Policies

COS 13.1.1 **Outdoor Lighting**. Avoid outdoor lighting that:

1. Operates at unnecessary locations, levels, and times
2. Spills onto areas offsite or to areas not needing or wanting illumination
3. Produces glare (intense line-of-site contrast)
4. Includes lighting frequencies (colors) that interfere with astronomical viewing

COS 13.1.2 **New Residential Development and Remodeling Projects.** Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.

COS 13.1.3 **Public Facilities, Buildings and Streets.** Use outdoor light shielding measures to minimize light trespass and glare while enhancing safety and aesthetics.

COS 13.1.4 **Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented and adequate safety is provided.

COS 13.1.5 **Public Education and Outreach.** Support programs that provide public education on the importance of dark skies and how to protect them. Collaborate with non-profit and other public agencies to help achieve our goals.

Programs

COS 13.1.1.1 **Lighting Standards.** Develop lighting standards based on the International Dark-Sky Association's (IDA's) Model Lighting Ordinance, with emphasis on preserving the City's equestrian, semi-rural character.

COS 13.1.1.2 **Retrofit Plan.** Establish a retrofitting plan for outdoor lighting on City streets and at City facilities, and encourage community service districts to do the same.

COS 13.1.1.3 **Grant Funding**. Seek grant funding for City lighting upgrades, incentive programs, and new fixtures.

COS 13.1.1.4 **Public Awareness.** Develop a dark sky public awareness campaign (e.g., April is Dark Sky Month, dark sky page on city's website, City Council proclamation, etc.).

COS 13.1.1.5 **Regional Collaboration**. Collaborate with neighboring jurisdictions to identify the appropriate location and night lighting standards for a dark sky park.

COS 13.1.1.6 **Engineering Standards.** Review City engineering standards for possible changes to public street lighting locations, design and spacing to reduce light pollution, improve energy efficiency and maintain safety.

In addition, the Mobility Element of the 2017 General Plan contains the following goals regarding scenic highways:

Goal

ME-9 **Scenic Corridors, Street Character and Design Goals, Policies and Programs**

ME 7.1 **Scenic Corridors Designated.** The route segments shown in *Figure 3-62* designated as local scenic corridors.

ME 7.2 **Scenic Corridor Preservation.** Protect and where possible, enhance views of important scenic resources from highways, streets, and roads designated as local scenic corridors, in accordance with City policies.

ME 7.3 **Development Along Scenic Corridors.** Public and Private development along and within local scenic corridors shall comply with the following:

a. Public and private development projects, including noise walls, shall not wall off scenic roadways or block views of scenic resources, such as Santa Ana River or the Jurupa Mountains.

b. Development projects, including signs, visible from and located 500 feet of a scenic roadway shall be considered "sensitive" and require architectural review.

c. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.

d. Signs along scenic roadways should not obstruct or detract from scenic vistas or views.

e. Street lights should be low scale and focus light at intersections where it is needed most. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed.

ME 7.4 **Public Equipment and Facilities.** The City and other agencies should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards:

a. Whenever possible, signs in the public right-of-way should be consolidated onto a single low-profile standard.

b. Public utilities along scenic highways should be installed underground.

c. The placement and design of fencing, walls, landscaping, and street trees should not block views of scenic resources from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

d. Traffic signals with long mast arms should be discouraged along scenic roadways.

ME 7.5 **Creation of Scenic Highways.** The City will encourage the creation of State-designated (Caltrans) Scenic Highways within Jurupa Valley and adjoining Riverside, San Bernardino, and Orange County areas when:

a. Reviewing draft county general plan elements or major revisions to them.

b. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the Southern California Association of Governments (SCAG).

c. Reviewing development projects that are referred to the City by State or County agencies and that are located along locally designated scenic routes.

4.1.3 Methodology

Any evaluation of visual impacts is necessarily subjective; however, community aesthetic values can be used to evaluate overall as well as site-specific changes in views within a particular community. These values are found in General Plan policies, zoning ordinances, and, where specific policies are absent, general design theory and visual analysis methods can be incorporated to evaluate aesthetic impacts. For the purposes of CEQA compliance, this analysis of potential visual impacts will focus on changes in the visual character that could result from the future private development or public works improvements within the Plan area. Due to the importance of visual resources in and to the City, loss of any important or specifically identified visual resources would be considered a significant impact in the context of this EIR.

While the Plan itself will not result in direct visual changes in the City, future development may result in direct or indirect impacts to various visual resources. For future development, the Plan must outline how impacts to the existing environment of the Plan Area are to be determined (i.e., by the contrast between the site's visual setting before and after a proposed development) in order to determine whether a particular visual impact is significant. In these future analyses, it must be remembered that the Plan outlines strategies as to how the City and its land uses will transform from their present condition to the future envisioned condition (i.e., to a suburban community that emphasizes rural and equestrian-oriented uses and important visual resources). Although few standards exist to singularly define perceptions of aesthetic value, the degree of visual change will have to be measured and described in terms of visibility and visual contrast, dominance, and magnitude on a project by project basis.

4.1.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Appendix G of the State *CEQA Guidelines* recognizes the following significance thresholds related to aesthetics. Based on these significance thresholds, an action would have a significant impact on aesthetic resources if it would result in:

1. A substantial adverse effect on a scenic vista;
2. Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
3. Substantial degradation of the existing visual character or quality of the site and its surroundings; and/or
4. A new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

4.1.5 Programmatic Environmental Evaluation

4.1.5.1 Visual Character

Threshold	Would the proposed project have a substantial adverse effect on a scenic vista?
Threshold	Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and/or local scenic road?
Threshold	Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?

Programmatic Impacts. The City provides a variety of scenic vistas to residents and travelers including the La Sierra Hills, the Santa Ana River, the Jurupa Mountains, the Pedley Hills, and the San Gabriel Mountains. Due to the importance local residents place on these visual resources, any substantial loss of public1 views of these resources would be considered a significant impact. The Conservation and Open Space Element2 of the General Plan identifies specific local scenic roadways along which views must be protected (see previous Figure 4.1.3).

It is possible that future private development or public infrastructure may negatively affect existing views of visual resources, although it should be noted the City has adopted design guidelines for certain areas of the City which will also help implement process-oriented measures to protect aesthetic views in the City. There are no state-designated scenic highways or state-eligible scenic routes within or adjacent to the City at this time.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are specifically related to visual character (i.e., scenic vistas, scenic resources, etc.)(for complete text, see Section 4.1.2.2):

Conservation and Open Space Element

Goals

COS 8.1 Provide a network of open lands including Santa Ana River floodway, riparian areas, Jurupa Mountains, wetlands and vernal pools, wildlife habitat and corridors, parks, and natural areas with significant recreational opportunities

COS 8.2 Encourage public access to open space areas without increasing risk.

COS 8.3 Preserve open space, wildlife habitat, trails and other recreation opportunities.

COS 8.4 Avoid loss of designated open space or require mitigation for its loss.

Policies

COS 8.1.1 Preserve open space that protects environmental resources.

COS 8.1.9 Enhance and restore permanent open space and trail easements.

1 CEQA requires the evaluation of impacts to **public views**, not private views, to determine significance. While the discussion of views from individual residences or neighborhoods provides useful programmatic planning information regarding the change in views, the actual determination of the significance of visual impacts of future development has to be made on a project level based on specific views from **public** areas and roadways and not changes in views from individual houses or yards.

2 See Figure COS-24, Jurupa Valley Scenic Roadways Map, Conservation and Open Space Element

Goals

COS 9.1 Preserve all the City's designated scenic resources including mountains, hills, ridgelines, rock outcroppings, canyons, mature trees, Santa Ana River and floodplain, riparian corridors, agricultural fields and other landscape features.

COS 9.2 Preserve views of scenic resources from vista points or along scenic streets.

Policies

COS 9.1.1 Protect scenic resources (skylines/ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses.

COS 9.1.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually compatible with the dominant landscape.

COS 9.1.3 Develop and implement aesthetic principles for development within the City.

COS 9.1.4 Consider visual quality when reviewing new development or public works plans.

COS 9.1.5 Preserve and improve views of important scenic resources from public places.

COS 9.1.6 Development should not block views along scenic corridors and roadways.

Programs

COS 9.1.1.1 Require visual simulations for development that could affect scenic vistas.

COS 9.1.1.2 Advocate for scenic highway designations and protective programs.

COS 9.1.1.3 Place existing overhead utilities underground along scenic roadways.

COS 9.1.1.4 Discourage inappropriate placement of billboards along scenic corridors.

COS 9.1.1.5 New development must take scenic resources into account with its design.

COS 9.1.1.6 Utilize contour grading and slope rounding to gradually transition graded slopes.

These goals and policies emphasize that the design and planning for new development must take visual or scenic resources into consideration. Several of them direct new development along scenic corridors or roadways to carefully consider major views or other resources. In addition, Mobility Element Goal ME-9 and Policies ME 7.1 through 7.5 address the need and planning for scenic highways. The various measures appear to address major areas of potential concern, so future impacts of development on visual resources will be reduced to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs regarding visual and scenic resources will not result in significant aesthetic impacts regarding visual resources, and no mitigation is required.

4.1.5.2 Light and Glare

Threshold	Would the proposed project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Programmatic Impacts. Future private development and public improvements within the City would introduce a substantial new source of light and glare in the form of street lighting, parking lots, and security lighting, nighttime traffic, and landscape lighting. This new lighting will incrementally increase overall nighttime conditions in the City and contribute to less "dark sky" conditions. The community has indicated it values rural and semi-rural living conditions, and a major contribution to such conditions is lighting levels that are lower than typical urban or even suburban areas.

As new development is planned and occurs, care must be exercised to make sure the potential spillage of light from a particular building or site is minimized through the use of fixtures, cut-off shielding, etc. With the proper goals and policies, it will be possible to protect dark sky conditions in the City to the extent possible or practical, but understanding Jurupa Valley is slowly transitioning from a rural/agricultural community to a more suburban/rural community. As that transition occurs, overall ambient lighting levels will increase as vacant or agricultural land with no lighting is converted to some form of development (e.g., even rural equestrian residential development has some type of night lighting impacts).

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the 2017 General Plan Conservation and Open Space Element are specifically related to light, glare, and "dark sky" conditions (for complete wording, see Section 4.1.2.2):

Conservation and Open Space Element

Goal

COS 13.1 Minimize light trespass and preserve dark nighttime skies.

Policies

COS 13.1.1 Implement outdoor lighting and glare restrictions.

COS 13.1.2 Restrict lighting and glare from new residential development and remodeling.

COS 13.1.3 Restrict lighting and glare from public works and roadway improvements.

COS 13.1.4 Restrict lighting and glare from commercial and industrial development.

COS 13.1.5 Support education/programs to minimize lighting impacts and preserve dark skies.

Programs

COS 13.1.1.1 Develop standards based on the International Dark Skies Model Lighting Ordinance

COS 13.1.1.2 Establish lighting retrofit program for City streets and facilities.

COS 13.1.1.3 Seek grants for City lighting upgrades and incentive programs.

COS 13.1.1.4 Develop a dark sky public awareness program.

COS 13.1.1.5 Collaborate with neighboring jurisdictions to identify a dark sky park location.

COS 13.1.1.6 Revise City engineering standards if necessary to reduce light pollution.

With implementation of the indicated 2017 General Plan goals, policies, and programs as mitigation, potential impacts of future development under the 2017 General Plan can be reduced to less than significant levels and no programmatic mitigation is needed. However, each future development or public improvement must be evaluated individually to determine if or to what degree it affects a specific view or views within the City.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs regarding lighting and glare will not result in significant aesthetic impacts, and no mitigation is required.

4.1.8 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

For context, the cumulative "universe" for impacts to aesthetic (visual or lighting) resources relative to the City's General Plan would be western Riverside County which includes views of the San Gabriel and San Bernardino Mountains, a number of agricultural areas, localized hills, and the Santa Ana River as a visual backdrop to future development.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land to a mixture of rural and suburban uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The worst case growth projections assumed no new open space or conservation areas would be added which could help protect or enhance visual resources or reduce overall lighting increases. However, it is likely new development, especially larger developments and those in the Jurupa Hills north of the SR-60 Freeway will be required to dedicate open space to protect biological resources, which could also protect associated visual resources as well.

The goals, policies and programs of the Conservation and Open Space Element of the 2017 General Plan cited in Sections 4.1.5.1 and 4.1.5.2 related to visual resources and lighting strongly direct protection and enhancement of these resources will be an important consideration in the evaluation of future development.

It should be noted that the General Plan growth projections also provide "scaled back" or "environmentally superior" growth estimates which would be more likely to occur than the listed maximum development potential, since some amount of new development would be dedicated as open space as part of the City's development review process, and these areas may provide additional or enhanced scenic resources.

By its very nature, the 2017 General Plan establishes overall guiding principles or programmatic direction against which to review new development to ensure it does not result in significant impacts to scenic resources, or results in a substantial increase in lighting or glare as development occurs. These programmatic actions will help reduce impacts of individual development projects within the City to less than significant levels. For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to aesthetic resources.

The cumulative effect on scenic vistas and visual resources from implementation of the 2017 General Plan would be less than significant because the proposed goals, policies, and programs of the Plan will protect and preserve identified public scenic vistas as future development occurs within the City. As a result, the project would create a less than significant cumulative impact on local scenic vistas, scenic resources, and visual character.

Cumulatively, more lighting would be introduced into the area by proposed, existing, and future development both in the City and from surrounding communities. The City cannot control lighting impacts from development or activities outside of its jurisdiction, but the incremental contribution to cumulative lighting-related impacts from development within the City can be reduced to less than significant levels by implementing the indicated goals, policies, and programs of the General Plan as outlined in Sections 4.1.2.2 Therefore, the 2017 General Plan would make a less than significant contribution to cumulatively considerable aesthetic impacts from regional growth in western Riverside County, and no programmatic mitigation is recommended.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

This section discusses possible agriculture and forestry resource impacts attributable to the Proposed Plan. It describes existing agricultural resources and state farmland classifications within the Plan Area. This section focuses on applicable state, regional, and local policies regarding agricultural resources and the conversion of farmland to non-agricultural uses. The analysis contained in this section is based on the following reference documents:

- *Conservation and Open Space Element, City of Jurupa Valley General Plan,* December 2016, (draft).
- *California Land Cover Mapping and Monitoring Program and the Fire and Resource Assessment Program*, California Department of Forestry and Fire Protection (CalFire). April 2016.
- *A Guide to the Farmland Mapping and Monitoring Program,* California Department of Conservation, Division of Land Resources Protection, 2004 Edition.
- *California Land Evaluation and Site Assessment Model, Instruction Manual*, California Department of Conservation, Office of Land Conservation, 1997.

4.2.1 Existing Setting

4.2.1.1 Agriculture

According to the Conservation and Open Space Element[1]…

> "Agriculture was once the dominant land use and economic activity in Jurupa Valley. Over time, land use and economic changes have largely displaced farming, grazing, vineyards, dairy, orchards, and other agricultural activities to less urbanized areas. Reflecting this change, the last dairy in Jurupa Valley closed in 2015. However, the City continues to have areas in agricultural use, particularly along the I-15 corridor and near the Santa Ana River. Countywide, agriculture continues to contribute significantly to the overall economy. In Jurupa Valley, agriculture continues to be important as a contributor to the local economy, a key open space resource, and a defining feature of the communities' overall visual character and rural heritage. Moreover, agriculture is fundamental to the notion of "sustainability" -- it helps preserve productive soils and Jurupa Valley's capacity to grow food locally for local use."

The land within the City is underlain by a variety of soils that are suitable for many types of agriculture, especially in the flatter portions of the City adjacent to the Santa Ana River and just east of the I-15 Freeway north of the river. Most of the local soils are relatively sandy and/or loamy which comprise a deep alluvial flood plain caused by repeated flooding along Santa Ana River to the south. The more northern upland areas do not contain agricultural soils (i.e., USDA Soil Class I or II). At present the only large active agricultural activities are in the far western portion of the City adjacent to the I-15 Freeway and north of Limonite Avenue.

Utilizing data from the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information, the California Department of Conservation (DOC), the Farmland Mapping and Monitoring Program (FMMP)[2] compiles important farmland maps for each county within the State. According to available FMMP data and mapping, the proposed General Plan area contains a total of 2,819 acres of designated farmland in the classifications shown in Table 4.2.A.

[1] Conservation and Open Space Element, introduction to Policy COS 4, Agricultural Resources.
[2] A Guide to the Farmland Mapping and Monitoring Program, California Department of Conservation, Division of Land Resources Protection, 2004 Edition.

Table 4.2.A: Designated Farmland in Jurupa Valley

Designation	Acres	Percent
Prime Farmland	612	21.7
Farmland of Statewide Importance	39	1.4
Unique Farmland	91	3.2
Farmland of Local Importance	2,077	73.7
Sub-Total	2,819	100.0
Total All Farmland Designations	2,819	10.1
Urban, Built-Up, and Other Land (i.e., non-farmland designation)	25,027	89.9
Total	**27,846**	**100.0**

Source: FMMP mapping database, website accessed July 2016

The prime farmland is mainly located in the western portion of the City (just east of the I-15 Freeway north of Limonite Avenue) and the land designated as farmland of local importance located in the west, southeast, and northeast portions of the City. The FMMP data shows 130 acres designated as farmland of statewide importance or unique farmland. The FMMP mapping designates approximately 90 percent of the City land as Urban, Built-up, and Other Land which has no agricultural use or value. Figure 4.2.1 shows the location of FMMP mapped farmland soils within the City.

4.2.1.2 California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, also referred to as the Williamson Act, is a non-mandated State program administered by counties and cities for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value. According to the Riverside County Farm Bureau and the County Department of Regional Planning, until recently there were two Williamson Act contracts in the City covering a total of 275 acres. They were both located just east of the I-15 Freeway and just north of the Santa Ana River but records show they were recently cancelled as part of two proposed development projects; CV Communities and Stratham Homes.

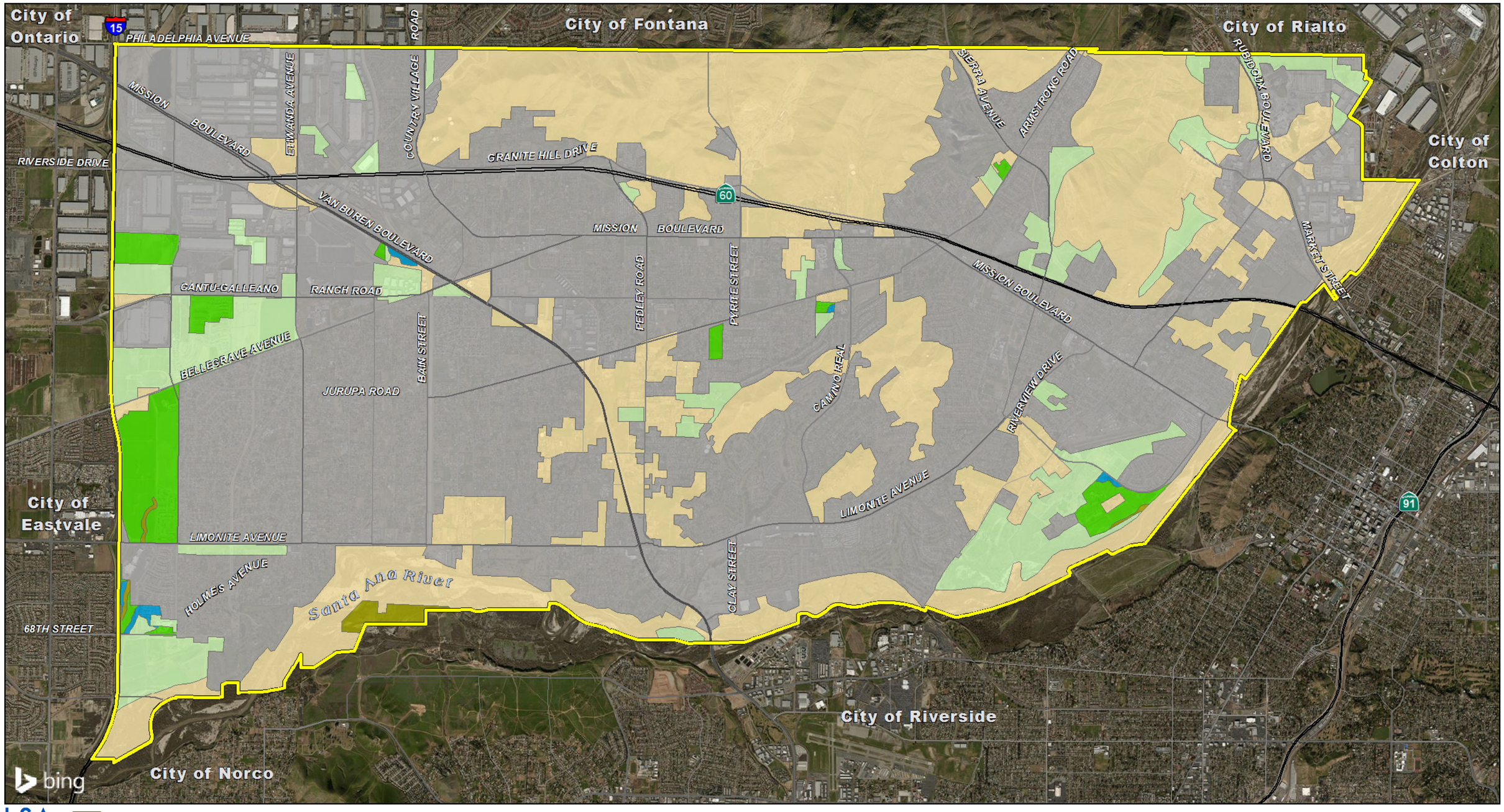
4.2.1.3 Forest Resources

The California Department of Forestry and Fire Protection (CalFire) and the U. S. Forest Service conduct land cover mapping and monitoring to enhance fire protection and natural resource management on public and private lands in California. According to the California Land Cover Mapping and Monitoring Program[1] and the Fire and Resource Assessment Program (FRAP) under CalFire, the City contains no identified forest resources, including the vegetation along the Santa Ana River. However, it should be noted that the vegetation along the northern river bank, within the City, contains a substantial number of large native and non-native trees, including eucalyptus, oak, California Pepper, cottonwood, willow, California sycamore, etc. and large assemblages of these trees are classified as "woodlands" of various types by biologists and the resource agencies (see Section 4.4.1, Vegetation).

4.2.1.4 NOP/Scoping Comments

There were no public comments during the public scoping process regarding agriculture or forest resources. However, during the General Plan preparation process, a number of residents expressed concern about the loss of agricultural land/activities.

[1] http://frap.cdf.ca.gov/projects/land_cover/



LSA

City of Jurupa Valley

State Farmland Designations

- D, Urban and Built-up Land
- L: Farmland of Local Importance
- P: Prime Farmland
- S: Farmland of Statewide Importance
- U: Unique Farmland
- X: Other Lands

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016.

0 2,000 4,000 Feet

I:\CJV1502\Reports\EIR\fig4-2-1_Farmland.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.2.1
Farmland in Jurupa Valley

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4.2.2 Regulatory Framework

4.2.2.1 State of California

The California Government Code (Section 65570) requires the collection and reporting of agricultural land use acreage and conversion by June 30 of each even-numbered year. Utilizing data from the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information, the California Department of Conservation (DOC), the Farmland Mapping and Monitoring Program (FMMP)[1] compiles important farmland maps for each county within the State. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps delineate land use in eight mapping categories (and one overlay category) and represent an inventory of agricultural soil resources within Riverside County.

California Land Conservation Act (Williamson Act). The California Land Conservation Act of 1965, also referred to as the Williamson Act, is a non-mandated State program administered by counties and cities for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value.

4.2.2.2 City of Jurupa Valley General Plan

It is the City's intent to preserve productive agricultural land wherever possible and to discourage the conversion of productive agricultural land unless there are overarching community-wide benefits from conversion of agricultural land to urban uses. The Conservation and Open Space Element contains the following goals, policies, and programs to help preserve agricultural activities within the City which are designed to provide for a smooth transition to rural or suburban uses when agricultural land is converted to non-agricultural use:

Conservation and Open Space Element

COS 1. Biological Resources

Goal

COS 1.1 Protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.3 **Other Significant Vegetation.** Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

COS 4. Agricultural Resources

Goal

COS 4.1 To continue to accommodate agricultural uses and encourage its expansion, where appropriate.

Policies

COS 4.1.1 **Support Agricultural Uses**. Employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term

[1] A Guide to the Farmland Mapping and Monitoring Program, California Department of Conservation, Division of Land Resources Protection, 2004 Edition.

conservation of viable agricultural uses in cooperation with individual farmers, farming organizations, farmland conservation organizations and the County.

COS 4.1.2 **Agricultural Land Conversion**. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.

COS 4.1.3 **Compatible Uses.** Encourage the combination of agriculture with other compatible uses to help provide an economic advantage to agriculture. In areas designated for agricultural uses, allow activities related to the production of food, fiber, and support uses incidental to the on-site agricultural operation, such as farm stores, retail sales of produce or wares, and related, accessory uses.

Programs

COS 4.1.1.1 **Farmland Conservation**. Encourage individuals, non-profit agencies and the County to seek out grants and programs that promote farmland conservation, such as land trusts, conservation easements, Williamson Act designation, Land Conservation Contracts, Farmland Security Act contracts, the Agricultural Land Stewardship Program Fund; agricultural education programs, density averaging and development standards, and/or incentives (e.g., clustering and density bonuses) to encourage conservation of productive agricultural land.

COS 4.1.1.2 **Sustainable Agriculture.** Encourage sustainable agricultural practices to protect the health of human and natural communities and to minimize conflicts between agriculture and urban neighbors.

In addition, the Environmental Justice Element of the General Plan contains the following goals, policies, and programs relative to agriculture in the City:

Environmental Justice Element

EJ 4 Healthy and Affordable Housing

Goal

EJ 4.9 Ensure that regulations allow community and private gardens where residents can grow healthy fruits and vegetables.

The Land Use Element of the 2017 General Plan also contains the following policies related to agriculture:

Land Use Element

Policies

LUE 1.3 **Prime Farmland.** Encourage conservation of designated Prime Farmland and productive agricultural lands.

LUE 1.4 **Right-To-Farm.** Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with legally-established agricultural activities.

4.2.3 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Appendix G of the *CEQA Guidelines* recognizes the following significance thresholds related to agricultural resources. Based on these significance thresholds, potential impacts to agricultural resources could be considered significant if the proposed project would:

(A) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

(B) 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]);

(C) Result in the loss of forest land or conversion of forest land to non-forest use;

(D) 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; and/or

(E) 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 (FMMP) of the California Resources Agency, to non-agricultural use.

4.2.4 Methodology

The methodological analysis underlying this section of the EIR consists of the following:

- First, determine if the City contains any forest or forest-related resources. If so, identify their location and potential impacts if they were to be removed/lost over time as development occurs within the City.
- Next, analyze the FMMP data to determine if portions of the City are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- Third, evaluate the current versus proposed General Plan land use designations and zoning applicable to agricultural land or activities within the City to determine if any conflicts exist between agriculture and zoning within the City.
- If necessary, use information from the California Land Evaluation and Site Assessment (LESA) model, developed by the State Department of Conservation, as a guide to quantify any potential impacts the Proposed Plan may have on agricultural resources. Note that the LESA model is currently considered to be the most reliable method by which to determine the potential impacts of an individual project on agricultural resources.

4.2.5 Programmatic Impact Evaluation

4.2.5.1 Existing Zoning and Williamson Act

Threshold	Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

Programmatic Impacts. Prior to incorporation, data from the Southern California Association of Governments (SCAG) and Riverside County indicate approximately 5,178.2 acres within Jurupa Valley were zoned for various kinds of agricultural uses, including Light Agriculture (A-1, A-1-4, and A-2.5 zones) and Residential Agriculture (R-A zone) as shown below:

County Zone	Acres
A-1	3,962.26
A-1-1	106.67
A-1-1/2	186.73
A-1-10	83.15
A-1-2	8.12
A-1-4	297.01

County Zone	Acres
A-1-5	294.98
A-2	7.12
A-2-10	142.33
A-2-20	30.78
A-2-5	50.63
A-P	8.44
Total	**5,178.22**

The 2017 General Plan includes agricultural lands under the "Open Space, Rural" land use category. Most residents and land owners have expressed a strong desire for land in the City to be designated for suburban-type used but that ongoing agricultural activities are encouraged to continue as long as the land owner desires and it they are economically feasible. Once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have any agricultural zones.

According to County records until recently there were two properties in the southwest portion of the City that have Williamson Act contracts on them, totaling approximately 275 acres. However, records show they were recently cancelled as part of two proposed development projects; CV Communities and Stratham Homes. The Williamson Act requires a ten year phase out of its agricultural preserve status and there are severe tax penalties for early withdrawal from the Act program. Due to the small amount of property covered by the Act in the City, and the existing state regulatory process and restrictions regarding this specific land use designation, potential impacts regarding the Williamson Act will be less than significant, and no mitigation is required.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the 2017 General Plan are specifically related to agriculture and related resources:

Conservation and Open Space Element

Goal

COS 1.1 Preserve significant trees and other vegetation, particularly native California species.

Policy

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows.

Goal

COS 4.1 Accommodate and encourage expansion of agricultural activities.

Policies

COS 4.1.1 Use agricultural land conservation programs to improve the viability of farms.

COS 4.1.2 Discourage the conversion of productive agricultural land.

COS 4.1.3 Encourage placement of uses compatible with agriculture on adjacent land.

Programs

COS 4.1.1.1 Encourage landowners to use farmland preservation and protection programs.

COS 4.1.1.2 Encourage sustainable agricultural activities to minimize land use conflicts.

Environmental Justice Element

Goal

EJ 4 Provide healthy and affordable housing.

Policy

EJ 4.9 Allow community/private gardens so residents can grow their own food.

Land Use Element

Policies

LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.

LUE 1.4 Adhere to the Riverside County Right-To-Farm Ordinance.

Implementation of the above General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts to agricultural zoning and the Williamson Act within the City will be less than significant. The most important goal in this regard will accommodate and encourage expansion of agriculture where practical and desired by the landowner (Goal COS 4.1) supported by Policy 4.1.3 which discourages land uses that are incompatible with existing agriculture, and Programs 4.1.1.1 and 4.1.1.2 to help local landowners protect agriculture when they wish. Finally, Land Use Element Policies LUE 1.3 and 1.4 clearly indicate prime farmland and the right-to-farm should be protected in the City. It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land.

Level of Programmatic Impact Before Mitigation. The General Plan goals, policies, and programs outlined above will provide sufficient transition of agricultural land to rural and suburban land uses, and potential impacts to agricultural zoning and the Williamson Act will be less than significant.

Programmatic Mitigation Measures. No mitigation needed or feasible (see Section 4.3.5.4, *Potential Project-Level Mitigation*).

Level of Programmatic Impact After Mitigation. With implementation of the identified General Plan goals, policies, programs, potential impacts to agricultural resources from development within the City will be less than significant and no mitigation is feasible.

4.2.5.2 Forest Land Zoning

Threshold	Would the project 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))?

Programmatic Impacts. Public Resource Code Section 12220(g)) defines forest land as:

> "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

According to the California Department of Forestry and Fire Protection (CalFire), there are no areas designated as forest land or timberland within the City limits, including land associated with the Santa Ana River. The river and adjacent lands do contain riparian (stream-related) vegetation, but the riparian species present in these areas are not considered forestland even though they do support a number of native trees (e.g., willow, cottonwood, etc.). These lands are more accurately characterized as "woodlands" by biologists and the resource agencies, but its many trees do not necessarily constitute actual forest resources. In addition, the land along the river is classified as Public/Quasi-Public and cannot be logged or its trees harvested as part of any forest activity in any case.

Evaluation of General Plan Goals and Policies. The General Plan does not contain any specific goals, policies, or programs regarding forestland because that resource is not present in the City.

Level of Programmatic Impact Before Mitigation. Since there are no forest resources identified within the City, no significant impacts would occur to forest zoned land from the implementation of the proposed General Plan, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. There are no forest resources within the City, so there will be no significant impacts would occur to forest zoned land from the implementation of the proposed General Plan, and no mitigation is required.

4.2.5.3 Loss or Conversion of Forest Land

Threshold	Would the project result in the loss of forest land or conversion of forest land to non-forest use?

As discussed above in Section 4.2.5.2 above, there are no areas designated as "forest lands" within the City limits. Therefore, no significant impacts would occur from the implementation of the 2017 General Plan in this regard, and no mitigation is required.

4.2.5.4 Conversion of Farmland to Non-Agricultural Uses

Threshold	Would the project 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?

Programmatic Impacts. Land within the City does currently supports approximately 3500 acres of active agriculture and also contains over 2,000 acres of land that is underlain by soils suitable for farming (i.e. Soil Conservation Service Class I through III soils), mainly in the western and southwestern portions of the City. It is likely that at some point in time, some or all of these areas will covert to some type of suburban land use (e.g., residential, commercial, etc.) consistent with the goals and policies of the City General Plan. The eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes, although conversion of individual properties is a policy decision of the City based on community needs and benefits. While this impact is not considered a significant environmental impact, the City nonetheless has included goals, policies, and programs in its General Plan to help ease the transition of land use from agriculture to non-agricultural uses as local conditions warrant (see Section 4.2..6).

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the 2017 General Plan are specifically related to agriculture and related resources:

Conservation and Open Space Element

Goal

COS 1.1 Preserve significant trees and other vegetation, particularly native California species.

Policy

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows.

Goal

COS 4.1 Accommodate and encourage expansion of agricultural activities.

Policies

COS 4.1.1 Use agricultural land conservation programs to improve the viability of farms.

COS 4.1.2 Discourage the conversion of productive agricultural land.

COS 4.1.3 Encourage placement of uses compatible with agriculture on adjacent land.

Programs

COS 4.1.1.1 Encourage landowners to use farmland preservation and protection programs.

COS 4.1.1.2 Encourage sustainable agricultural activities to minimize land use conflicts.

Land Use Element

Policies

LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.

LUE 1.4 Adhere to the Riverside County Right-To-Farm Ordinance.

Land Use Element Policies LUE 1.3 and 1.4 clearly indicate prime farmland and the right-to-farm should be protected in the City. The goals, policies, and programs in the other cited Elements implement the community desire to provide a smooth transition from agriculture to rural and suburban land uses if landowners choose to convert their agricultural land to other uses (i.e., "highest and best use") depending on their individual and regional market conditions. Jurupa Valley was at one time largely an agricultural area with land uses that supported and were consistent with farming. However, this area and the surrounding communities (e.g., Eastvale, Riverside, Fontana, Ontario, etc.) have been slowly transitioning away from agriculture as their populations change and desire different types of communities. While this may represent a fundamental land use change over the years, it is not necessarily an adverse environmental impact, especially at a programmatic level, as long as the involved jurisdiction provides support to existing agricultural uses while establishing a process for orderly transition to other uses as community-wide needs and individual and market conditions dictate.

Level of Programmatic Impact Before Mitigation. Conversion of agricultural land to non-agricultural uses will be an eventual result of implementation of the General Plan. As land that currently supports or could support agriculture is developed, there will be less and less agricultural activity in the City. The City's General Plan reflects the community's desire that agriculture remain viable and active as long as it is economically practical and local landowners wish to farm. The General Plan clearly states one of its goals is to provide a transitional process away from agriculture toward rural and suburban land uses. While this will eventually result in fundamental land use change for the area, this is not considered a significant environmental impact. At a programmatic level, there are no mitigation measures needed for this transitional process other than implementation of the outlined General Plan goals, policies, and programs. This represents a less than significant impact relative to conversion of farmland to non-agricultural uses (i.e. yes it will occur but no it is not significant), and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed or feasible (see below).

Potential Project-Level Mitigation. The following information provides context for the programmatic nature of the General Plan versus project-level mitigation that is typically suggested by conservation groups when evaluating environmental impacts of a General Plan.

Consideration has been given to the formation or contribution to an agricultural mitigation bank as potential mitigation for the eventual loss of agriculture in Jurupa Valley. The County of Riverside considered the establishment of an Agricultural Mitigation Bank to mitigate the loss of farmland during the adoption process of the Riverside County General Plan in 2003; however, purchase of credits in such a bank to mitigate the loss of agricultural lands as part of the Draft EIR for the County General

Plan (refer to Mitigation Measures 4.2.2A, B, and C in the Draft EIR of the Riverside County Integrated Project) were specifically removed from the General Plan during the public hearings on the General Plan.[1] Since potential mitigation for regional loss of agriculture has already been considered and rejected by the County, such mitigation would be even less feasible on a city-wide only basis.

In 2009, a regional agricultural conversion report was prepared by CBRE Consultants[2] for a private development project in the City of Perris. The CBRE report concluded that the agriculture industry will continue to decline in the Inland Empire and identified three main reasons for the decline: 1) the more affordable housing market in the region compared to Los Angeles and Orange Counties, 2) the competition for cheaper farm labor from areas like the South Central Valley, and 3) lower water allocations to agriculture because of the growing urban population that receives priority for the water. The reports also noted that the agriculture industry within the Inland Empire is very small, making up only 4.1 percent of California's total agricultural industry and only 1 percent of the regional economy in 2010. There is a clear pattern of agricultural decline from 2006 to 2010. Over these four years, 24,000 acres of farmland were removed in the Inland Empire to make way for of urban land uses. Agricultural production levels were 28 percent lower in 2010 than they were in 2004. The combination of the small size of the Inland Empire's agricultural industry and the three key economic constraints caused this study to conclude that the agriculture industry in the Inland Empire is in decline. Under these circumstances, no mitigation that would artificially preserve or prolong agricultural activities (i.e., other than current market forces) in the Plan Area would be feasible or necessary.

Therefore, there are no feasible mitigation measures to preserve agriculture on a permanent basis within the City as a regional benefit, however, the Conservation and Open Space Element does have goals, policies, and programs to help support agricultural activities in the City as long as feasible, and to help acknowledge the importance of local farming tradition in the Jurupa Valley community for future generations by encouraging the preservation of the City's agricultural history, such as historic agricultural buildings, hedgerows, farms, and ranches.

Level of Programmatic Impact After Mitigation. With implementation of the General Plan goals, policies, and programs regarding agriculture, environmental impacts of the General Plan in relation to conversion of farmland will be less than significant, and no mitigation is needed.

4.2.5.5 Loss of Prime Farmland

Threshold E	Would the project result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural land use?

Programmatic Impacts. According to available FMMP data and mapping, the proposed General Plan area contains approximately 612 acres of land designated "prime farmland" and 2,077 acres designated farmland of local importance. In addition, the City contains 91 acres of unique farmland and 29 acres of farmland of statewide importance. The prime farmland is mainly in the western portion of the City (just east of the I-15 Freeway north of Limonite Avenue) and the land designated at farmland of local importance is located in the west, southeast, and northeast portions of the City. The FMMP mapping designates 90 percent of the City land as Urban, Built-up, and Other Land which has no agricultural use or value. This land will eventually be converted to non-agricultural uses as development occurs.

In addition, data from the federal Natural Resource Conservation Service (NRCS, previously the U.S. Soil Conservation Service or SCS) Web Soil Survey indicates that approximately 14,159 acres of land

[1] Riverside County Integrated Project website, http://www.rcip.org/ , accessed December 5, 2014.
[2] Economic Viability of Agriculture in the East Inland Empire. CBRE Consulting. 2009.

within the City contain soils that are considered "prime" farmland (SCS Classes I through III). The conversion of farmland to non-agricultural uses was analyzed in Section 4.3.5.4 and was determined to be a less than significant environmental impact. Future development in the City will eventually cover over thousands of acres of land underlain by prime SCS agricultural soils and 612 acres of land designated as "prime farmland" with various types of rural and suburban land uses. Once these lands are covered over, they would be considered "lost" or unavailable for farming for the foreseeable future. This transition or loss is anticipated in the City's General Plan, and is an inevitable result of achieving other General Plan goals for Jurupa Valley. Nonetheless, this loss of prime farmland represents a significant environmental impact under CEQA.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the of the 2017 General Plan are specifically related to agriculture and related resources:

Conservation and Open Space Element

Goal

COS 4.1 Accommodate and encourage expansion of agricultural activities

Policies

COS 4.1.1 Use agricultural land conservation programs to improve the viability of farms

COS 4.1.2 Discourage the conversion of productive agricultural land

COS 4.1.3 Encourage placement of uses compatible with agriculture on adjacent land

Programs

COS 4.1.1.1 Encourage landowners to use farmland preservation and protection programs

COS 4.1.1.2 Encourage sustainable agricultural activities to minimize land use conflicts

Land Use Element

Policies

LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.

LUE 1.4 Adhere to the Riverside County Right-To-Farm Ordinance.

Level of Programmatic Impact Before Mitigation. Land Use Element Policies LUE 1.3 and 1.4 clearly indicate prime farmland and the right-to-farm should be protected in the City. It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land. However, eventual conversion or loss of agricultural land will be an eventual result of implementation of the 2017 General Plan. As land that currently supports or could support agriculture is developed, there will be less and less agricultural activity in the City. The City's 2017 General Plan reflects the community's desire that agriculture remain viable and active as long as it is economically practical and local landowners wish to farm. The 2017 General Plan clearly states one of its goals is to provide a transitional process away from agriculture toward rural and suburban land uses.

The previous Section 4.2.5.4 concluded this was a fundamental land use change for the area but was not considered a significant environmental impact. At a programmatic level, there are no mitigation measures needed for this transitional process other than implementation of the outlined General Plan goals, policies, and programs. That section concluded the conversion of farmland to non-agricultural use was a less than significant impact and no mitigation is required.

Conversely, this section concludes that the physical loss of prime agricultural soil (i.e., covering then over with non-agricultural uses) represents a significant environmental impact that cannot be mitigated under the proposed General Plan, mainly because the State Department of Conservation considers these soils to be important state-wide resources and has indicated they believe their loss to be a significant impact under CEQA.

Programmatic Mitigation Measures. No feasible mitigation available (see previous Section 4.3.5.4, *Potential Project-Level Mitigation*).

Level of Programmatic Impact After Mitigation. Implementation of the General Plan goals, policies, and programs regarding agriculture will not reduce environmental impacts related to loss of prime agricultural soils to less than significant levels, and there is no feasible mitigation for this eventual loss (e.g. no long-term preservation programs for agriculture).

4.2.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years. CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land to various rural and suburban uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*). It should be noted that the General Plan growth projections assumed eventual buildout or conversion of vacant land (including agricultural land) within the City to non-agricultural uses. However, this transition is expected to occur over many years, and may not even be completed within the 19-year horizon of the current General Plan (2017 to 2035). The General Plan anticipates a gradual transition or loss of agriculture, but such a transition will eventually occur.

The universe for cumulative agricultural and forest resource impacts is western Riverside County. The western portion of the County is generally transitioning away from agriculture, while the eastern portion of the County (e.g., Coachella Valley) is more largely rural and still supports extensive agriculture. The State Department of Conservation, Office of Land Conservation, publishes a Farmland Conversion Report every two years as part of its Farmland Mapping and Monitoring Program. These reports document land use conversion by acreage for each California county. The most recent data are for the 2008–2010 period, during which Riverside County experienced a net loss of 3,300 acres of Prime Farmland, 567 acres of Farmland of Statewide Importance, 1,742 acres of Unique Farmland, and gained 721 acres of Farmland of Local Importance (total loss equals 4,888 acres). The loss of hundreds of acres of land designated as "prime farmland" represents an incremental but significant loss of prime agricultural soils in Riverside County. Therefore, the proposed General Plan will result in a **significant cumulative impact** due to its contribution to regional losses of agriculture and farmland. It will not make a similar contribution to any loss of forestland within the County because the City does not have any designated forest resources.

4.3 AIR QUALITY

This section provides a discussion of the various impacts to local and regional air quality associated with the proposed 2017 General Plan. This analysis examines the long-term criteria pollutant emissions and evaluates the effectiveness of goals, policies, and programs incorporated into the Air Quality Element of the 2017 General Plan. This section analyzes the potential air quality impacts of the proposed General Plan based on the following technical information:

- *CalEEMod Criteria Pollutant Data,* DEIR Appendix D, 2016.

The analysis provides a discussion of the proposed 2017 General Plan, the physical setting of the City, future development changes, and the air quality regulatory framework. The evaluation was prepared in accordance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (SCAQMD 1993) using the latest CalEEMod computer program developed and maintained by SCAQMD. Air quality data from the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) Web sites was used to characterize the local air quality environment.

4.3.1 Existing Setting

The City of Jurupa Valley is located in western Riverside County, Southern California. The City is located in the South Coast Air Basin (Basin"), a geographic area that encompasses the coastal plain and connecting broad inland valleys and low hills. The Pacific Ocean forms the southwestern border of the Basin, with mountain ranges forming the remainder of the border. The Basin includes Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The Basin is under the jurisdiction of the SCAQMD.

4.3.1.1 Climate and Meteorology

Air quality in the Jurupa Valley is not only affected by various emission sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, rainfall, and amount of sunshine. The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States combine to give the Basin the worst air pollution problem in the nation. The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific High, a large subtropical high pressure system which holds air contaminants relatively near the ground.

Winds in the Basin are predominantly of relatively low velocities, averaging about 4.0 miles per hour (mph). These low average wind speeds, together with a persistent temperature inversion, limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants, and these conditions tend to last for several days at a time. Local winds at the project site blow predominantly from the south and southwest with an average annual wind speed of about 10 miles per hour. Summer average wind speeds average slightly higher than winter wind speeds.

The closest climatological station to the City is a National Weather Service Cooperative weather station located at Riverside Fire Station 3, approximately 2.5 miles southeast of the City. Based on data collected from 1893 to 2013, the station's annual average temperature of 64.1° F. January, the coldest month, has a mean minimum daily temperature of 39.1° F. and August, the warmest month, has a mean daily maximum temperature of 94.4° F.

The majority of annual rainfall in the Basin occurs between November and April; 89 percent of annual rainfall occurs during this period in the City area. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast. The climatological data from the Riverside Fire Station 3 station indicate an annual average precipitation of 10.2 inches. February has the highest monthly average rainfall.

During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly into eastern Los Angeles, Riverside, and San Bernardino counties. In the winter, the greatest pollution problems are due to atmospheric concentrations of carbon monoxide (CO) and oxides of nitrogen (NO_X), because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

4.3.1.2 Regional Air Quality

Both the State of California and the Federal government have established health-based ambient air quality standards (AAQS) for six air pollutants. As identified in Table 4.3.A, these pollutants include ozone (O_3), CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}), and lead (Pb). In July 1997, the EPA adopted standards for eight-hour ozone and for fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 4.3.B lists the health effects of criteria pollutants and their potential sources. These health effects would not occur unless the standards are exceeded by a large margin or for a prolonged period of time. The State AAQS are more stringent than the Federal AAQS. Indirect sources of pollution comprise minor sources that together emit substantial amounts of pollution. Examples of this would be the motor vehicles at intersections, malls, and on highways. The California Clean Air Act (CCAA) provides the SCAQMD with the authority to manage transportation activities at indirect sources. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the CARB.

4.3.1.3 Local Air Quality

The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring stations closest to the site are the Riverside Rubidoux-Mission Boulevard station and the Mira Loma-Van Buren station. For evaluation purposes, SCAQMD has divided the Basin into 36 South Receptor Areas (SRA) that operate monitoring stations. SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The City is within SRA 23, Metropolitan Riverside County 1. The criteria pollutants monitored at this station[1] are identified in Table 4.3.C. The data from this SRA show that during the past few years, the area included within SRA 23 has exceeded the ozone, PM_{10}, and $PM_{2.5}$ standards.

[1] California Air Resources Board and U.S. EPA, 2008.

Table 4.3.A: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]			Notes
		Concentration[3]	Method[4]	Primary[2,5]	Secondary[2,6]	Method[7]	
Ozone (O_3)	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	1 California standards for ozone; carbon monoxide (except Lake Tahoe); sulfur dioxide (1 and 24 hour); nitrogen dioxide; suspended particulate matter, PM_{10}; and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
	8-Hour	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)			
Respirable Particulate Matter (PM_{10})	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation*	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
	AAM	20 µg/m^3		—			
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	AAM	12 µg/m^3	Gravimetric or Beta Attenuation*	12 µg/m^3	15 µg/m^3		
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)	3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25˚C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25˚C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
	1-Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)			
	8-Hour (Lake Tahoe)	6ppm (7 mg/m^3)		—			
Nitrogen Dioxide (NO_2)	AAM	0.030 ppm (56 µg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence	4 Any equivalent procedure that can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
	1-Hour	0.18 ppm (338 µg/m^3)		100 ppb			
Lead (Pb)[8]	30-Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
	Calendar Quarter	—		1.5 µg/m^3	Same as Primary Standard		6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
	Rolling 3-Month Average	—		0.15 µg/m^3			7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
Sulfur Dioxide (SO_2)	AAM	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m^3)	—	Spectrophotometry (Pararosaniline Method)	8 The CARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (80 µg/m^3)	—		
	3-Hour	—		—	0.5 ppm (1300 µg/m^3)		
	1-Hour	0.25 ppm (655 µg/m^3)		75 ppb	—		
Visibility-Reducing Particles Sulfates	8-Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape. Method: Beta Attenuation and transmittance through Filter Tape.		**No Federal Standards**			AAM = Annual Arithmetic Mean
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography				
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence				
Vinyl Chloride[8]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography				

Source: California Air Resources Board (June 4, 2014). AAM = Annual Arithmetic Mean

Table 4.3.B: Summary of Health Risks from Some of the Common Air Pollutants

Pollutants	Health Risks	Examples of Sources
Particulate Matter (PM_{10}: less than or equal to 10 microns)	Increase respiratory disease Lung damage Premature death	Cars and trucks, especially diesels. Fireplaces, wood stoves. Windblown dust from roadways, agriculture, and construction.
Ozone (O_3)	Breathing difficulties Lung damage	Formed by chemical reactions of air pollutants in the presence of sunlight; common sources are motor vehicles, industries, and consumer products.
Carbon Monoxide (CO)	Chest pain in heart patients Headaches, nausea Reduced mental alertness Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves.
Nitrogen Dioxide (NO_2)	Lung damage	See carbon monoxide sources.
Toxic Air Contaminants	Cancer Chronic eye, lung, or skin irritation Neurological and reproductive disorders	Cars and trucks, especially diesels. Industrial sources such as chrome plating. Neighborhood businesses such as dry cleaners and service stations. Building materials and products.

Source: CARB 2005.

Table 4.3.C: Ambient Air Quality Monitored in Jurupa Valley

Pollutant	Standard	Year		
		2012	2013	2014
Ozone (O_3)				
Maximum 1-Hour Concentration (ppm)		0.124	0.118	0.138
Maximum 8-Hour Concentration (ppm)		0.102	0.096	0.102
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	31	11	17
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	70	32	55
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	0	0	1
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	47	21	29
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)		—	—	2.0
Maximum 8-Hour Concentration (ppm)		1.9	1.9	2.4
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	—	0	0
Number of Days Exceeding Federal / State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-Hour Concentration (ppm)		0.061	0.054	0.058
Annual Arithmetic Mean Concentration (ppm)		0.014	0.014	0.014
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM_{10})				
Maximum 24-Hour Concentration ($\mu g/m^3$)		78	147	85
Number of Samples		56	59	61
Number of Samples Exceeding State Standard	> 50 $\mu g/m^3$	15	14	18
Number of Samples Exceeding Federal Standard	> 150 $\mu g/m^3$	0	0	0
Particulate Matter ≤ 2.5 Microns ($PM_{2.5}$)				
Maximum 24-Hour Concentration ($\mu g/m^3$)		39.3	56.5	73.6
Annual Arithmetic Mean ($\mu g/m^3$)		15.1	14.12	14.4
Number of Samples Exceeding Federal 24-Hour Standard	> 35 $\mu g/m^3$	7	9	9

Source: SCAQMD Air Quality Data Tables, 2012-2014.
— = data not available from SCAQMD or EPA

ARB = California Air Resources Board
EPA = United States Environmental Protection Agency
hr = hour
$\mu g/m^3$ = micrograms per cubic meter
ND = no data available
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ppm = parts per million

4.3.1.4 Air Pollution Constituents and Attainment Status

The CARB coordinates and oversees both state and federal air pollution control programs in California. The CARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the state in conjunction with the EPA and local air districts. The CARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. The CARB and EPA use the data collected at monitoring stations to classify air basins as attainment, nonattainment, nonattainment transitional, or unclassified, based on air quality data for

the most recent three calendar years compared with the AAQS. Nonattainment areas are imposed with additional restrictions, as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards. Table 4.3.D identifies the attainment status[1] for the criteria pollutants in the Basin.

Table 4.3.D: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2 (annual)	Nonattainment	Attainment
NO_2 (1-hour)	Attainment	Unclassified
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
All others	Attainment/Unclassified	Attainment/Unclassified

CO = carbon monoxide
NO_2 = nitrogen dioxide
O_3 = ozone (smog)
PM_{10} = particular matter less than 10 microns in size
$PM_{2.5}$ = particular matter less than 2.5 microns in size
SO_2 = sulfur dioxide
Source: CARB (www.arb.ca.gov/desig/desig.htm) and EPA (www.epa.gov/air/data/monvals.html)

4.3.1.5 Sensitive Land Uses

Sensitive receptors include residences, schools, medical offices, convalescent facilities, and similar uses with occupants that are likely to be sensitive to air pollutants. There are hundreds of such sensitive receptors throughout the City, some of which is close to vacant land and might be adversely affected by future development.

4.3.1.6 NOP and Scoping Responses

No public comments expressing concern about air quality or air pollution were received at the scoping meeting. The SCAQMD sent a letter outlining its recommendations for the air quality study to be prepared for the General Plan. This letter is included in Appendix B to this EIR.

4.3.2 Regulatory Framework

4.3.2.1 Federal Regulations

Clean Air Act. Pursuant to the Federal Clean Air Act (CAA) of 1970, the EPA established national ambient air quality standards (NAAQS). The NAAQS were established for six major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the Federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health. In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the eight-hour ground-level O_3 standard. The EPA issued the proposed rule implementing the eight-hour O_3 standard in April 2003.

[1] Unclassified designation: a pollutant that is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment; Attainment designation: a pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a 3-year period. Nonattainment: a pollutant is designated nonattainment if there was at least one violation at any site in the area during a 3-year period.

The EPA completed final eight-hour nonattainment status on April 15, 2004. The EPA issued the final $PM_{2.5}$ implementation rule in fall 2004. The EPA issued final designations on December 15, 2004.

4.3.2.2 State Regulations

Mulford-Carrell Act. The State first set California Ambient Air Quality Standards (CAAQS) in 1969 under the mandate of the Mulford-Carrell Act. The CAAQS are generally more stringent than the NAAQS. In addition to the six criteria pollutants covered by the NAAQS, there are CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Originally, there were no attainment deadlines for CAAQS; however, the CCAA of 1988 provided a time frame and a planning structure to promote their attainment. The CCAA required nonattainment areas in the state to prepare attainment plans and proposed to classify each such area on the basis of the submitted plan, as follows: moderate, if CAAQS attainment could not occur before December 31, 1994; serious, if CAAQS attainment could not occur before December 31, 1997; and severe, if CAAQS attainment could not be conclusively demonstrated at all. The attainment plans are required to achieve a minimum 5 percent annual reduction in the emissions of nonattainment pollutants unless all feasible measures have been implemented. The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring compliance with the requirements of the CAA for the Basin.

California Code of Regulations Title 24, Part 6. Enacted in 1978, this part of the California Code established energy efficiency standards for residential and nonresidential buildings in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficiency technologies and methods. The latest amendments were enacted in 2011 as part of the new California "Green" Building Code.

4.3.2.3 Regional Regulations

Lewis Air Quality Management Act. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in nonattainment areas of the state. The CARB is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within them has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan (AQMP). The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP, which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years. The current regional air quality plan is the Final 2012 AQMP adopted by the SCAQMD in February 2013.

The Final 2012 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SO_X), directly-emitted $PM_{2.5}$, and nitrogen oxides (NO_X) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NOx and VOC reductions to meet the standard by 2024 assuming a bump-up[1] is obtained.

The Final 2012 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. This Final Plan also addresses several Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. This Final Plan builds upon the approaches taken in the 2007 AQMP for the

[1] A "bump-up" is a voluntary reclassification of a nonattainment area to a higher classification allowing for an extension of an attainment deadline.

Basin for the attainment of the federal ozone air quality standard.[1] The Basin is currently a federal and state nonattainment area for PM_{10}, $PM_{2.5}$, and ozone.

4.3.2.4 City General Plan Policies

Local jurisdictions have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation. In accordance with CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet Federal and State standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the CEQA *Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction. The City's Air Quality Element of the 2017 General Plan contains the following goals, policies, and programs dealing with air quality:

Air Quality Element

Goals

AQ 1 A city that works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.

AQ 2 A city that protects its and other sensitive receptors from toxic air pollution.

AQ 3 A city that actively works to reduce emissions from stationary and mobile sources.

AQ 4 A city that employs measures to improve the jobs/housing balance and reduce commuting time.

AQ 1 Multi-jurisdictional Cooperation

Policies

AQ 1.1.1 **Regional Participation.** Promote and participate with regional, subregional and state agencies, both public and private, in all areas to protect and improve air quality, including enforcement of all regulations.

AQ 1.1.2 **Air Quality Measures.** Establish and implement air quality, land use and mobility measures that improve not only the City's environment but also that of the entire region.

Program

AQ 1.1.1.1 **Regional Committees.** Actively participate on regional committees, which can influence regulations affecting air quality.

AQ 2 Sensitive Receptors

Policies

AQ 2.1.1 **Site Plan Designs.** Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors form polluting sources, wherever possible.

[1] *Final 2013 Air Quality Management Plan,* South Coast Air Quality Management District, February 2014.

AQ 2.1.2 **Pollution Control Measures.** Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

AQ 2.1.3 **Tree Planting.** Consider creating a Citywide program to plant trees that help to filter pollutants from the air, provide shade, and add oxygen to the atmosphere.

Program

AQ 2.1.1.1 **Best Practices.** Establish a program to monitor adherence to best practices in distance and setbacks as recommended by CARB and SCAQMD.

AQ 3 Stationary Source Pollution

Policies

AQ 3.1.1 **Efficient Building Materials/Equipment.** Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.

AQ 3.1.2 **Centrally-Heated Facilities.** Encourage centrally-heated facilities to utilize automated time clocks or occupant sensors to control heating.

AQ 3.1.3 **Stationary Pollution Reduction.** Require stationary pollution sources to minimize the release of toxic pollutants through the following:

a. Design features;
b. Operating procedures;
c. Preventive maintenance;
d. Operator training; and
e. Emergency response planning

AQ 3.1.4 **Emissions Mitigation.** Require every project to mitigate any of its anticipated emissions which exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.

AQ 3.1.5 **Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.

AQ 3.1.6 **Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.

AQ 4 Particulate Matter

Policies

AQ 4.1.1 **State and Federal Legislation.** Encourage stricter state and federal legislation on bias belted tires, smoking vehicles, and vehicles that spill debris on streets and highways, to better control particulate matter.

AQ 4.1.2 **Particulate Matter.** Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the maximum extent possible.

AQ 4.1.3 **Electric Service Units.** Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.

AQ 4.1.4 **Natural Gas/Electric Vehicles.** Support efforts to encourage the use of natural gas and electric vehicles in distribution centers.

Programs

AQ 4.1.1.1 **Truck Parking in Residential Areas.** Amend the Municipal Code to prohibit the parking of commercial trucks, trailers, and truck cabs in residential areas, except for loading or unloading.

AQ 4.1.1.2 **Diesel Fumes.** Collaborate with the US EPA, SCAQMD, and warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operations.

AQ 4.1.1.3 **Commercial Truck Parking Lots.** Research funding and establish a program to provide incentives and opportunities for commercial truck parking lots to prevent the need for parking trucks, trailers, and truck cabs in residential and other restricted areas.

AQ 5 Energy Efficiency and Conservation

Policies

AQ 5.1.1 **Reduce Solid Waste.** Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.1.2 **Energy Conservation.** Encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling and offer incentives, as appropriate.

Program

AQ 5.1.1.1 **Waste Management.** Establish incentives and programs to encourage the use of recycling and waste management.

AQ 6 Jobs and Housing

Policies

AQ 6.1.1 **Small Business Assistance.** Assist small businesses by supporting organizations that develop education and job training programs.

AQ 6.1.2 **Educational Programs.** Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.

AQ 6.1.3 **Business Incentives.** Provide incentives to encourage new firms to locate within the City and existing firms to expand operations.

AQ 6.1.4 **Small Business Loan Programs.** Encourage loan programs to induce small businesses to locate or expand within the City.

AQ 6.1.5 **Small Business Emissions Control.** Offer incentives to businesses to control emissions and implement the Air Quality Management Plan.

AQ 6.1.6 **Regulation Relief.** Reduce regulations on small businesses wherever possible and thereby encourage small business development and job creation. The City shall set performance standards as well as design standards, thus giving small business owners as many options as possible to comply with City regulations.

AQ 6.1.7 **Job Creation.** Emphasize job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods.

AQ 6.1.8 **Public Facilities/Services.** Time and locate public facilities and services so that they help create new jobs.

AQ 6.1.9 **Mixed-Use Land Use.** Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.

AQ 6.1.10 **Community Centers/Telecommuting/Home-Based Businesses.** Implement zoning code provisions, which encourage community centers, telecommuting and home-based businesses.

AQ 6.1.11 **Non-Polluting Transportation.** Encourage and promote the use of non-polluting alternative modes of transportation such as natural gas and electric vehicles and bicycles.

AQ 6.1.12 **Housing Types.** Provide for a variety of housing types that support a local market for a skilled, professional and management labor pool when approving new residential developments.

Programs

AQ 6.1.1.1 **Job-Skill Training Opportunities.** Actively seek and incentivize educational opportunities and institutions such as community colleges and trade schools to locate within Jurupa Valley to provide local job-skill training opportunities.

AQ 6.1.1.2 **Funding Programs.** Actively seek funding programs to incentivize businesses that meet community needs.

AQ 7 Transportation

Policies

AQ 7.1.1 **Cooperative Relationships.** Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled such as creating Transportation Management Associations.

AQ 7.1.2 **Transit Incentives.** Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location and coordination with city incentives programs.

AQ 7.1.3 **Trip-Reduction Programs**. Encourage workplace trip-reduction programs and cooperate with surrounding jurisdictions to reduce vehicle trips.

AQ 7.1.4 **Traffic Flow Management.** Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, when possible.

AQ 7.1.5 **Traffic Hazards/Delays.** Eliminate traffic hazards and delays through street maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings, as City resources allow.

AQ 7.1.6 **City Transportation Fleet.** Manage the City's transportation fleet to achieve energy savings.

AQ 7.1.7 **Pedestrian and Bicycle Facilities.** Emphasize the use and improvement of pedestrian and bicycle facilities when funding transportation improvements.

AQ 7.1.8 **Transportation Corridor Expansion.** Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

Programs

AQ 7.1.1.1 **Trip Reduction Programs.** Pursue grant funding to establish an incentive program to encourage the use of trip reduction programs in order to decrease automotive vehicle miles traveled.

AQ 7.1.1.2 **Traffic Signal Improvements.** Construct and improve traffic signals with channelization and Automated Traffic Monitoring and Control systems at appropriate intersections.

AQ 7.1.1.3 **Transportation Management.** Consider measures such as Transportation Demand Management, Transportation Systems Management, or job/housing balance strategies when developing capital facility improvement plans.

AQ 7.1.1.4 **Congestion Monitoring.** Develop a program to monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

AQ 8 Special Events

Policies

AQ 8.1.1 **Parking/Park-N-Ride.** Establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close to practicable to the event site and the operator should supply shuttle services.

AQ 8.1.2 **Transit/Carpooling**. Encourage special event center operators to advertise and offer discounted transit passes and discount parking incentives to carpooling patrons with event tickets.

AQ 9 Climate Change

Policies

AQ 9.1.1 **State and Regional Plans and Programs.** Monitor federal, state and regional plans and programs to stay abreast on emerging information, practices and strategies to address climate change.

AQ 9.1.2 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

AQ 9.1.3 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

AQ 9.1.4 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

In addition, the City's Environmental Justice Element contains the following goals and policies regarding public health impacts from local air pollution:

Environmental Justice Element

Goal

EJ 3 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

Policies

EJ 2.1.8 **Separation of Uses**. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

EJ 2.1.2 **Sensitive Land Use Buffers.** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping or other measures as necessary to minimize air quality impacts.

EJ 2.1.3 **School Buffers.** Provide adequate buffers between schools and industrial facilities and transportation corridors.

EJ 2.1.4 **Stationary Source Emissions.** Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.

EJ 2.1.5 **Residential Buffers.** Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

EJ 2.1.6 **Mitigate Air Quality.** Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners and other measures.

EJ 2.1.7 **Latest Technologies.** Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.

EJ 2.1.8 **Separation of Uses.** Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

EJ 2.1.11 **Toxic Emissions**. Ensure that low-income and minority populations understand the effect of projects that may use or generate toxic materials or emissions.

EJ 2.1.14 **Truck Idling.** Seek the necessary funding and resources to enforce the statewide idling limit of five minutes for heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or more.

EJ 2.1.17 **Brownfield Sites**. Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.

4.3.3 Methodology

Evaluation of air quality impacts associated with the proposed 2017 General Plan includes the following:

- Examine the potential for short-term construction air quality impacts from development of vacant land in the future based on SCAQMD emissions thresholds;
- Determine the long-term air quality impacts, including vehicular traffic, of buildout of the planned land uses within the City based on SCAQMD emissions modeling and thresholds; and
- Determine if mitigation measures beyond the goals, policies, and programs of the Air Quality Element of the 2017 General Plan are needed to address short-term and long-term air quality impacts from all sources.

A number of modeling tools are available to assess air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analysis. SCAQMD's current guidelines, *CEQA Air Quality Handbook*, *April 1993*, were adhered to in the assessment of air quality impacts for the proposed General Plan. The air quality models identified in that document are outdated, so the California Emissions Estimator Model Version 2013.2.2 (CalEEMod) was used to estimate mobile and stationary source emissions in this air quality assessment.

Localized air quality impacts (i.e., higher CO concentrations [CO hot spots] near intersections or roadway segments) would be small and less than significant due to the generally low ambient CO concentrations (5.8 parts per million [ppm] versus the State one-hour CO standard of 20.0 ppm and 2.15 ppm versus the State eight-hour CO standard of 9.0 ppm) in the project area. The net increase in pollutant emissions determines the significance and impact on regional air quality as a result of the proposed General Plan. The results also allow the local government to determine whether the General Plan will deter the region from achieving the goal of reducing pollutants in accordance with the AQMP in order to comply with Federal and State AAQS.

Air quality in the Jurupa Valley would be affected by long-term air pollutant emissions from stationary sources and mobile sources related to future development projects. Mobile source emissions from motor vehicles are the largest long-term generators of air pollutants. A smaller amount of emissions will be generated from area source emissions at individual project sites, through sources like natural gas usage, consumer products, and landscaping. The CalEEMod model was used to predict these specific kinds of long-term impacts. Localized air quality impacts (i.e., CO hotspots) in the project area would be affected by increased traffic flow due to future development. The Caltrans CALINE4 model and the CARB's CalEEMod model were used to assess potential impacts on the local CO concentrations.

The SCAQMD has developed Local Significance Threshold (LST) methodology that can be used to determine whether or not a particular future development project would generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable Federal or State AAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area. SCAQMD current guidelines, *Final Localized Significance Threshold Methodology* (revised July 2008), were adhered to in the assessment of air quality impacts for the proposed project. The LST mass rate look-up tables are used to determine whether the daily emissions for the proposed construction activities could result in significant localized air quality impacts. The emissions of concern from construction activities are NO_X, CO, PM_{10}, and $PM_{2.5}$ combustion emissions from construction equipment and fugitive PM_{10} dust from construction site preparation activities.

A screening level or full health risk assessment (HRA) can also be prepared for new industrial projects or activities that involve a large amount of truck movement. An HRA assesses potential exposure of existing residents near future industrial projects or future project residents to toxic air pollutants (see Section 4.3.5.2). An HRA is a process used to estimate the increased risk of health problems in people who are exposed to different amounts of toxic substances. An HRA combines results of studies on the health effects of various animal and human exposures to toxic air pollutants with results of studies that estimate the level of people's exposures at different distances from the sources of the pollutants.

4.3.3.1 Types of Impacts

- **Direct Impacts.** Direct impacts are the result of emissions from a specific project (from construction and operation) in the form of project activity and trips generated by a particular project. For example, in the case of a residential project, construction emissions (e.g., equipment exhaust, wind erosion, and vehicle exhaust) and trips to and from the homes (e.g., vehicle exhaust and tire wear) represent direct impacts.
- **Indirect Impacts.** Indirect impacts are the result of changes that would not occur without a specific proposed project. Indirect impacts on the surrounding community can be generated in many ways: nearby construction of roadways (or roadway modifications) and other infrastructure to support a subdivision, construction and operation of development, changes in traffic/circulation patterns that result in increased congestion/delays, etc.
- **Cumulative Impacts.** Cumulative impacts are direct and indirect impacts to which a particular project contributes. In the case of a residential project, a given project has a cumulative impact with all other area development projects, from the standpoint of each type of impact (cumulative

construction emissions, residential natural gas consumption, solvent use, transportation emissions, congestion, etc.).

- **Conformity Impacts.** A project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable air district rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with regional growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast, such as a City's General Plan (i.e., a project is consistent with the established local land use and zoning designations of the General Plan at the time the regional plan was prepared).

4.3.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Appendix G of the *State CEQA Guidelines* recognizes the following significance thresholds related to air quality. Based on these significance thresholds, potential impacts to air quality could be considered significant if the proposed project would:

- Violate any AAQS;
- Contribute substantially to an existing air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; and/or
- Conflict with adopted environmental plans and goals of the community in which it is located.

In addition to the federal and state AAQS, there are daily emissions thresholds for construction and operation of proposed development projects in the Basin. The Basin is administered by the SCAQMD, and guidelines and emissions thresholds established by the SCAQMD in its CEQA Air Quality Handbook (SCAQMD, April 1993) are used as a guide to evaluate this analysis.

It should be noted that the emissions thresholds were established based on the attainment status of the air Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

It should also be noted that this EIR is examining the programmatic impacts of a General Plan for the entire City rather than for a specific development project, so the SCAQMD daily thresholds are less relevant to this type of project compared to a more typical development project.

4.3.4.1 Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions of individual development projects have been established by the SCAQMD for the Basin:

- 75 pounds per day of reactive organic compounds (ROC) or volatile organic compounds (VOC).
- 100 pounds per day of NO_X.
- 550 pounds per day of CO.
- 150 pounds per day of PM_{10}.
- 150 pounds per day of SO_2.

- 55 pounds per day of $PM_{2.5}$.

Individual development projects in the Basin with construction-related emissions that exceed any of the emission thresholds would be considered to be significant under CEQA.

4.3.4.2 Thresholds for Operational Emissions

Individual development projects with operation-related emissions that exceed any of the emission thresholds listed below are considered significant under the SCAQMD guidelines with respect to CEQA.

- 55 pounds per day of ROC/VOC.
- 55 pounds per day of NO_X.
- 550 pounds per day of CO.
- 150 pounds per day of PM_{10}.
- 150 pounds per day of SO_2.
- 55 pounds per day of $PM_{2.5}$.

4.3.4.3 Air Pollutant Standards for CO with Localized Effects

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one-hour CO concentrations by 1.0 ppm or more or eight-hour CO concentrations by 0.45 ppm or more. The Basin (with the exception of Los Angeles County) meets state and federal attainment standards for CO; therefore, the proposed project would have a significant CO impact if project emissions result in an exceedance of State or Federal one-hour or eight-hour standard. The following emission concentration standards for CO apply to proposed private or public development projects:

- California State one-hour CO standard of 20.0 ppm.
- California State eight-hour CO standard of 9.0 ppm.

4.3.4.4 Local Significance Thresholds

Localized Significance Thresholds (LSTs) are the maximum emissions for a specific development site that are not expected to result in exceedance of national or state air quality standards. LSTs are based on a project's Source Receptor Area (SRA) which identifies ambient pollution levels. For the City, the appropriate SRA is the Metropolitan Riverside County (SRA 23). For pollutants below the standards, a particular project would have a significant impact if its emissions results in exceedance of any standards. If pollutants are already above federal and state standards, then a project would have a significant impact if it increases ambient levels by a measurable amount. Ambient carbon monoxide and nitrogen dioxide are considered to be in attainment and are subject to the former threshold. PM_{10} and $PM_{2.5}$ are nonattainment pollutants for the project area, and the latter rule applies. For both particulate matter pollutants, the significance criteria are the pollutant concentration thresholds found in SCAQMD Rules 403, which applies a threshold of 10.4 micrograms per cubic meter to construction emissions.

The most stringent standards would be applied if sensitive receptors are located adjacent to a particular site and only 5 acres per day were to be graded. Under those circumstances, construction and operational LST thresholds for a 5-acre site in the Metropolitan Riverside County SRA (SRA 23) at 25 meters are as follows:

- Construction LST Thresholds
  - 270 lbs/day of NO_X
  - 1,577 lbs/day of CO
  - 13 lbs/day of PM_{10}
  - 8 lbs/day of $PM_{2.5}$
- Operation LST Thresholds
  - 270 lbs/day of NO_X
  - 1,557 lbs/day of CO
  - 13 lbs/day of PM_{10}
  - 8 lbs/day of $PM_{2.5}$

4.3.5 Programmatic Impact Evaluation

4.3.5.1 Violate Air Quality Standards

Threshold	Would the proposed project violate any air quality standard?
Threshold	Would the project contribute substantially to an existing or projected air quality violation?
Threshold	Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard?

Programmatic Impacts. Future development in the City would be required to be consistent with the goals, policies, and programs of the 2017 General Plan, including the Air Quality Element. Future development will generate both operational and construction-related emissions.

Operational Emissions. The previous Table 4.3.D demonstrated that the Basin is in non-attainment for ozone (O_3), large particulate matter (PM_{10}), and small particulate matter ($PM_{2.5}$). It should be noted that ozone is a secondary pollutant formed through the interaction of sunlight on nitrogen oxides (NOx) and hydrocarbons, both prevalent in vehicle exhaust. In theory, any activities that contribute or result in additional ozone or particulate matter in the City would cause a significant air quality impact because the Basin is already in non-attainment for those pollutants. According to the CalEEMod data, existing land uses in the City currently generate air pollutants in amounts, including NOx and particulates, that far exceed the daily SCAQMD thresholds (see Tables 4.3.E and 4.3.F). Some of the pollutants actually decrease over time while others increase, which results from implementation of federal and state air quality regulations over time (e.g., higher mileage cars, lower carbon fuels, etc.).

As shown in Table 4.3.E, even activities and operations in the City from existing land uses result in significant air quality impacts compared to the project-level significance thresholds established by the SCAQMD. However, this is a programmatic EIR and is examining if the goals, policies, and programs of the 2017 General Plan will result in significant air quality impacts, which is less direct assessment that comparing project emissions to a “bright line” (specific numerical) threshold.

Table 4.3.E: 2015 City-Wide Operational Emissions

	Pollutant Emissions (lbs/day)					
Land Use/Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Residential Uses						
Area Sources	9,602	250	19,181	26	2,514	2,513
Energy Sources	20	170	72	1.1	14	14

Table 4.3.E: 2015 City-Wide Operational Emissions

	Pollutant Emissions (lbs/day)					
Land Use/Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	1,053	3,464	11,853	29	2,016	570
Sub-Total	**10,675**	**3,883**	**31,106**	**56**	**4,544**	**3,097**
Non-Residential Uses						
Area Sources	2,812	.11	11	<0.01	.04	.04
Energy Sources	77	702	590	4.2	53	53
Mobile Sources	4,497	14,272	49,152	119	8,242	2,329
Sub-Total	**7,386**	**14,975**	**49,753**	**123**	**8,295**	**2,382**
Public Uses						
Area Sources	10,592	.03	2.9	<0.01	.01	.01
Energy Sources	2.0	18	15	.11	1.4	1.4
Mobile Sources	1,962	6,093	21,065	50	3,500	989
Sub-Total	**12,556**	**6,111**	**21,083**	**50**	**3,502**	**991**
Total Emissions	**30,617**	**24,969**	**101,942**	**229**	**16,341**	**6,470**
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Significant?	Yes	Yes	Yes	Yes	Yes	Yes

Source: CalEEMod 2016 data (Appendix E) based on existing land uses in the City (see Tables 3.A through 3.C)

CO = carbon monoxide
CO_2 = carbon dioxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Construction Emissions. The 2017 General Plan itself will not cause construction-related air pollutant emissions. However, future development on vacant land within the City will result in construction-related emissions. Construction activities produce combustion emissions from various sources, such as demolition, grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities on a particular site would vary considerably, depending on the size and type of project and project site, and the amount of daily construction activity. The use of construction equipment on a particular site would result in localized exhaust emissions, but the actual determination of whether those emissions were significant compared to the SCAQMD daily thresholds would have to be conducted for each specific development project in the future. At this point in time, that would require input into the SCAQMD's CalEEMod model (currently Version 2013.2.2) or whatever was the accepted air modeling program or procedure at the time the development was proposed. Given the large size of vacant parcels still available in the City for development in 2017, it is possible that future development could result in significant air pollutant emissions that would have to be mitigated on a project by project basis.

Table 4.3.F: 2035 City-Wide Operational Emissions

	Pollutant Emissions (lbs/day)					
Land Use/Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Residential Uses						
Area Sources	13,391	348	26,818	37	3,524	3,523
Energy Sources	32	272	116	1.7	22	22
Mobile Sources	748	1,882	8,555	40	2,745	771
Sub-Total	**14,171**	**2,502**	**35,488**	**79**	**6,291**	**4,316**

Table 4.3.F: 2035 City-Wide Operational Emissions

Land Use/Activity	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Non-Residential Uses						
Area Sources	3,683	.13	14	<0.01	.05	.05
Energy Sources	95	861	723	5.2	65	65
Mobile Sources	3,255	7,790	35,705	165	11,135	3,128
Sub-Total	**7,033**	**8,651**	**36,442**	**170**	**11,200**	**3,193**
Public Uses						
Area Sources	10,592	.03	2.9	<0.01	.01	.01
Energy Sources	2.0	18	15	.11	1.4	1.4
Mobile Sources	1,962	6,093	21,065	50	3,500	989
Sub-Total	**12,556**	**6,111**	**21,083**	**50**	**3,502**	**991**
Total Emissions	**33,760**	**17,264**	**93,013**	**299**	**20,993**	**8,500**
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Significant?	Yes	Yes	Yes	Yes	Yes	Yes
Existing Emissions	30,617	24,969	101,942	229	16,341	6,470
Difference from Existing	+3,143	-7,705	-8,929	+70	+4,652	+2,030
Difference Percent	+10.3%	-30.9%	-8.8%	+30.6%	28.5%	+31.4%

Source: CalEEMod 2016 data (Appendix E) based on existing land uses in the City (see Tables 3.A through 3.C)

CO = carbon monoxide
CO_2 = carbon dioxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

VMT vs. LOS. Level of Service (LOS) has long been the standard of determining significant traffic impacts under CEQA, which in turn influence air pollutant emissions. In 2008 the state legislature passed SB 375, the *Sustainable Communities and Climate Protection Act of 2008*, which among other guidance directs agencies to focus on reducing vehicle miles traveled (VMT) rather than LOS as a determination of significance under CEQA. The State Office of Planning and Research (OPR) has not yet issued final guidance on how VMT is to be calculated in reference to significance determinations in CEQA documents, and SCAG has not issued baseline community-level VMT information upon which to prepare a VMT analysis under SB 375. However, the following information will provide a baseline against which future VMT assessments can be measured. Table 4.3.G shows that (average daily trips) ADT and VMT are both expected to increase by 29.2 percent City-wide by 2035. The CalEEMod results assume the same rate of increase for both ADT and VMT, but it is more likely in the future that VMT will not increase as fast as ADT as more employment is generated by non-residential uses in the City which will reduce the commuting and some non-home trip distances (e.g., shopping) as more jobs and businesses are created. This will help further reduce potential air pollutant impacts as the jobs/housing ratio of the City improves and local residents have to travel shorter distances to work and other destinations.

Table 4.3.G: VMT Estimates for Existing and Future Land Uses in the City

Land Use/Activity	Existing		Year 2035		Increase (%)
	ADT[1]	VMT[2]	ADT[1]	VMT[2]	
Residential Uses					
Apartments High Rise	26,512	90,692,257	46,110	157,736,445	73.9
Apartments Mid Rise	104,260	356,659,754	159,669	546,204,993	53.1

Table 4.3.G: VMT Estimates for Existing and Future Land Uses in the City

Land Use/Activity	Existing		Year 2035		Increase (%)
	ADT[1]	VMT[2]	ADT[1]	VMT[2]	
Single Family Housing	123,175	419,087,176	139,990	476,296,108	13.7
Sub-Total	**253,947**	**866,439,187**	**345,769**	**1,180,237,546**	**36.2**
Non-Residential Uses					
Gen. Heavy Industry	15,636	69,239,949	20,471	90,651,379	30.9
General Light Industry	455,985	1,525,076,365	546,905	1,829,165,603	19.9
Gen. Office Building	7,311	17,847,671	10,870	26,534,592	48.7
Office Park	231,794	582,906,346	356,675	896,952,100	53.9
Strip Mall	473,600	825,060,234	729,894	1,271,551,184	54.1
Sub-Total	**1,184,326**	**3,020,130,565**	**1,664,815**	**4,114,854,859**	**40.6**
Public Uses					
City Parks	8,711	25,067,550	8,711	25,067,550	0
Government[3]	513,967	1,133,712,253	513,967	1,133,712,253	0
Sub-Total	**522,678**	**1,158,779,803**	**522,678**	**1,158,779,803**	**0**
Total	**1,960,951**	**5,045,349,555**	**2,533,262**	**6,453,872,208**	**29.2**

Source: CalEEMod 2016 data (Appendix E) based on existing land uses in the City (see Tables 3.A through 3.C)
[1] average weekday, rounded to nearest integer
[2] annual
[3] CalEEMod lists as "Civic Center"

Evaluation of General Plan Goals and Policies. Essentially all of the goals, policies, and programs of the Air Quality Element of the 2017 General Plan are specifically related to minimizing air pollutant emissions to the greatest degree practical. Some examples include the following policies to help reduce criteria pollutants from local sources:

Air Quality Element

Policies

AQ 1.1.1 Cooperation with regional agencies to reduce area pollution.

AQ 2.1.1 Proper site planning to minimize traffic and air quality impacts.

AQ 3.1.3 Promote stationary source reduction measures.

AQ 3.1.5 Implement fugitive dust reduction measures.

AQ 4.1.2 Reduce particulate matter wherever feasible.

AQ 4.1.4 Use natural gas and electric vehicles at distribution centers.

AQ 5.1.2 Promote energy conservation City-wide.

AQ 6.1.9 Allow mixed use to maximize internal trips and reduce air pollution.

AQ 7.1.7 Develop bicycle and pedestrian networks to reduce vehicular trips.

EJ 2.1.4 Implement stationary source controls to protect local residents.

EJ 2.1.6 Protect sensitive receptors from industrial air pollution.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan policies will help reduce programmatic air quality impacts from future land uses (i.e., air pollutants generated by new development) but will not be able to reduce impacts from future development to less than significant levels when compared to SCAQMD daily thresholds, as shown in Table 4.3.F.

Programmatic Mitigation Measures. Individual projects will have to identify and implement their own project-specific mitigation but there are no additional programmatic measures available other than the goals, policies, and programs of the Air Quality Element and other elements of the 2017 General Plan that will help reduce air pollution from future development. Future development projects may exceed SCAQMD daily thresholds even with project-specific mitigation, so this long-term impact remains significant.

Level of Programmatic Impact After Mitigation. Even with implementation of all the goals, policies and programs in the 2017 General Plan, long-term air pollutant emissions from future development may exceed SCAQMD daily thresholds therefore impacts are significant and no additional feasible mitigation is available at a programmatic level.

4.3.5.2 Sensitive Receptors

Threshold	Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Programmatic Impacts. Future development in the City would be required to be consistent with the goals, policies, and programs of the 2017 General Plan, including the Air Quality Element. Future development will generate air pollutant emissions that could affect sensitive receptors within the City.

CO Hotspots. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended, to determine a project's effect on local CO levels. The SCAQMD suggests that a local CO hot spot analysis be conducted if an intersection meets one the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) a project decreases the Level of Service (LOS) at an intersection from C to D.

Vehicular trips associated with future development would contribute to traffic levels at intersections and along roadway segments in the specific project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase in local areas as a result of a proposed project. The primary mobile-source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited and disperses rapidly with distance from the source under normal meteorological conditions; however, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels affecting local sensitive receptors (residents, schoolchildren, the elderly, hospital patients, etc.).

The SCAQMD has demonstrated that the Basin is in attainment for CO and that there are no "hotspots" anywhere in the Basin, even at intersections with much worse congestion than anywhere in Riverside County. If a particular project area has low ambient CO concentrations, the SCAQMD does not require modeling to be conducted. If worst-case intersections, as identified by the SCAQMD, have no "hotspot" potential, it follows that any local impacts from a particular project will be below the above applicable thresholds, and thus sensitive receptors would not be impacted by CO hotspots in the City.

Localized Significance Thresholds. Depending on the size and type of project and proximity to sensitive receptors, future development in the City may result in exceedances of Localized Significance Thresholds (LSTs) as developed by the SCAQMD. For example, a very large development project on a site that is adjacent to residential uses may result in significant LST impacts. Specific mitigation would

be required for such projects to help assure there would be no significant impacts to nearby sensitive receptors.

Health Risks. Local residents, especially sensitive receptors, are subject to air quality impacts from Toxic Air Contaminants (TAC). In Jurupa Valley, the most common TAC is diesel particulate matter (DPM) associated with diesel truck exhaust. A long-standing concern of public health groups in the area is DPM from the many warehouses and shipping/logistics uses found in the Mira Loma portion of the City. DPM is considered a carcinogen (i.e., capable of causing cancer). Exposure to diesel exhaust can have immediate health effects, such as irritation of the eyes, nose, throat, and lungs, and it can cause coughs, headaches, light-headedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Under SCAQMD methodology, health risks from TACs are estimated based on "Individual Cancer Risk," which is the likelihood that a person exposed to TACs over a 70-year lifetime will get cancer. Based on the pollutant drop-off rates defined by the SCAQMD in their guidance document, the distance separating sources of diesel emissions from nearby receptors is one of the most effective ways of reducing potential cancer risk. It should also be noted that the cancer risk posed by DPM emissions from individual development projects in the Jurupa Valley is less than the estimated background carcinogenic risk of one in 627 million.

For individual large commercial or industrial projects, the SCAQMD recommends preparation of a Health Risk Assessment (HRA) to determine the specific health risks posed by long-term project emissions. The SCAQMD also recommends analyzing health risks for new residential developments planned to occur along or near freeways. Analysis is based on their guidance document, *"Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, (A Reference for Local Governments Within the South Coast Air Quality Management District)."* In the document, busy traffic corridors are defined as freeways with an average daily traffic (ADT) above 100,000 and roadways with an ADT above 50,000 vehicles per day.

Long-term air pollutant emission impacts also accrue from local and regional stationary sources such as energy consumption as well as other area sources. The energy consumption emissions would come from natural gas consumption and use of electricity from future land uses and development projects. Area sources include use of consumer products, landscaping equipment, and architectural coatings.

The use of construction equipment on a particular site would result in localized exhaust emissions, but the actual determination of whether those emissions had significant impacts on local sensitive receptors compared to the SCAQMD LST thresholds would have to be conducted for each specific development project in the future. At that point in time, project data would be input into the SCAQMD's CalEEMod model (currently Version 2013.2.2) or whatever was the accepted air modeling program or procedure at the time the development was proposed. Given the size of vacant parcels still available in the City for future development, it is possible that future development could result in significant air quality impacts to sensitive receptors that would have to be mitigated on a project by project basis.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Air Quality and Environmental Justice Elements of the 2017 General Plan are specifically related to protecting sensitive receptors:

Air Quality Element

Goal

AQ 2 A city that protects its and other sensitive receptors from toxic air pollution.

Policies

AQ 2.1.1 Design projects to protect sensitive receptors and land uses from air pollution.

AQ 2.1.2 Encourage non-structural air pollution control measures (landscaping, etc.).

AQ 2.1.3 Create a City-wide tree planning program to help filter air pollutants.

Program

AQ 2.1.1.1 Monitor adherence to air pollution “best practices” by CARB and SCAQMD.

Goal

AQ 3 A city that actively works to reduce emissions from stationary and mobile sources.

Policies

AQ 3.1.4 Require projects to meet air emission stanards (SCAQMD, USEPA, and CARB).

AQ 3.1.5 Apply the County's Fugitive Dust Reduction Measures to the entire City.

Environmental Justice Element

Goal

EJ 3 Reduce disproportionate environmental impacts on EJ populations.

Policies

EJ 2.1.2 Require new sensitive land uses to have adequate setbacks for air quality.

EJ 2.1.3 Provide buffers between schools and industrial facilities and transportation corridors.

EJ 2.1.4 Require existing stationary sources near sensitive land uses to minimize emissions.

EJ 2.1.5 Provide adequate separation and buffering between residential and industrial uses.

EJ 2.1.6 Identify resources for existing sensitive receptors to reduce impacts.

EJ 2.1.7 Give preference to projects using the latest technologies to reduce diesel emissions.

EJ 2.1.8 Require buffers for industrial facilities to protect public health.

EJ 2.1.11 Ensure EJ population understands effect of toxic materials and emissions.

EJ 2.1.14 Enforce 5-minute idling limit on heavy-duty diesel vehicles.

EJ 2.1.17 Remediate contaminated brownfield sites especially those near EJ populations.

These goals, policies, and programs emphasize protecting sensitive receptors as development occurs in the future. As long as project-specific impacts of future development on nearby sensitive receptors are evaluated before project approval, then implementation of the 2017 General Plan will not have significant air quality impacts in this regard.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will provide sufficient protection for sensitive receptors. Therefore, programmatic impacts from implementing the 2017 General Plan will be less than significant relative to sensitive receptors, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will provide adequate protection for local sensitive receptors so impacts in this regard will be less than significant and no mitigation is required.

4.3.5.3 Odors

Threshold	Would the proposed project create objectionable odors affecting a substantial number of people?

Programmatic Impacts. During construction of future development, the various diesel-powered vehicles and equipment in use on a specific project site would create odors. SCAQMD Rule 402 states that air pollutants discharged from any source shall not cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. With the exception of short-term construction-related odors (e.g., equipment exhaust and asphalt odors), most proposed land uses in the City would not be expected to generate offensive odors. The application of architectural coatings and installation of asphalt may generate odors during construction of a particular project, but these odors would be temporary and not likely to be noticeable beyond the project boundaries.

Based on the types of land uses proposed under future development within the City, long-term objectionable odors are not expected to occur during construction or occupancy of typical land uses, especially for residential projects. Some potential sources of odors include emissions from diesel trucks and trash storage areas, mainly in commercial and industrial projects. In addition, solid waste generated by future land uses would be collected by a contracted waste hauler, ensuring that any odors resulting from operations would be adequately managed. Typical procedures that stem from General Plan goals and policies would generally prevent the proliferation of odors, so no significant odor impacts are expected to occur.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Air Quality and Land Use Elements of the 2017 General Plan are specifically related to protecting City residents and businesses from odors:

Air Quality Element

Goal

AQ 2 A city that protects its and other sensitive receptors from toxic air pollution.

Policies

AQ 2.1.1 Design projects to protect sensitive receptors and land uses from air pollution.

AQ 2.1.2 Encourage non-structural air pollution control measures (landscaping, etc.).

Land Use Element

Policies

LUE 3.5 Design commercial uses to protect abutting residential properties from…odors...

LUE 4.3 Design public facilities to protect sensitive uses from…odors…

These goals, policies, and programs address preventing impacts from odors as development occurs in the future. As long as project-specific impacts of future development are evaluated before project approval, implementation of the 2017 General Plan will not have significant air quality impacts in this regard.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies will provide sufficient protection to prevent significant impacts from odors. Therefore, programmatic odor impacts from implementing the 2017 General Plan will be less than significant and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies will provide adequate protection for local residents and businesses from odors, so impacts in this regard will be less than significant and no mitigation is required.

4.3.5.4 Air Quality Management Plan Consistency

Threshold	Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

Programmatic Impacts. An AQMP consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. The SCAQMD has the following consistency criteria:

- **Consistency Criterion No. 1:** The 2017 General Plan is a programmatic document and by itself would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. In fact, the goals, policies, and programs of the Air Quality Element are designed to help minimize air pollutant emissions from future development to the degree possible and practical given the limits of City control over this regional issue.
- **Consistency Criterion No. 2:** Future development under the 2017 General Plan will not exceed the growth assumptions in the 2012 AQMP. The 2012 AQMP is based on regional growth projections developed by the Southern California Association of Governments (SCAG). Future land uses under the proposed General Plan would result in more traffic than at present. However, land uses are generally similar to those identified in the County's Jurupa Area Plan (see previous Table 3.A) which means buildout of the City under the 2017 General Plan would be equivalent to buildout that would have occurred under the County's General Plan. The AQMP was based on the County's General Plan land use data and growth projections, so the proposed 2017 General Plan is consistent in terms of growth and land use buildout to that data used to prepare the AQMP. In addition, the previous Sections 4.10, *Land Use and Planning*, and Section 4.13, Population, Housing, and Employment, demonstrate that the 2017 General Plan is consistent with the regional land use, housing, and transportation planning documents prepared by the (SCAG).

For these reasons, the proposed 2017 General Plan is consistent with the AQMP at a programmatic level.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Air Quality Element of the 2017 General Plan are specifically related to consistency with regional plans:

Air Quality Element

Goal

AQ 1 A city that works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.

Policies

AQ 1.1.1 **Regional Participation.** Promote and participate with regional, subregional and state agencies, both public and private, in all areas to protect and improve air quality, including enforcement of all regulations.

Program

AQ 1.1.1.1 **Regional Committees.** Actively participate on regional committees, which can influence regulations affecting air quality.

This goal, policy, and program emphasizes cooperation with regional agencies and consistency with their planning processes and documents. As long as project-specific impacts of future development are evaluated and mitigated before project approval, implementation of the 2017 General Plan will not have significant air quality impacts in this regard.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not conflict with the goals or intent of the AQMP. Therefore, programmatic impacts from implementing the 2017 General Plan will be less than significant relative to AQMP consistency and no mitigation is required.

Programmatic Mitigation Measures. None needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will be consistent with the goals and overall intent of the AQMP, so impacts in this regard will be less than significant and no mitigation is required.

4.3.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for air quality impacts relative to the City's 2017 General Plan would be the South Coast Air Basin. The AQMP describes and evaluated regional/area-wide conditions within the Basin and sets regional emission significance thresholds for both construction and operation of development projects. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. This would mean that if a project exceeds the SCAQMD recommended daily regional emission thresholds, the project-specific impacts would also result in a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. However, the "project" in this case is a programmatic document, the City's 2017 General Plan, which establishes standards under which future development will be constructed and operate, and one of the major constraints for future development will be to minimize additional traffic and air pollutant emissions. In addition, Section 4.3.5.3 found the 2017 General Plan to be consistent on a programmatic basis with the AQMP. Therefore, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse regional air quality impacts.

4.4 BIOLOGICAL RESOURCES

This section discusses the potential impacts of development under the 2017 General Plan on biological resources. The analysis in this section is based on the following reference documents:

- *California Natural Diversity Data Base (CNDDB),* California Department of Fish and Wildlife website, accessed March 4, 2016;
- *Multi-Species Habitat Conservation Plan for Western Riverside County, Riverside Conservation Authority (RCA), Final June 17, 2013;* and
- *South Coast Missing Linkages - A Wildland Network for the South Coast Ecoregion. South Coast Wildlands (cooperative project with federal and state resource agencies). 2016*.

4.4.1 Existing Setting

The City of Jurupa Valley comprises a number of vegetation communities and supports a variety of wildlife, much of which is adapted to human activities. The topography and other physical land features within the City vary widely, including areas with relatively dry undisturbed native vegetation in the northern and central hills, down to the lush northern bank of the Santa Ana River along the southern boundary of the City.

4.4.1.1 Plant Communities

According to data from the County MSHCP, the land within the City supports a variety of native and non-native landscaping and ruderal plant species which make up several specific vegetation communities (see Figure 4.4.1). Within the City there are only three areas with predominantly native plant associations that comprise approximately 25 percent of City land. The uplands in the northern portion of the City (north of the SR-60 Freeway) and the Jurupa Hills in the center portion of the City support coastal sage scrub mixed with grasslands. The southern-most portion of the site, along the Santa Ana River, support riparian scrub and woodland plant communities. Approximately 75 percent of the City consists of disturbed agricultural land and grasslands.

Local trees are mostly introduced species including tree of heaven (*Ailanthus altissima*), white alder (*Alnus rhombifolia*), Tecate cypress (*Cupressus forbesii*), Mediterranean Cypress (*Cupressus sempervirens*), various kinds of eucalyptus trees (*Eucalyptus* spp.), Arizona ash (*Fraxinus velutina*), California juniper (*Juniperus californica*), Canary Island date palm (*Phoenix canariensis*), various kinds of pine trees (*Pinus* spp.), western sycamore (*Platanus racemosa*), *fremontii*), purple leaf plum (*Prunus cerasifera*), California Pepper (*Schinus molle*), Brazilian Pepper (*Schinus terebenthifolius*), Queen palm (*Syagrus romanzoffiana*), Mediterranean tamarisk (*Tamarix ramosissima*), California fan palm (*Washingtonia filifera*), Mexican fan palm (*Washingtonia robusta*), and Mojave yucca (*Yucca schidigera*). Typical trees found within and along the Santa Ana River include Western Cottonwood (*Populus fremontii* ssp), California Sycamore (*Platanus racemosa*), Willow (*Salix ssp*), and Giant Reed (*Arundo donax*).

Much of the land along the Santa Ana River comprises riparian plant communities. These communities are confined to deep, well-watered loamy alluvial soils along the river banks and a number of influent channels (e.g., Pyrite Creek). Based on the dominant species composition, a number of areas along the river are classified as Southern Cottonwood/Willow Riparian Forest. This is a tall, open and broadleaved winter-deciduous streamside riparian forest. This habitat is considered to be an early successional stage as both cottonwood and willow species are known to germinate almost exclusively on recently deposited or exposed alluvial soils. In the absence of disturbance, this habitat type will transition to include oaks and sycamores or, at higher elevations, will include white alder.

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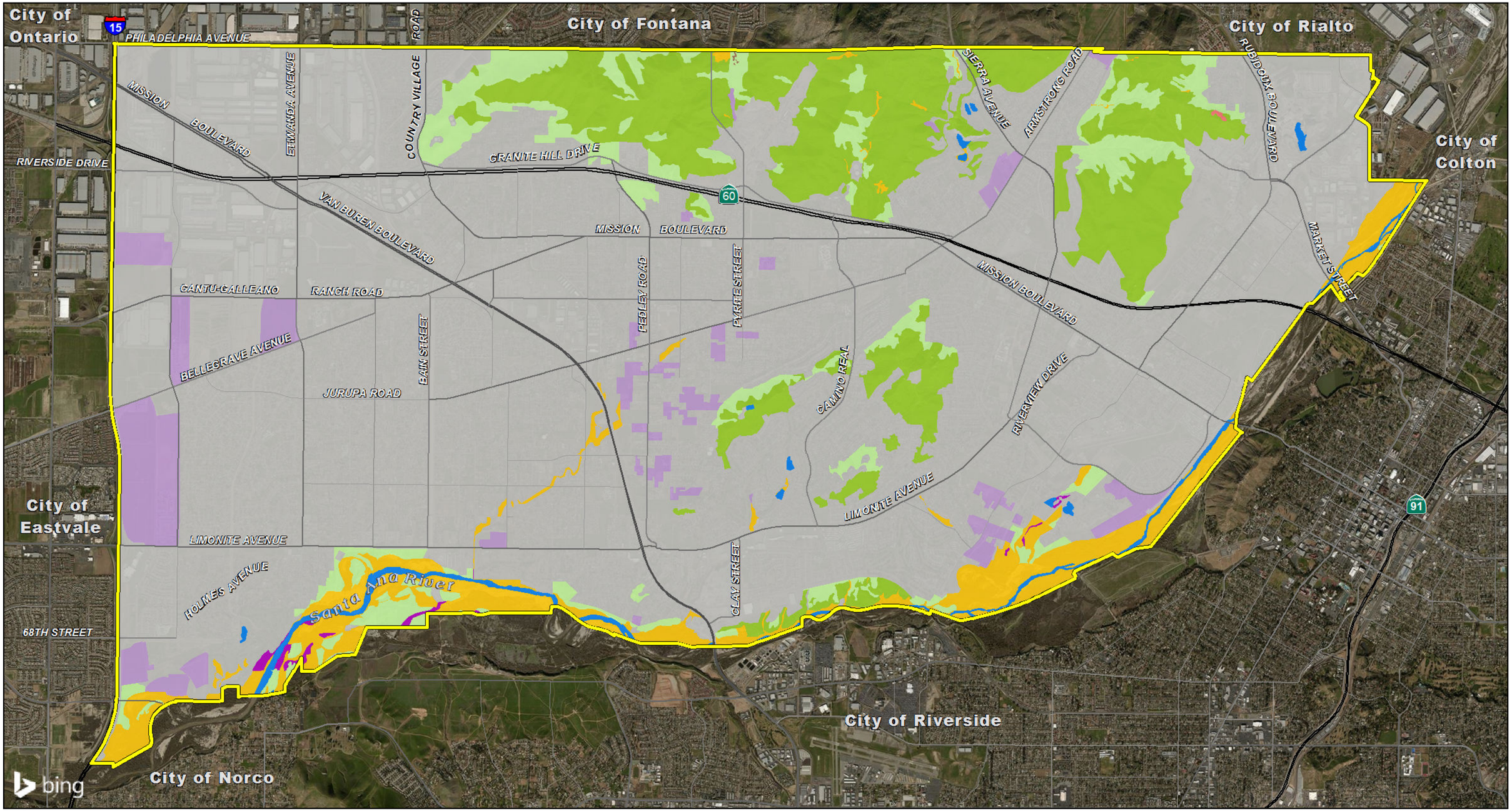

LSA

City of Jurupa Valley

Vegetation Communities

- Agricultural Land
- Coastal Sage Scrub
- Desert Scrub
- Developed/Disturbed Land
- Grassland
- Meadows and Marshes
- Rock Outcrop
- Riparian Scrub, Woodland, Forest
- Water

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016, 2012, and 2003

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.4.1
Local Vegetation Communities

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Other areas of the Santa Ana River bank support tall trees and shrubs including eucalyptus, western cottonwood, western sycamore, black locust (*Robinia pseudoacacia*), black willow (*Salix gooddingii*), red willow (*Salix laevigata*), and Peruvian pepper trees. The understory includes a variety of ferns, herbaceous plants, sub-shrubs, shrubs, and shrubby trees. Abundant species include tumbling pigweed, annual burweed, western ragweed, California mugwort (*Artemisia douglasiana*), tarragon (*Artemisia dracunculus*), giant reed[1] (*Arundo donax*), coyote brush (*Baccharis pilularis* ssp. *consanguinea*), mule fat (*Baccharis salicifolia*), shortpod mustard, lamb's quarters, pitseed goosefoot, common horseweed (*Conyza canadensis*), alkali weed (*Cressa truxillensis*), coyote melon (*Cucurbita palmata*), tall umbrella-sedge (*Cyperus eragrostis*), tall umbrella-sedge (*Cyperus eragrostis*), jimsonweed, salt grass, Parish spikerush (*Eleocharis parishii*), Orcutt's lovegrass (*Eragrostis mexicana* ssp. *virescens*), small-seed sandmat (*Euphorbia polycarpa* var. *polycarpa*), western sunflower, telegraph weed (*Heterotheca grandiflora*), golden aster (*Heterotheca sessiliflora*), prickly lettuce (*Lactuca serriola*), tree tobacco, castor-bean (*Ricinus communis*), curly dock (*Rumex crispus*), willow dock (*Rumex salicifolius* var. *salicifolius*), narrow-leaved willow (*Salix exigua*), arroyo willow (*Salix lasiolepis* var. *lasiolepis*), California bulrush (*Scirpus californicus*), common sow-thistle (*Sonchus oleraceus*), Mediterranean tamarisk, cotton-thorn (*Tetradymia comosa*), broad-leaved cat-tail (*Typha latifolia*), and desert wild grape (*Vitis girdiana*).

Aside from the native plant communities described above, two thirds of the City's vacant land area consists of disturbed land which supports a variety of species commonly found in the region, including many along the outer banks of the Santa Ana River. Species include tumbling pigweed (*Amaranthus albus*), prostrate pigweed (*Amaranthus blitoides*), annual burweed (*Ambrosia acanthicarpa*), western ragweed (*Ambrosia psilostachya* var. *californica*), Australian saltbush (*Atriplex semibaccatta*), shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus* and *B. madritensis* ssp. *rubens*), lamb's quarters (*Chenopodium album*), jimsonweed (*Datura wrightii*), salt grass, filarees (*Erodium botrys* and *Bromus cicutarium*), western sunflower (*Helianthus annuus*), alkali heliotrope (*Heliotropium curassavicum* ssp. *oculatum*), white sweetclove (*Melilotus albus*), sourclover (*Melilotus indicus*), common knotweed (*Polygonum arenastrum*), common purslane (*Portulaca oleracea*), Russian thistle (*Salsola tragus*), common groundsel (*Senecio vulgaris*), London rocket (*Sisymbrium irio*), and puncture vine (*Tribulus terrestris*).

4.4.1.2 Wildlife Species

The various vegetation communities within the City support a variety of wildlife. Most of the species typical in this area are tolerant of human activity and proximity. The banks of the Santa Ana River support a higher diversity of wildlife compared to drier upland or disturbed areas within the developed portions of the City. Common wildlife species include the western mosquito fish (*Gambusia affinis*), bullfrog (*Rana catesbeiana*), western fence lizard (*Sceloporus occidentalis*), side-blotched lizard (*Uta stansburiana*), mallard (*Anas platyrhynchos*), great egret (*Casmerodius albus*), killdeer (*Charadrius vociferus*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), Nuttall's woodpecker (*Picoides nuttallii*), western kingbird (*Tyrannus verticalis*), ash-throated flycatcher (*Myiarchus cinerascens*), black phoebe (*Sayornis nigricans*), northern rough-winged swallow (*Stelgidopteryx serripennis*), common raven (*Corvus corax*), bushtit (*Psaltriparus minimus*), American robin (*Turdus migratorius*), western bluebird (*Sialia mexicana*), northern mockingbird (*Mimus polyglottos*), yellow-rumped warbler (*Dendroica coronata*), red-winged blackbird (*Agelaius phoeniceus*), brownheaded cowbird (*Molothrus ater*), chipping sparrow (*Spizella passerina*), song sparrow (*Melospiza melodia*), Lincoln's sparrow (*Melospiza lincolnii*), California towhee (*Pipilo crissalis*), house finch (*Carpodacus mexicana*), lesser goldfinch (*Carduelis psaltria*), Great blue heron (*Ardea Herodias*), and house sparrow (*Passer domesticus*).

Feral pigs (*Sus scrofa*), native to Eurasia and North Africa, have been observed within or along the Santa Ana River for years. California's feral pigs, sometimes also referred to as "wild pigs," are descendants of domestic pigs kept by Spanish settlements in the late 1700s and Eurasian wild boars introduced in the 1920s and 1950s. In addition, desert cottontail (*Sylvilagus audubonii*), California

[1] Arundo is a particularly aggressive invasive plant that chokes out native riparian vegetation along the Santa Ana River.

ground squirrel (*Spermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), and coyote (*Canis latrans*) are also present within the City.

Special status species are plant and animal species or subspecies for which there is concern for population sustainability or that are otherwise considered worthy of consideration for protection by the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), local agencies, or special interest groups, such as the California Native Plant Society (CNPS). In addition to species federally or State listed as endangered or threatened, these include species that are candidates or proposed for listing as endangered or threatened, plant species that are state listed as rare, animal species designated as fully protected or species of special concern by the State of California, and plant species designated as California Rare Plant Rank (RPR) 1A, 1B, or 2. California Rare Plant Ranks are assigned by a committee of government agency and non-governmental botanical experts, including experts from CNPS, and are not official State designations of rarity status. Legal protection for sensitive species varies widely, from the comprehensive protection extended to federally-listed threatened and/or endangered species to species without legal protection at the current time.

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed with the goal of protecting biological and ecological diversity in the rapidly growing region. Habitat Conservation Plans (HCPs) set aside areas where development can occur as well as areas that should be protected due to their value as species habitat. Table 4.4.A summarizes listed and otherwise sensitive species and biological resources that have the potential to occur within the City.

Table 4.4.A: Biological Resources of Concern in Jurupa Valley

Species or Environmental Issue of Concern	Federal Listing Status	State Listing Status	Findings
Blueline Stream(s)	None	None	The Santa Ana River and a number of tributary channels are classified as streams.
Coastal California gnatcatcher (*Polioptila californica californica*)	Threatened	None	Has been observed in association with sage scrub habitat.
San Bernardino Kangaroo Rat (*Dipodomys merriami ssp. parvus*)	Endangered	None	Can be found in loose soils associated with grassland and coastal sage scrub in the Jurupa Mountains.
Coastal Sage Scrub	None	None	Observed in the uplands north of the SR-60 Freeway and the Jurupa Hills in the east-central portion of the City.
Alluvial Fan Sage Scrub	None	None	Considered sensitive and in need of protection by the CDFW, found in some locations adjacent to the Santa Ana River.
Least Bell's vireo (*Vireo bellii pusillus*)	Endangered	Endangered	Has been found along the adjacent Santa Ana River and its larger tributaries.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	None[1]	Endangered	Has been found along the adjacent Santa Ana River and its larger tributaries.
Oak Woodlands	None	None	Present along some portions of the Santa Ana River.
Riverside fairy shrimp (*Streptocephalus woottoni*)	Endangered	None	Found in vernal pools which are not typically found within the City.
Santa Ana River woolly-star (*Eriastrum densifolium* ssp. *sanctorum*)	Endangered	Endangered	Has been found along the adjacent Santa Ana River and its larger tributaries.

[1] Was a candidate for federal endangered list in the 1980's but was not listed.

Table 4.4.A: Biological Resources of Concern in Jurupa Valley

Species or Environmental Issue of Concern	Federal Listing Status	State Listing Status	Findings
Many-stemmed live-forever *(Dudleya multicaulis)*	None	None[1]	Often found in rock outcroppings, cliff faces, or road cuts, could be present in Jurupa Hills or in areas with stony soils or along the Santa Ana River
Vernal Pools	None	None	Not typically found within the City but possible in relatively flat undisturbed areas with underlying clay soils.
Wetlands	None	None	Present within the Santa Ana River and some of its tributary channels.
San Miguel savory (*Satureja chandleri*)	None	None	Potential presence in mountain chaparral vegetation, uncommon in Southern California.
San Diego ambrosia (*Ambrosia pumila*)	Endangered	None	Potential presence in grasslands and drainages, mainly found in a small segment of San Diego County and uncommon in western Riverside County.
Brand's phacelia (*Phacelia stellaris*)	None	None	Potential presence in coastal sage scrub and possibly along the Santa Ana River.
Burrowing owl (*Athene cunicularia hypugaea*)	None	Special Concern	Common in disturbed areas and can move in and occupy vacant land in a short amount of time.

Sources: Summarized from Western Riverside MSHCP. June 17, 2016 and current USFWS and CDFW websites, accessed in July 2016.

4.4.1.3 County Multi-Species Habitat Conservation Plan

To address regional biological resources and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed in 2001 by the County of Riverside in cooperation with state and federal agencies (the MSHCP is provided in GP Appendix 12.0). The MSHCP applies to unincorporated and incorporated Riverside County land, including Jurupa Valley, excluding Native American tribal land, west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the U.S. The MSCHP covers multiple species and multiple habitats within multiple jurisdictions, including the City of Jurupa Valley.

The MSHCP was conceived, developed, and is being implemented specifically to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure, including the proposed General Plan. The MSHCP involves efforts by the County, State, and Federal governments, the fourteen cities in western Riverside County, and private and public entities engaged in construction activities that potentially affect the species covered under the MSHCP. The plan specifies an obligation of local projects, both public and private, to mitigate their impacts on species. The MSHCP includes incentives for conservation or the purchase of properties from willing sellers and will eventually result in a Conservation Area in excess of 500,000 acres, focusing on conservation of 146 species. The MSHCP Conservation Area includes approximately 347,000 acres of existing Public/Quasi-Public Lands and approximately 153,000 acres of Additional Reserve Land.

The MSHCP Conservation Area is made up of existing and proposed "Core" areas, or large assemblages of public land that contain important habitat and listed or sensitive species populations. The core areas are connected by a series of "linkages" or "corridors" identified across public and private lands to allow wildlife movement and genetic connectivity and diversity among the core areas.

[1] California Native Plant Society (CNPS) 1B.2 listed ("fairly endangered in California")

The MSHCP identifies conservation areas through a series of "criteria cells" within which certain biological resources (i.e., vegetation and/or physical features) should be preserved over the long term. The MSHCP also establishes various processes to evaluate land development proposals in light of its goals and requirements. The MSHCP also identifies when studies need to be performed within certain criteria cells to determine the presence or absence of listed or otherwise sensitive species of plants or animals.

The MSHCP indicates the City is located within the Jurupa Area Plan which is further divided into three Subunits. For each Subunit, the MSHCP establishes target conservation acreages along with a description of the Planning Species, Biological Issues and considerations, and Criteria for each Subunit. For more information regarding specific conservation objectives for the Planning Species, see MSHCP Section 9.0. Subunit boundaries are depicted on the Cells and Cell Groupings map displays (MSHCP Figures 3-12 and 3-13). MSHCP Table 3-7 presents the Criteria for the Jurupa Area Plan which is summarized in the following Table 4.4.B.

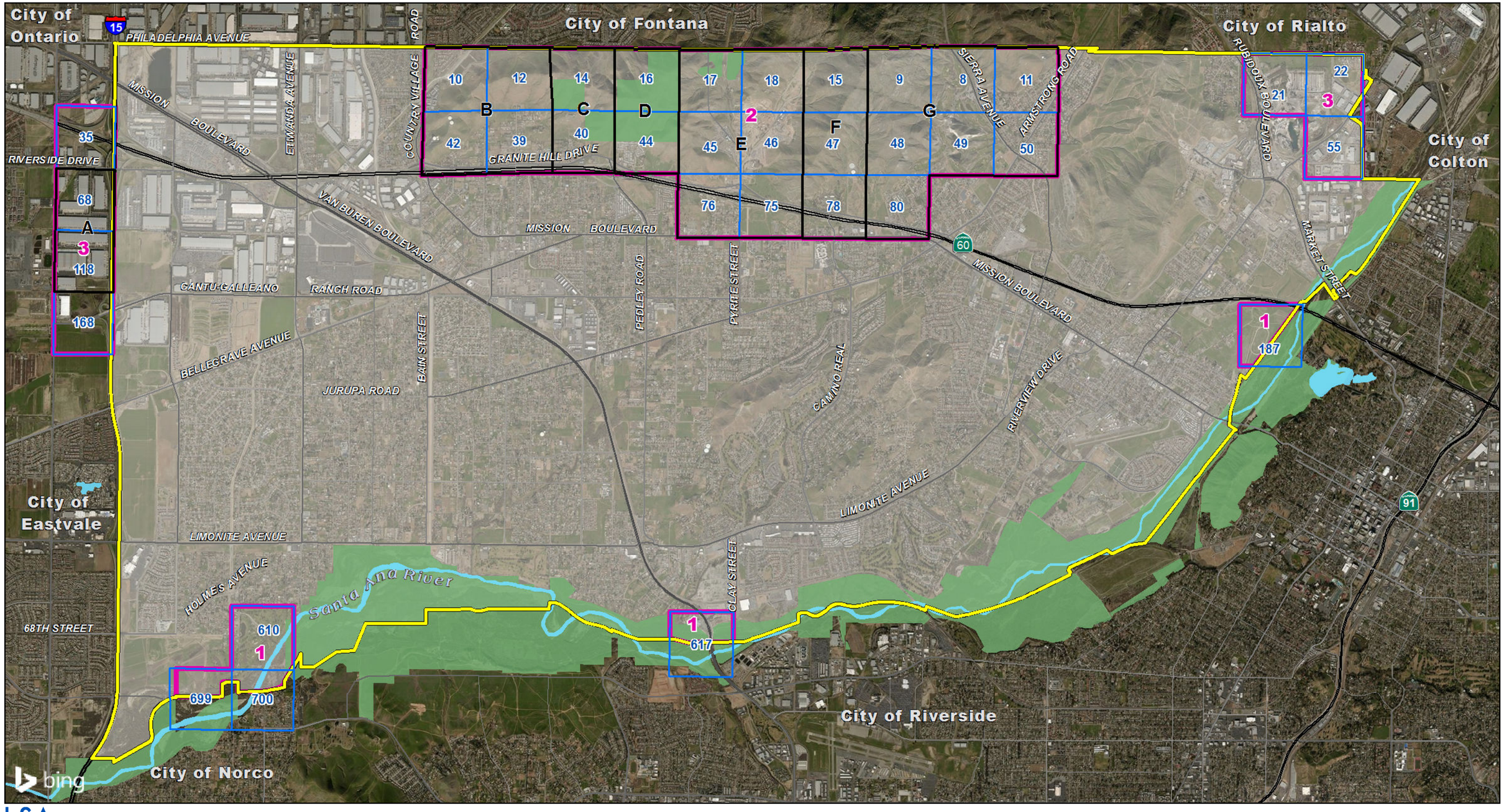
The Santa Ana River is classified as Core Area A while the northern Jurupa Hills are described as non-contiguous habitat block 2 (MSHCP Figure 3-2, Schematic Cores and Linkage). As shown in Figure 4.4.2, the City encompasses 31 Criteria Cells in seven cell group areas (A-G) within the City. Table 4.4.B provides the descriptions of the habitat conservation goals for these MSHCP cell areas.

Table 4.4.B: MSHCP Criteria Cell Groups within Jurupa Valley

Cell Group*	Criteria Cells	Location	Summary of Conservation Goals
--	187, 610, 617, 699, 700	Santa Ana River and agricultural land just east of the I-15 Freeway and south of the SR-60 Freeway	Sub-Unit 1 – Santa Ana River North: Contributes to Existing Core A and focuses on riparian scrub, woodland, forest and water habitat and agricultural land adjacent to the Santa Ana River.
A	21, 22, 34, 55, 68, 118, 168	Jurupa Hills north of the SR-60 Freeway	Sub-Unit 3 - Delhi Sands Area: Protect habitat for the Delhi Sands flower-loving fly
B	10, 12, 39, 42	Jurupa Hills north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub and grassland habitat with similar habitat in Cell Group C to the east.
C	14,40	Jurupa Hills north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub and chaparral habitat with similar habitat in Cell Group D to the east.
D	16, 44	Jurupa Hills north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub and chaparral habitat with similar habitat in Cell Group C to the west.
E	17, 18, 45, 46, 75, 76	Jurupa Hills mainly north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub habitat with similar habitat in Cell Group F to the east.
F	15, 47, 78	Jurupa Hills mainly north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub habitat with similar habitat in Cell Group E to the west and Cell Group G to the east.
G	8, 9, 111, 48, 49, 50, 80	Jurupa Hills north of the SR-60 Freeway	Sub-Unit 2 – Jurupa Mountains: Connect areas with coastal sage scrub and grassland habitat with similar habitat in Cell Group F to the west.

Source: Table 3-7, Criteria for Jurupa Plan Area, Western Riverside Final MSHCP. June 17, 2003

* see Figure 4.4.2



LSA

- City of Jurupa Valley
- Criteria Cell with Unique ID
- Cell Group with Identifier
- Public/Quasi-public Conserved Lands
- Waterbodies
- Area Plan Subunit with ID Number
  - 1 - Santa Ana River North
  - 2 - Jurupa Mountains
  - 3 - Delhi Sands Area

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016, 2012, and 2003

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.4.2
MSHCP Criteria Cells

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Development within a Criteria Cell requires a private project applicant, the City, and the County[1] to use the Habitat Acquisition Negotiation Strategy (HANS) process established in the MSHCP to identify and acquire habitat as part of the development review process. The HANS process involves negotiations between a landowner and the Western Riverside County Regional Conservation Authority (RCA) so the County can acquire land with important habitat or other biological resources while providing fair compensation and/or reasonable development opportunities on the remaining land for the landowner. It should be noted the southern portion of the City (i.e., the Santa Ana River) is already classified as "Public Conserved Land" under the MSHCP.

4.4.1.4 Drainages and Wildlife Movement

The City contains a number of isolated water features and drainage channels, some of which have more natural conditions while many are fully improved (concrete-line) flood control channels. The Santa Ana River, along the southern boundary of the City, represents the most significant drainage feature in the City, and a number of smaller tributary channels and streams drain into the river. The largest relatively natural tributary to the river within the City is Pyrite Creek which flows into the river just west of the Paradise Knolls golf course (i.e., south of Limonite Avenue west of Van Buren Boulevard). Figure 4.4.3 shows the locations of major drainages within the City which may have riparian or related resources associated with them. Major flood control channels that drain into the Santa Ana River include the Etiwanda, San Sevaine, and the Riverside Canals.

Other than the Santa Ana River, the County MSHCP does not identify any wildlife movement corridors through the City, although the northern portion of the Jurupa Hills, north of the SR-60 Freeway, has been identified in the MSHCP for east-west habitat connectivity. In addition, the Santa Ana River has been identified as an important wildlife corridor by the South Coast Wildlands in their South Coat Missing Linkages report on wildlife movement in Southern California (SCW 2016).

4.4.1.5 NOP/Scoping Comments

There were no comments by public agencies or members of the public regarding biological resources during the scoping meeting.

4.4.2 Regulatory Framework

4.4.2.1 Federal Regulations

Federal Endangered Species Act (FESA). The FESA was enacted to protect any species of plant or animal that is endangered or threatened with extinction. Section 9 of the FESA prohibits "take" of federally threatened or endangered wildlife. Take, as defined under the FESA, means to harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct (16 USC 1532[19]). Section 9 also prohibits the removal and reduction of endangered plants from lands under Federal jurisdiction, and the removal, cutting, digging, damage, or destruction of endangered plants on any other area in "knowing violation of State law or regulation."

Section 9 of the FESA (16 USC 1538) prohibits take of a federally listed endangered species of fish or wildlife except pursuant to a permit and HCP approved under Section 10(a) of the FESA (16 USC 1539). The FESA prohibitions and requirements are different, however, for endangered species of plants. Section 9 prohibits the take of endangered plants only from areas under Federal jurisdiction, or if such take would violate state law.

For listed plants located on private land, formal consultation with the USFWS is required when a project has a federal "nexus" (i.e., a federal permit is required or federal funding is involved). In the absence of a federal nexus, a project does not require a permit under the FESA for impacts to listed plants on private lands.

[1] Western Riverside County Regional Conservation Authority (RCA)

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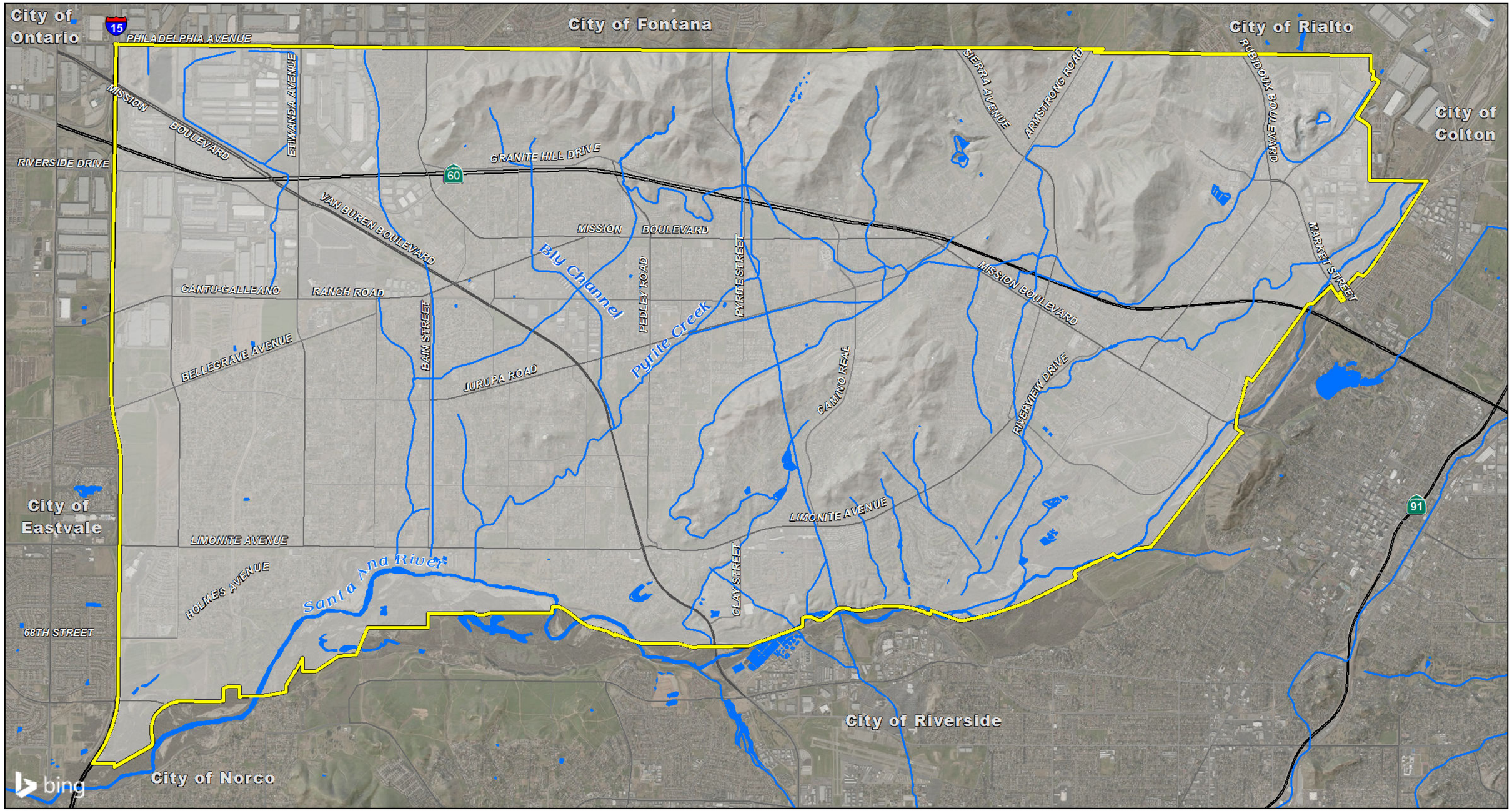

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2004; National Hydrography Dataset, 2010.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.4.3
Local Drainages

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Clean Water Act. The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the Federal Clean Water Act (CWA) is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met. The portion of the Santa Ana River in Jurupa Valley meets the USACE's Clean Water Act Section 404 wetland criteria.as do upstream reaches to the north and downstream reaches to the south down to Prado Dam and beyond.

In 2006, the United States Supreme Court[1] addressed CWA jurisdiction over wetlands adjacent or abutting navigable, non-navigable and ephemeral tributaries and jurisdiction over permanent and relatively permanent non-navigable tributaries. According to the United Sates Supreme Court, the CWA does not assert jurisdiction over upland erosional features, gullies, and roadside ditches that have infrequent, low volume, and short duration of water flow, instead, the USACE uses a "significant nexus" analysis. A water body is considered to have a "significant nexus" with a traditional navigable water (TNW)[2] if its flow characteristics and functions in combination with the ecologic and hydrologic functions performed by all wetlands adjacent to such a tributary, affect the chemical, physical, and biological integrity of a downstream traditional navigable water. Additional information is provided in the Environmental Protection Agency (EPA) memorandum titled "Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States & Caravell v. United States*," dated June 5, 2007 (USACE 2007), and also the *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (USACE and EPA 2007).

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

4.4.2.2 State Regulations

California Endangered Species Act (CESA). The CESA is similar to the FESA in that its intent is to protect species of fish, wildlife, and plants that are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification, or severe curtailment, or because of overexploitation, disease, predation, or other factors.

"Take" as defined under CESA means hunt, pursue, capture, or kill, or attempt to hunt, pursue, capture, or kill. Under certain conditions, CESA has provisions for take through a 2081 Permit or a Section 2081 Memorandum of Understanding. The impacts of the authorized take must be minimized and fully mitigated. No permit may be issued if the issuance of the permit would jeopardize the continued existence of the species.

California Environmental Quality Act. Section 15380(b) of the *CEQA Guidelines* provides that a species not listed on the federal or state lists of protected species may be considered rare or endangered if the species can be shown to meet specified criteria. These criteria have been modeled after the definitions in FESA and CESA and § 2780–2781 of Article 1 of the California Fish and Game Code dealing with the California Wildlife Protection Act of 1990. This section was included in the

[1] Consolidated cases *Rapanos v. United States* and *Caravell v. United States*, Nos. 04-1034 and 04-1384 (*Rapanos*: June 19, 2006)

[2] A "traditional navigable water" includes all of the "navigable waters of the United States," defined in 33 C.F.R. § 329 and by numerous decisions of the federal courts, plus all other waters that are navigable-in-fact.

guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act (MBTA). Section 3503 of the California Fish and Game Code prohibits the destruction of bird nests except as otherwise provided for in the Fish and Game Code. The MBTA similarly protects the nests of migratory birds. These regulations apply to the individual nests of these species, but do not regulate impacts to the species' habitats.

Raptor Protection. The California Fish and Game Code (Fish and Game Code, Sections 3503, 3503.5, 3505 and 3513), and California Code of Regulations (Title 14, Sections 251.1, 652 and 783-786.6) have specific provisions for the protection of raptors (birds of prey).

Streambed Alteration Agreements. Sections 1600 et seq. of the California Fish and Game Code define the responsibilities of the CDFW and require public and private applicants to obtain an agreement for projects that would "divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by the CDFW in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambed designated by the department." CDFW wardens and/or unit biologists typically have the responsibility for formulating and issuing Streambed Alteration Agreements. The CDFW, through provisions of the Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

Native Plant Protection Act (NPPA). Sections 1900–1913 of the California Fish and Game Code (Native Plant Protection Act) direct the CDFW to carry out the Legislature's intent to "… preserve, protect and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

4.4.2.3 County Multi-Species Habitat Conservation Plan

As previously outlined in Section 4.4.1.3, the County of Riverside, eight additional land jurisdictions, and approximately fourteen cities adopted a Multi-Species Habitat Conservation Plan (MSHCP) in 2003. Approximately half of the land within the City north of the SR-60 Freeway is within 27 Criteria Cells of the MSHCP and planned to protect coastal sage scrub, chaparral, and grassland habitat across the Jurupa Mountains in the northern portion of the City. In addition, the Santa Ana River property within the City is designated in the MSHCP as "Public/Quasi-Public Conserved Lands" (PQP) which is comprised of the Santa Ana River Wildlife Area (CDFW) and Santa Ana River Regional Park (Riverside County).

4.4.2.4 City General Plan

The Conservation and Open Space Element of the General Plan describes the biological resources of City land as follows:

> *Jurupa Valley provides diverse habitats for a variety of native plant and animal species. The pattern of hills, valleys, and river basins provide wildlife habitats including riparian corridors, oak woodlands, and chaparral. Examples include features such as the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. Located along Jurupa Valley's eastern and southern boundary, the Santa Ana River is a significant ecological, recreational, and visual resource. Many native and endangered species thrive here, including the Least Bell's Vireo, Santa Ana River Wooly Star, and San Bernardino Kangaroo Rat. The Santa Ana River Wildlife Area and Jurupa Nature Center provide nature study, conservation and outdoor education, and hiking and equestrian activities. Throughout the area, interconnecting trails provide access to outstanding scenery. The Jurupa Mountains are the dominant visual resource in the northern portion of the City. The highest peak,*

Mount Jurupa, stands at an elevation of 2,217 feet. Substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands Flower-loving Fly.

The vegetation of Jurupa Valley is diverse in its size, shape and form, yet various species share similar adaptations to climate and environmental conditions. Further, habitat areas are associated with the dominant natural vegetation that thrives here. Although ecological conditions fluctuate in the various plant communities, these natural changes occur gradually, with most species adapting to the habitat and climate changes. However, with development, changes occur that can adversely affect wildlife habitats, local microclimates, water percolation, soil erosion, fires, and aesthetic quality.

Figure 4.4.4 summarizes the important biological resources within the City. The General Plan outlines policies and goals that aim to protect the biological resources of Jurupa Valley in conjunction with the MSHCP. The General Plan goals and policies attempt to maintain a balance between growth and natural resource preservation throughout Jurupa Valley to preserve the ecological health and overall character of this special environment.

The habitat requirements of sensitive and listed species, combined with sound habitat-management practices, help shape the following goals and policies of the Conservation and Open Space Element will guide the City's conservation efforts:

Conservation and Open Space Element

COS 1. Biological Resources

Goal

COS 1.1 Protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 **Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats:

A. Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana River woolly-star (*Eriastrum densifolium, ssp. sanctorum*).

B. Conserve clay soils to support key populations of Many-Stemmed Live-Forever plants (*Dudleya multicaulis*) known to occur along the Jurupa Valley portion of the Santa Ana River.

C. Conserve known populations of Least Bell's Vireo (*Vireo bellii ssp. pusillus*) and Southwestern Willow Flycatcher (*Empidonax traillii ssp. extimus*) along the Santa Ana River.

D. Conserve large intact habitat areas consisting of coastal sage scrub, chaparral, and grasslands to support known locations of Coastal California Gnatcatcher (*Polioptila californica*).

E. Conserve grassland and coastal sage scrub supporting known populations of San Bernardino Kangaroo Rat (*Dipodomys merriami ssp. parvus*) in the Jurupa Mountains.

F. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.

COS 1.1.2 **Protection of Significant Trees.** Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particularly, California native trees are protected.

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside

PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
GRANITE HILL DRIVE
VAN BUREN BOULEVARD
CANTU-GALLEANO RANCH ROAD
BELLEGRAVE AVENUE
JURUPA ROAD
LIMONITE AVENUE
68TH STREET
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
HAMNER AVENUE
WINEVILLE AVENUE
BAIN STREET
FELDSPAR ROAD
PEDLEY ROAD
PYRITE STREET
CAMINO REAL
CLAY STREET
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
24TH STREET
MARKET STREET
PACIFIC AVENUE
RIVERVIEW DRIVE
TILTON AVENUE

Santa Ana River

Delhi Sands flower-loving fly
Plummer's mariposa-lily
coastal California gnatcatcher
chaparral ragwort
Parry's spineflower
Robinson's pepper-grass
mesa horkelia
Pringle's monardella
Santa Ana River woollystar
burrowing owl
Stephens' kangaroo rat
least Bell's vireo
Southern California Arroyo Chub/Santa Ana Sucker Stream
Santa Ana sucker
arroyo chub
smooth tarplant
western mastiff bat
coastal California gnatcatcher
San Diego black-tailed jackrabbit
Lawrence's goldfinch
yellow warbler
Southern Cottonwood Willow Riparian Forest
western yellow-billed cuckoo
Brand's star phacelia
silvery legless lizard
salt marsh bird's-beak
marsh sandwort
prairie wedge grass
greenest tiger beetle
least Bell's vireo
tricolored blackbird
Robinson's pepper-grass
red-diamond rattlesnake
Crotch bumble bee
orangethroat whiptail
western yellow bat
Swainson's hawk
Busck's gallmoth
pocketed free-tailed bat
San Diego ambrosia
many-stemmed dudleya
Nevin's barberry

LSA

City of Jurupa Valley

Plant (80m)	Animal (80m)	Terrestrial Comm. (80m)	Aquatic Comm. (80m)	Multiple (80m)
Plant (specific)	Animal (specific)	Terrestrial Comm. (specific)	Aquatic Comm. (specific)	Multiple (specific)
Plant (non-specific)	Animal (non-specific)	Terrestrial Comm. (non-specific)	Aquatic Comm. (non-specific)	Multiple (non-specific)
Plant (circular)	Animal (circular)	Terrestrial Comm. (circular)	Aquatic Comm. (circular)	Multiple (circular)

SOURCE: Riverside County 7/2015; CNDDB (Calif. Dept of Fish and Wildlife), 2016

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.4.4

Biological Resources: Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species

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COS 1.1.3 **Other Significant Vegetation.** Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.

COS 1.1.1.2 **Riparian Corridors**. Identify and protect riparian corridors through zoning, easements, or other measures that ensure effective, long-term conservation.

COS 1.1.1.3 **Public Information.** Provide public information materials regarding the City's sensitive habitats, the values of watershed, biological resources, and sensitive habitats and how to protect them.

COS 1.1.1.4 **Nature Trail Signage.** Working with Community Service Districts and other agencies, help create minimal and appropriate signage along major trails (e.g. Santa Ana River and Jurupa Mountains) for educational outreach about critical habitats and native plant and animal species.

COS 1.1.1.5 **Urban Encroachment.** Amend the Zoning Ordinance to regulate the establishment or encroachment of non-compatible land uses or activities in habitat areas and passive open space, such as commercial uses, off-road motorized vehicle use, off-trail, non-motorized vehicle use, hang gliding, grading or other activities that conflict with biological resource conservation goals or policies.

COS 1.1.1.6 **Volunteer Conservation Programs.** Working with community volunteers, conservation clubs, youth groups, recreation and conservation agencies, help plan and support conservation activities such as habitat restoration, interpretive signage and tours, trail building, erosion control and litter removal.

COS 1.1.1.7 **Tree Protection Ordinance.** Develop a Tree Protection Ordinance.

COS 2. Wildlife Habitats

Goal

COS 2.1 The City will seek to achieve self-sustaining populations of the native birds, fish and other wildlife and avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 **MSHCP Implementation.** Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/Zoning changes, transportation or other infrastructure projects that are covered activities in the MSHCP.

COS 2.1.2 **Wildlife Corridors.** Identify and maintain a continuous wildlife corridor along the City's northern boundary through the Jurupa Mountains and along the Santa Ana River from the northern boundary to the City's western boundary. Condition development approvals to ensure important corridors for wildlife movement and dispersal are protected. Features of particular importance to wildlife include riparian corridors, wetlands, streams, springs and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.

COS 2.1.3 **Biological Reports.** For development projects with the potential to affect adversely wildlife habitat and that require discretionary approvals, require the preparation of biological reports to assess the impacts of such development and provide mitigation for impacts to biological resources.

Programs

COS 2.1.1.1 **Preservation Incentives.** Develop and provide incentives to private landowners that will encourage the protection of significant wildlife habitat resources, such as transfer of development rights, tax incentives, and grants.

COS 2.1.1.2 **Regulation and Enforcement of Destructive Practices.** Develop and adopt regulations that effectively regulate dumping, camping, off-road vehicle use, illegal entry and polluting within protected conservation areas such as the Santa Ana River corridor and the Jurupa Hills along the north City boundary.

COS 3. Water Resources

Goal

COS 3.1 Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture. Measures to help meet water needs include requiring conservation measures such as drought-tolerant landscaping and water saving fixtures in new homes.

Policies

COS 3.1.1 **Water use planning**. Adopt and strive for the most efficient available water conservation practices in the City's operations and planning and encourage community service districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.2 **Multi-Use Consideration**. Consider, in planning, land use decisions, and municipal operations, the effects of water supply on urban growth, wildlife habitat, agriculture and stream flows, and seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.1.6 **Landscaping with Native Plants.** Encourage the use of California Native Plants for drought-resistant landscape planting.

COS 3.1.17 **Environmental Mitigation.** Encourage, and where possible, require substantial modifications of a floodplain to be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

a. Stream scour
b. Erosion protection and sedimentation
c. Wildlife habitat and linkages
d. Groundwater recharge capability
e. Adjacent property
f. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.

COS 3.1.18 **Setbacks.** Based upon site-specific study, all development shall be set back from the designated floodway boundary or top of bank, whichever is most appropriate, a distance adequate to address the following issues:

a. Public safety

b. Erosion

c. Riparian or wetland buffer

d. Wildlife movement corridor or linkage, and

e. Slopes

COS 3.1.19 **Trails.** Consider designating floodway setbacks to accommodate greenways, trails, and recreation opportunities and allowing such uses within floodways, where appropriate.

COS 3.1.20 **Riparian Area Preservation.** Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural watercourses. Zoning incentives, such as averaging of development rights, should be used to the maximum extent possible.

COS 3.1.21 **Ecotones.** Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.

Programs

COS 3.1.1.4 **Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions:

A. Encourage preparation of an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts.

B. Encourage revegetation of disturbed areas using native plants.

C. Eliminate sources of water pollutants and improper water diversions.

D. Remove invasive, non-native species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species.

E. Discourage the placement and where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans.

F. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to wildlife movement (such as appropriately sized culverts under arterial streets, highways and other major roads).

G. Discourage or prevent camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation.

H. Remove trash, debris, and contaminants, using methods that minimally disrupt the open-space resources.

I. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs and responsibilities.

J. Enlist the help of volunteers, youth and service groups, and academic programs in restoring and monitoring habitat health.

Goal

COS 3.2 Protect and maintain water quality in aquifers, Santa Ana River, streams and wetlands that help support beneficial uses, including domestic and commercial/industrial uses, agricultural uses, and wildlife habitat.

COS 8. Open Space and Recreation Resources

Goal

COS 8.1 Secure and maintain a diverse network of open lands including valuable natural and recreational resources, including:

A. Santa Ana River floodway and riparian areas

B. Jurupa Mountains

C. Wetlands and vernal pools

D. Wildlife habitat and corridors, particularly for species of local concern or for species that are officially listed as threatened or endangered.

E. Parks and natural areas with significant recreational opportunities

COS 8.2 Encourage public access to open space without harming the resource and without exposing the public or property owners to unacceptable risk.

COS 8.3 Preserve open space and wildlife habitat and help provide trails and other recreation opportunities where they will not harm the environment.

COS 8.4 Avoid actions that will result in the loss of designated open space resources and when feasible, require mitigation for their loss.

Policies

COS 8.1.1 **Environmental Resource Protection.** Preserve and maintain open space that protects environmental resources and protects public health and safety.

Programs

COS 8.1.1.1 **Protect open space resources.** Take the following actions to protect open space, and encourage individuals, organizations, and other agencies to take the same actions within their areas of responsibility and jurisdiction:

A. **Open Space Designation.** Apply Open Space or Agriculture zoning to private property where equitable development potential is granted to the property owner for the remainder of the land and appropriate and consistent with General Plan goals and policies.

B. **Open Space and Trails Dedication.** Preserve or enhance open space and trails resources through application of conditions of subdivision and development approvals, consistent with General Plan goals and policies, including dedications of fee ownership or easements where necessary and appropriate.

C. **Donations and Grants.** Seek and use grants, donations, other revenue sources, and long-term financing mechanisms to purchase fee ownership or easements. The City will consider allocating funding for open space acquisition and protection, and will explore all potential funding sources and other creative incentive programs, including general obligation bonds, sales tax increase, property transfer tax, assessment districts, tax incentives, and state and federal loans and grants.

D. **Interagency Cooperation.** Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection in open space areas by coordinating with other government agencies and organizations having interest or expertise in resource protection.

E. **Taxes and Fees.** Avoid imposing taxes or fees that discourage dedication, improvement and retention of open space, trails, or agricultural uses.

4.4.3 Methodology

As development occurs within the MSHCP criteria cells in the City, the City and the developer will have to determine how to best protect the biological resources identified in that particular cell. In other areas of the City (i.e., not in criteria cells), there would be fewer or less strict restrictions on development relative to biological resources.

Development of properties with potential impacts on water-related resources would still have to obtain permits or approvals for activities under the jurisdiction of various resource agencies (e.g., U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW)). The EIR examines how future development within the City will affect or impact existing biological resources (e.g., listed or sensitive species, the Santa Ana River and other drainages, etc.).

4.4.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Based on Appendix G of the *CEQA Guidelines*, biological resource impacts would occur if the proposed project would:

- Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as endangered or threatened in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- 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 CDFW or the USFWS;
- 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;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident 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.

4.4.5 Programmatic Impact Evaluation

4.4.5.1 Endangered and Threatened Species

Threshold	Would the proposed project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered or threatened in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Programmatic Impacts. There are eight species (five animals and three plants) listed by either the federal or state government as endangered or threatened that have the potential to occur within the City (see previous Table 4.4.A). The following addresses potential impacts to each listed species.

California Gnatcatcher. Development in the northern and central Jurupa Hills could impact this species if it was present or suitable habitat was present as the species can be found in intact sage scrub vegetation generally in the region.

San Bernardino Kangaroo Rat. This species may be found on the slopes of alluvial fans, on flood plains, along washes, and adjacent upland areas with sandy soils. Recent biological surveys in the City have not found this species present, including at least one along the Santa Ana River[1]. However, the species may be present in other less disturbed areas and would need to be protected if found according to established guidelines of the resource agencies.

Least Bell's Vireo. Development along or adjacent to the Santa Ana River or related riparian vegetation may impact this species. Where suitable habitat and conditions exist, surveys should be conducted prior to development to determine if the species is present. If impacts will occur, development will be subject to regulatory permitting and appropriate onsite or off-site habitat protection is needed.

Western Yellow-Billed Cuckoo. Development along or adjacent to the Santa Ana River or related riparian vegetation may impact this species. Where suitable habitat and conditions exist, surveys should be conducted prior to development to determine if the species is present. If impacts will occur, development will be subject to regulatory permitting and appropriate onsite or off-site habitat protection is needed.

Riverside Fairy Shrimp. This species can be found in vernal pools which are uncommon in the Jurupa Valley area, However, potential development sites, especially in the flatter more western portions of the site (i.e. where vernal pools are more likely) should be surveyed prior to development to determine if the species is present. If impacts will occur, development will be subject to regulatory permitting and appropriate onsite or off-site habitat protection is needed.

Santa Ana Woolly-Star. Development along or adjacent to the Santa Ana River or related riparian vegetation may impact this species. Where suitable habitat and conditions exist, surveys should be conducted prior to development to determine if the species is present. If impacts will occur, development will be subject to regulatory permitting and appropriate onsite or off-site habitat protection is needed.

San Diego Ambrosia. This plant may be present in grasslands or drainages and surveys should be conducted prior to development to determine if suitable conditions exist or if the species is present. If impacts will occur, development will be subject to regulatory permitting and appropriate onsite or off-site habitat protection is needed.

[1] Proposed conversion of the Paradise Knolls golf course adjacent to the Santa Ana River.

Conservation Lands. The previous Table 3.A indicates in the City there are 658.8 acres of land designated for Open Space-Conservation, 867.6 acres designated as Open Space-Conservation Habitat, and 834.3 acres designated for Open Space-Water for a total of 2,360.7 acres or 8.5 percent of the City designated for some type of conserved open space use.

Critical Habitat. The City contains identified USFWS-designated critical habitat for three federally listed species; the California gnatcatcher in the northern Jurupa Hills and the Santa Ana sucker (fish) and least Bell's vireo along the Santa Ana River (see Figure 4.4.5).

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the General Plan are specifically related to endangered and threatened species:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

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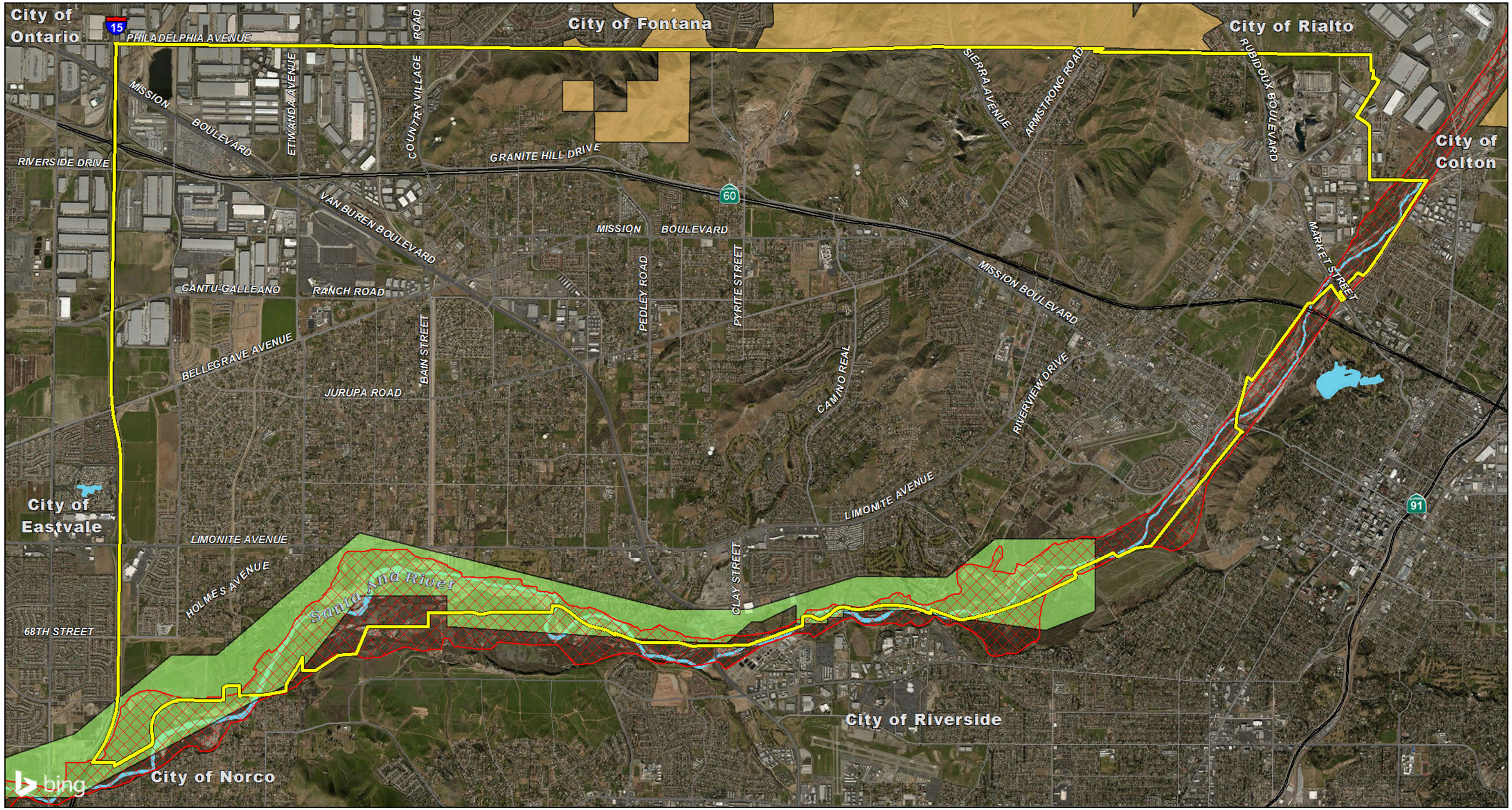

LSA

City of Jurupa Valley
Waterbodies
Santa Ana Sucker, Final, 12/14/10
Coastal California Gnatcatcher, Final 12/19/07
Least Bells Vireo, Final, 2/2/94

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Federal Registry Critical Habiat, 1994, 2007 & 2010.

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Feet

I:\CJV1502\Reports\EIR\fig4-4-5_CriticalHabitat.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.4.5
Critical Habitat

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Programs

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goal

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2 Encourage public access to open space areas without damaging resources.

COS 8.3 Provide trails in open space areas in ways they will not damage habitat resources.

COS 8.4 Avoid the loss of valuable open space resources.

Policies

COS 8.1.1 Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1 Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

Implementation of the above General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts to listed species within the City will be less than significant. The most important policies in this regard will be protection of listed species (Policy 1.1.1), implementation of the MSHCP (Policy COS 2.1.1), and preparing biological reports to identify and protect site-specific resources (Policy COS 2.1.3). It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land.

For properties along the Santa Ana River, it will be important to assure implementation of MSHCP restrictions regarding: (a) direct and indirect lighting and noise levels to protect listed species associated with the river; and (b) Table 6-2 of Volume 1 of the MSHCP (*Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*) lists the plants that should not be planted adjacent to the river.

Level of Programmatic Impact Before Mitigation. In addition to required regulatory permitting where necessary, the General Plan goals, policies, and programs outlined above will provide sufficient protection for listed species to reduce potential impacts to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts to listed species from development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.2 Candidate, Non-listed Sensitive, or Special-Status Species

Threshold	Would the proposed project 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 Wildlife or U.S. Fish and Wildlife Service?

Programmatic Impacts. There are three species considered to be candidate, non-listed sensitive, or special status resources by either the federal or state government that have the potential to occur within the City. In addition, there are six biological resources that are considered sensitive (see previous Table 4.4.A). The following addresses potential impacts to each of these resources:

San Miguel Savory. While this species is likely uncommon within the City, surveys on land proposed for development will be needed to determine if suitable habitat or the species is present on the site. Future development will be responsible for suitable mitigation for any significant impacts to this species.

Brand's Phacelia. This species may be present in relatively undisturbed coastal sage scrub in the northern or central Jurupa Hills, or possibly along the Santa Ana River. Future development in these areas will need to prepare biological surveys to determine if this species is present, or if suitable habitat is present. Future development will be responsible for suitable mitigation for any significant impacts to this species.

Burrowing Owl. This species can quickly inhabit vacant or disturbed land, utilizing existing small mammal burrows. It will be important to do surveys on land proposed for development to determine if suitable habitat or the species is present on the site, following established regulatory procedures and requirements of the resource agencies.

Blueline Stream(s). The Santa Ana River forms the southern boundary of the City, and there are several perennial or ephemeral channels that drain directly into the Santa Ana River (e.g., Pyrite Creek). The river and channels have associated riparian vegetation that supports non-listed but sensitive biological resources. In addition, water quality in the tributary streams is important to help protect the water quality of the Santa Ana River. It is important to restrict/control development along drainage channels and the Santa Ana River to minimize impacts to important biological resources.

Coastal Sage Scrub. Areas of relatively undisturbed sage scrub vegetation may be found in the northern or central Jurupa Hills. The California Department of Fish and Wildlife considers this plant assemblage to be a sensitive biological resource and encourages preservation of intact areas whenever possible. In addition, Sub-Unit 2 (Cell Groups B-G) of the MSHCP requires some level of preservation of sage scrub vegetation north of the SR-60 Freeway. Therefore, development in this area will need to take into account the conservation goals and requirements of the MSHCP regarding coastal sage scrub.

Alluvial Fan Sage Scrub. This plant assemblage is considered sensitive by the California Department of Fish and Wildlife and should be protected or preserved where intact areas are found. Development along or near the Santa Ana River could result in removal of this vegetation type. This may result in significant impacts if a substantial amount of undisturbed vegetation were to be removed.

Oak Woodlands. There are oak woodlands within the City associated with the northern bank of the Santa Ana River. There may also be isolated oak trees or groves of oak trees that represent significant resources in isolated areas of the City. It will be important to do surveys on land proposed for development to determine if oak woodlands are present on the site. Development will be required to follow established regulatory procedures regarding tree removal (see Section 4.4.5.6 on local regulations).

Vernal Pools. There may be isolated areas in the City that contain playas or vernal pools, however, these resources are not generally observed to considered to be widespread within the City.

Wetlands. The Santa Ana River supports open water and wetland resources along its length within the City of Jurupa Valley. There may also be isolated wetland areas in the City resulting from manmade or natural drainage that eventually reaches the Santa Ana River. Where these resources are present, they need to be evaluated and protected as required by the established regulatory procedures of the resource agencies (see Section 4.4.6.5 on jurisdictional land). It will be important to do surveys on land proposed for development to determine if wetlands are present on the site.

Conservation Lands. The previous Table 3.A indicates in the City there are 658.8 acres of land designated for Open Space-Conservation, 867.6 acres designated as Open Space-Conservation Habitat, and 834.3 acres designated for Open Space-Water for a total of 2,360.7 acres or 8.5 percent of the City designated for some type of conserved open space use.

Nesting Birds. Trees or large shrubs within the City may provide suitable nesting and foraging habitats for migratory birds. Nesting activity typically occurs from February 1 to August 31. Disturbing or destroying active nests is a potential violation of the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under California Fish and Game Code Section 3503. The removal of vegetation and/or destruction of nests during the breeding season are considered potentially significant impacts.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the General Plan are related to candidate, non-listed sensitive, or special status species or biological resources:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana River Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Programs

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goal

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2	Encourage public access to open space areas without damaging resources.
COS 8.3	Provide trails in open space areas in ways they will not damage habitat resources.
COS 8.4	Avoid the loss of valuable open space resources.

Policy

COS 8.1.1	Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1	Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts to non-listed sensitive species within the City will be less than significant. Of highest importance will be implementation of the MSHCP (Policy COS 2.1.1) and preparing biological reports to identify and protect site-specific resources (Policy COS 2.1.3). It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land.

For properties along the Santa Ana River, it will be important to assure implementation of MSHCP restrictions regarding: (a) direct and indirect lighting and noise levels to protect listed species associated with the river; and (b) Table 6-2 of Volume 1 of the MSHCP (*Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*) lists the plants that should not be planted adjacent to the river.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient protection for non-listed candidate species and important biological resources to reduce potential impacts to all these resources to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts to non-listed sensitive species from development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.3 Riparian Habitat or Other Sensitive Natural Communities

Threshold	Would the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Programmatic Impacts. The Santa Ana River supports riparian, woodland, and other important vegetation associations along much of its length within the City of Jurupa Valley. There is also riparian vegetation along several tributary drainages within the City such as Pyrite Creek. Riparian or riverine areas are lands that contain habitat dominated by trees, shrubs, and herbaceous plants that occur close to or depend upon soil moisture from a nearby water source; or areas with fresh water flowing during all or a portion of the year. Based on vegetation and hydrographic characteristics, the Santa Ana River and Pyrite Creek contain several kinds of woodland vegetation (e.g., southern cottonwood/willow riparian forest, etc.).

Upland areas in the northern portion of the City (i.e., north of the SR-60 Freeway) may contain grassland, coastal sage scrub, or chaparral vegetation which are considered sensitive natural communities by the California Department of Fish and Wildlife and under the County MSHCP.

Where these resources are present, they need to be evaluated and protected as required by the established regulatory procedures of California Department of Fish and Wildlife (see Section 4.4.6.5 on jurisdictional land). It will be important to do surveys on land proposed for development to determine if riparian or other sensitive natural communities are present on the site.

The previous Table 3.A indicates in the City there are 658.8 acres of land designated for Open Space-Conservation, 867.6 acres designated as Open Space-Conservation Habitat, and 834.3 acres designated for Open Space-Water for a total of 2,360.7 acres or 8.5 percent of the City designated for some type of conserved open space use. Future development within the City may have significant impacts on riparian habitat or other sensitive natural communities.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to riparian habitat or other sensitive natural communities:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Programs

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goals

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2 Encourage public access to open space areas without damaging resources.

COS 8.3 Provide trails in open space areas in ways they will not damage habitat resources.

COS 8.4 Avoid the loss of valuable open space resources.

Policy

COS 8.1.1 Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1 Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts to riparian and other sensitive natural communities within the City will be less than significant. Of highest importance will be implementation of the MSHCP (Policy COS 2.1.1) and preparing biological reports to identify and protect site-specific resources (Policy COS 2.1.3). It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land.

For properties along the Santa Ana River, it will be important to assure implementation of MSHCP restrictions regarding: (a) direct and indirect lighting and noise levels associated with riparian or woodland areas along the river; and (b) Table 6-2 of Volume 1 of the MSHCP (*Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*) lists the plants that should not be planted adjacent to riparian resources of the river or in areas with coastal sage scrub to be preserved in the northern portion of the City.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient protection for riparian, woodland, and other natural communities to reduce potential impacts to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts to riparian, woodland, and other natural communities from future development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.4 Jurisdictional Waters/Wetlands

Threshold	Would the proposed project 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?

Programmatic Impacts. The water and land associated with the northern bank of the Santa Ana River are within the City of Jurupa Valley. In addition, there are a number of natural (e.g., Pyrite Creek) and man-made drainages (e.g. Day Creek) that are tributary to the river within the City. The river and drainages that are considered "Waters of the U.S." are under the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the federal Clean Water Act. Such drainages may also under the jurisdiction of the USFWS related to federally listed biological resources. The USACE issues two types of permits under Section 404 of the Clean Water Act to authorize the discharge of dredged or fill material into Waters of the United States: a nation-wide permit (NWP) or an individual permit (IP). NWPs are general permits for specific categories of activities that result in minimal impacts to Waters of the United States (≤ 0.5 acres). In order to receive authorization under an NWP, the applicant/project developer must demonstrate avoidance or minimization of discharges into Waters of the United States to the maximum extent practicable.

These drainages may also within the jurisdiction of the Santa Ana RWQCB. Under Section 401 of the Clean Water Act, the RWQCB must certify that the discharge of dredged or fill material into Waters of the United States does not violate Federal, State, and local water quality standards. A Water Quality Certification will need to be obtained from the Santa Ana RWQCB.

Drainages that are considered "Waters of the State" are under the jurisdiction of the California Department of Fish and Wildlife. All of these agencies have their own regulatory requirements and procedures when development impacts land under their jurisdiction. The previous Table 3.A indicates in the City there are 658.8 acres of land designated for Open Space-Conservation, 867.6 acres designated as Open Space-Conservation Habitat, and 834.3 acres designated for Open Space-Water for a total of 2,360.7 acres or 8.5 percent of the City designated for some type of conserved open space use.

Land adjacent to the Santa Ana River, or land within the City that contain drainages under federal or state jurisdiction need to be evaluated and protected as required by the established regulatory procedures. It will be important to do surveys on land proposed for development to determine if or to what degree jurisdictional land is present on a particular site. Development in the future within the City has the potential to disturb or impact land or drainages under federal or state jurisdiction – this is a significant impact.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the General Plan are related to jurisdictional waters or wetlands:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Programs

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources.

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goals

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2 Encourage public access to open space areas without damaging resources.

COS 8.3 Provide trails in open space areas in ways they will not damage habitat resources.

COS 8.4 Avoid the loss of valuable open space resources.

Policy

COS 8.1.1 Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1 Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts to jurisdictional waters and wetlands within the City will be less than significant. Of highest importance will be implementation of the MSHCP (Policy COS 2.1.1) and preparing biological reports to identify and protect site-specific resources (Policy COS 2.1.3). It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land.

For properties along the Santa Ana River, it will also be important to assure implementation of MSHCP restrictions regarding: (a) direct and indirect lighting and noise levels associated with riparian or woodland areas along the river; and (b) Table 6-2 of Volume 1 of the MSHCP (*Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*) lists the plants that should not be planted adjacent to jurisdictional resources of the river or in tributary drainages with jurisdictional resources in the City.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient protection for jurisdictional drainages, waters, or wetlands to reduce potential impacts in this regard to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts to jurisdictional drainages, waters, or wetlands from future development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.5 Habitat Fragmentation/Wildlife Movement

Threshold	Would the proposed project 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?

Programmatic Impacts. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Santa Ana River represents a significant regional resource for biological habitat and wildlife movement. Future development along the northern bank of the river, within the City, must be carefully planned and built to minimize impacts on habitat areas and wildlife movement. The river also represents a wildlife nursery site for birds and fish when present. Impacts of future development adjacent to the river could be significant unless carefully controlled or restricted. In addition to future development, the creation or maintenance of equestrian trails along the river must be monitored and controlled to prevent significant impacts to wildlife movement.

Development in the northern portions of the site, in the Jurupa Hills north of the SR-60 Freeway, may impact coastal sage scrub and grassland vegetation that may also allow for wildlife movement through these upland areas. Development in MSHCP criteria cells north of the freeway must be carefully controlled to assure there will be no significant impacts to biological resources protected by the MSHCP. Although not a specifically identified wildlife movement corridor, Pyrite Creek and its riparian resources may allow for some limited wildlife movement north-south between the Jurupa Hills and the Santa Ana River.

Summary of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to habitat fragmentation and wildlife movement:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Program

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources.

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goals

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2 Encourage public access to open space areas without damaging resources.

COS 8.3 Provide trails in open space areas in ways they will not damage habitat resources.

COS 8.4 Avoid the loss of valuable open space resources.

Policy

COS 8.1.1 Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1 Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs will help prevent habitat fragmentation or potential impacts to wildlife movement within the City will be less than significant. Of highest importance will be implementation of the MSHCP (Policy COS 2.1.1) and preparing biological reports to identify and protect site-specific resources (Policy COS 2.1.3) including habitat assessments and the presence of wildlife movement corridors. It should be noted that the term "development" in this policy applies to building improvements on both private and public actions involving vacant land, as well as to equestrian trails along or connecting to the Santa Ana River. Policy 3.1.17 and Program 3.1.1.2 also encourage protecting wildlife movement corridors along the Santa Ana River and in the northern Jurupa Hills.

For properties along the Santa Ana River, it will also be important to assure implementation of MSHCP restrictions regarding: (a) direct and indirect lighting and noise levels to facilitate wildlife movement along the river; (b) Table 6-2 of Volume 1 of the MSHCP (*Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*) lists the plants that should not be planted adjacent to conservation areas; and (c) access restrictions into the Santa Ana River property other than on established equestrian trails. Goal 3.2 also specifically recommends protecting the water quality of the Santa Ana River.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient protection against habitat fragmentation and for wildlife movement to reduce potential impacts in this regard to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts related to habitat fragmentation and wildlife movement from future development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.6 Adopted Policies and/or Ordinances

Threshold	Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Programmatic Impacts. The proposed action studied by this EIR is the adoption of a General Plan with goals, policies, and programs that address potential impacts to biological resources. The General Plan is intended by its very nature to be the framework for the subsequent establishment of specific programs or ordinances that implement these goals and policies. Therefore by its very nature it cannot conflict with adopted policies or ordinances.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the General Plan will become the adopted policies and the basis for subsequent ordinances for the protection of biological resources:

Conservation and Open Space Element

Goal

COS 1.1 Help protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies

COS 1.1.1 Conserve important habitat areas to help protect the Santa Ana Woolly-Star, Many-Stemmed Live-Forever, Least Bell's Vireo, Southwestern Willow Flycatcher, California Gnatcatcher, San Bernardino Kangaroo Rat, coastal sage scrub, grasslands, and the Santa Ana River resources.

COS 1.1.2 Protect and preserve significant trees.

COS 1.1.3 Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs

COS 1.1.1.1 Design development to prevent soil erosion and avoid habitat disturbance.

COS 1.1.1.2 Identify and protect riparian corridors.

COS 1.1.1.3 Provide public information materials on sensitive habitats and how to protect them.

COS 1.1.1.4 Create signage along major trails (e.g. Santa Ana River and Jurupa Mountains) to educate the public about critical habitats, native plant, and animal species.

COS 1.1.1.5 Regulate encroachment of non-compatible land uses or activities into habitat areas.

COS 1.1.1.6 Work with community groups to plan conservation activities such as habitat restoration, interpretive signage, trails, erosion control, and litter removal.

COS 1.1.1.7 Develop a Tree Protection Ordinance.

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Programs

COS 2.1.1.1 Provide incentives to encourage the protection of significant wildlife habitat.

COS 2.1.1.2 Regulate practices that might damage or destroy habitat (SA River, Jurupa Hills).

Goal

COS 3.1 Meet potable water needs without harming habitat resources.

Policies

COS 3.1.1 Use water conservation in ways that do not adversely affect the environment.

COS 3.1.2 Water use practices should include protecting wildlife habitat and stream flows.

COS 3.1.6 Encourage the use of native plants for drought-resistant landscape planting.

COS 3.1.17 Encourage floodplain modifications to assist wildlife habitat and linkages.

COS 3.1.18 Development shall provide setbacks from drainages for safety, riparian or wetland buffers, or wildlife movement or linkage.

COS 3.1.20 Require development to protect riparian resources when possible.

COS 3.1.21 Conserve upland habitat areas or "ecotones" adjacent to wetland and riparian areas for feeding, hibernation, or nesting of wildlife species.

Program

COS 3.1.1.4 Work with other agencies for floodway protection and enhancement.

Goals

COS 3.2 Protect and maintain the water quality of the Santa Ana River and local streams.

COS 8.1 Maintain network of open lands including Santa Ana River, Jurupa Hills, wetlands and vernal pools, wildlife habitat, and wildlife movement corridors.

COC 8.2 Encourage public access to open space areas without damaging resources.

COS 8.3 Provide trails in open space areas in ways they will not damage habitat resources.

COS 8.4 Avoid the loss of valuable open space resources.

Policy

COS 8.1.1 Preserve a network of open space resources for City residents.

Program

COS 8.1.1.1 Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection.

The following Table 4.4.C provides a comparison of the policies of the existing General Plan to the new proposed General Plan to determine consistency with the overall intent of the existing County General Plan adopted by the City.

Table 4.4.C: 2017 General Plan Consistency Analysis – Biological Resources

Existing County General Plan	Proposed 2017 General Plan[1]
Jurupa Area Plan	
JURAP 7.1 Protect the multipurpose open space attributes of the Santa Ana River Corridor through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the Multiple Species Habitat Conservation Plans section of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.	**Consistent:** Goals 1.1 and 2.1 Policies 1.1.1, 2.1.1, and 2.1.2 All designed to protect the Santa Ana River resources.
JURAP 7.4 Minimize the disruption of sensitive vegetation and species.	**Consistent:** Goals 1.1 and 2.1 Policies 1.1.1, 1.1.2, 1.1.3, 2.1.1, 2.2.2, and 2.2.3
JURAP 16.1 Conserve existing wetlands and wetlands functions and values in the Jurupa Area Plan portion of the Santa Ana River, with a focus on conserving existing habitats in the river.	**Consistent:** Goals 1.1, 2.1 and 3.1 Policies 1.1.1, 2.1.1, 2.1.2, 2.1.3, 3.1.2, and 3.1.17
JURAP 16.2 Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana [River] woolly-star.	**Consistent:** Goals 1.1 Policy 1.1.1 (specifically mentions AFSS and SAWS)
JURAP 16.3 Conserve clay soils to support key populations of many-stemmed dudleya, known to occur along the Jurupa Area Plan portion of the Santa Ana River.	**Consistent:** Goals 1.1 Policies 1.1.1 (specifically mentions plant species)
JURAP 16.4 Conserve known populations of least Bell's vireo and southwestern willow flycatcher along the Santa Ana River.	**Consistent:** Goals 1.1 Policy 1.1.1 (specifically mentions these species) Policy 2.1.1 (HSHCP implementation)
JURAP 16.5 Provide for and maintain a continuous linkage along the Santa Ana River from the northern boundary of the Area Plan to the western boundary.	**Consistent:** Goal 2.1 and 3.1 Policies 2.1.2 and 3.1.17 (linkages)

[1] All from the Conservation and Open Space (COS) Element

Table 4.4.C: 2017 General Plan Consistency Analysis – Biological Resources

Existing County General Plan	Proposed 2017 General Plan[1]
JURAP 16.8 Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.	**Consistent:** Goals 1.1 and 3.1 Policy 1.1.1 (Sub-Section F specifically for raptors) Policy 2.1.1 (HSHCP implementation) Policy 3.1.21 (ecotones)
JURAP 18.1 Continue abatement and mitigation programs for the removal of Arundo Donax within the Santa Ana River corridor.	**Consistent:** Goals 3.1 and 3.2 Policies 3.1.2, 3.1.7, 3.1.20
Open Space	
OS 17.4 Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCPs not be adopted.	**Consistent:** Goal 2.1 Policy 2.1.1 (MSHCP implementation) Policy 2.1.3 (bio reports)
OS 5.5 New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)	**Consistent:** Goals 1.1, 2.1, and 3.2 Policies 1.1.1, 2.1.1, and 2.1.2
OS 5.6 Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61)	**Consistent:** Goal 2.1 Policies 2.1.2 and 2.1.3
OS 6.1 During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)	**Consistent:** Goals 3.1 and 3.2 Policies 3.1.17, 3.1.18, and 3.1.20
OS 6.2 Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)	**Consistent:** Goals 3.1 Policies 3.1.8 and 3.1.20
OS 9.3 Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes. (AI 3, 79)	**Consistent:** Goal 1.1 Policies 1.1.2 and 1.1.3 Program 1.1.1.7 Tree Protection Ord.
OS 9.4 Conserve the oak tree resources in the County. (AI 3, 78)	**Consistent:** Goals 1.1 Policies 1.1.2 and 1.1.3 Program 1.1.1.7 Tree Protection Ord.
OS 17.4 Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCPs not be adopted.	**Consistent:** Goal 2.1 Policy 2.1.1 (MSHCP implementation) Policy 2.1.3 (bio reports)
OS 19.8 Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.	**Consistent:** Goal 2.1 Policy 2.1.1 (MSHCP implementation) Policy 2.1.3 (bio reports)

Sources: Existing Jurupa General Plan, July 2011 and new proposed Jurupa Valley General Plan, July 2016.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will establish a framework within which subsequent programs and ordinances for the protection of biological resources will occur (e.g., tree protection ordinance). Therefore, the proposed General Plan will be consistent with adopted policies and ordinances and no mitigation will be required.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, will establish the City's adopted policies and the basis for subsequent ordinances for protecting biological resources, so impacts from future development within the City will be reduced to less than significant levels, and no mitigation is required.

4.4.5.7 Adopted Habitat Conservation Plans

Threshold	Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

Programmatic Impacts. Policy 2.1.1 specifically requires future development projects to comply with the requirements of the MSHCP. In addition, Policy 2.1.3 requires future development to prepare biological reports that would identify potential impacts to biological resources on specific development sites. There are no other Habitat Conservation Plans applicable to the City of Jurupa Valley. In addition, the other goals and policies outlined in Section 4.4.2.4 will help minimize future impacts to biological resources as develop occurs within the City.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan, specifically Policies 2.1.1 and 2.1.3, require future development to be consistent with the MSHCP and provide assessments of onsite biological resources. With implementation of these policies, potential impacts of future development on adopted habitat conservation plans will be less than significant, and no mitigation is needed.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. With implementation of the 2017 General Plan policies, potential impacts of future development on adopted habitat conservation plans will be less than significant, and no mitigation is needed.

4.4.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

For context, the cumulative "universe" for impacts to biological resources relative to the City's 2017 General Plan would be western Riverside County which would take into account the City's proximity to the Santa Ana River. CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 26.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The worst case growth projections assumed no new open space or conservation areas would be added but it is more likely new development, especially larger developments and those in the Jurupa Hills north of the SR-60 Freeway will be required to dedicate open space consistent with the MSHCP requirements for Sub-Unit 2 in this area (see Figure 4.4.B). The 2017 General Plan growth projections also provide "less intense" growth estimates which would be more likely since some amount of new development would be dedicated as open space.

At a programmatic level, 2017 General Plan Policy 2.1.1 requires all future development to be consistent with the MSHCP and Policy 2.1.3 requires biological studies for all new development which will identify onsite biological resources and appropriate methods of mitigating those project-level impacts. These programmatic actions will help reduce impacts of individual development projects within the City to less than significant levels.

It should also be noted that the County's MSHCP is a regional mitigation plan for regional or potential cumulative impacts to biological resources. Implementation of project-level mitigation measures in the MSHCP, including payment of regional MSHCP impact fees, will help ensure that potential regional (i.e., cumulative) impacts of future development within the City are reduced to less than significant levels.

For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to biological resources, and no mitigation is required beyond implementation of the goals, policies, and programs outlined in the 2017 General Plan.

4.5 CULTURAL RESOURCES

This section identifies and evaluates the potential for implementation of the Proposed Plan to have adverse effects on archaeological, historical, tribal cultural resources, and paleontological resources. The resources of concern include, but are not limited to, prehistoric and historic artifacts, burials, sites of religious or cultural significance to Native American groups, and historic structures.

The analysis contained in this section is based on the following reference document:

- *City of Jurupa Valley General Plan, Conservation and Open Space Element, December* 2016 (draft).

The following publications also helped contribute to the understanding of the local history in the Jurupa Valley:

- *"Jurupa (Images of America)."* Kim Jarrell Johnson. 2006
- *Wicked Jurupa Valley."* Kim Jarrell Johnson. 2012.

4.5.1 Existing Setting

4.5.1.1 Archaeological Resources

Jurupa Valley derives its name from the first Native American inhabitants of the area who called "Jurupa" their home. At the time of Spanish contact the Santa Ana River banks were occupied by Shoshonean speakers, a language family that covers most of the southwest United States and reaches southward as far as Mexico City. These Native groups shared similar social organization and resource procurement strategies. Villages were based on clan or lineage groups, and the home sites are marked by midden deposits, often with bedrock mortars. During seasonal rounds to exploit available resources, small groups often ranged some distances in search of specific plants and animals. The gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

The Jurupa Valley/Riverside area was traditionally home to three Native American groups during the late prehistoric to proto-historic periods. Ethnographic sources have indicated that the groups may have included the Luiseño of the Perris-Elsinore region, the Serrano of the San Bernardino Mountains and the Gabrieleno of the San Gabriel Valley. Additionally, a late influx of Cahuilla occurred during the 19th century. The Jurupa Valley area currently lies at the territorial boundaries of three Native American tribal groups, Gabrieleno, Luiseño, and Serrano.

Archaeological resources are those associated with prehistoric cultural sites, prehistoric isolates, and the remnants of historic cultural sites that lack substantive building remnants (termed "historic archaeological sites") such as roads and trails. Prehistoric cultural resources consist of those physical properties that predate the advent of written records in a particular region that are considered important to a culture, subculture, or community for scientific or humanistic reasons. These include geographic districts, structures, sites, objects, and other physical evidence of past human activity. Similar to prehistoric cultural resources, historic cultural resources in a particular geographic region are considered important to a culture, subculture, or community, and postdate the advent of written records.

The County has mapped sensitivity classifications to reflect the regional potential of containing historical or archaeological resources: high, undetermined, and low. Properties with high potential include those listed or determined eligible for listing in the National Register of Historic Places. General Plan Figure COS-17, *Archaeological Sensitivity Map, Riverside County*, which is taken from Figure OS-6 in the County's General Plan, entitled *Relative Archaeological Sensitivity of Diverse Landscapes,* does not identify any specific cultural resources that have been mapped in the general

area of Jurupa Valley. However, local Native American tribal groups consider the valley to be generally sensitive and have indicated a desire to monitor future growth according to the requirements of AB 52.

4.5.1.2 Historic Resources

Over the years, there have been various interpretations of the meaning of "Jurupa", from a greeting meaning "peace and friendship" to the first padre to visit the area, to a more widely recognized origination that "Jurupa" refers to the California sagebrush plant common to the area. In 1838 the area became known as Rancho Jurupa under a land grant to Senõr Don Juan Bandini by the Mexican government. By the late 1800's the Jurupa Valley area began to live in the shadow of the more popular City of Riverside. Much of Jurupa Valley area has what once was a Riverside mailing address. Yet, settlement of the area in and around what is now the City of Riverside actually began in the Jurupa Valley many years before Riverside's founding.

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past and a frame of reference for a community. Often these sites are a source of pride for a city. The historical period for the Jurupa Valley includes settlement from 1774, with the expedition of Juan Bautista de Anza into the region, to 45 years before the present as defined by CEQA. A generalized inventory of historical resources in Jurupa Valley is shown in inset map of Figure 4.5.1 below. In addition, a listing of potentially historic structures is shown in Table 4.5.A. In addition, a recent environmental assessment for a project in the Mira Loma area (Etiwanda Avenue north of SR-60) indicated remnants of a World War II Quartermaster Depot may be present onsite, and monitoring of grading was recommended to determine if any resources remain from that historical use.

Table 4.5.A: Inventory of Historic and Potentially Historic Resources in Jurupa Valley

Historic Name	Location	Category/Status	Significance
Jensen-Alvarado Ranch	4307 Briggs St, Jurupa Valley, CA 92509	California Historical Landmark (Cornelius and Mercedes Jensen Ranch, No. 943); listed on the National Register of Historic Places on September 6, 1979.	First kiln-fired brick building built in Riverside County and the oldest non-adobe structure in the Inland Empire. Ranch house and grounds serve as an 1880s living history interpretive museum administered by Riverside County Parks
Crestmore Manor	4600 Crestmore Road, Jurupa Valley, CA 92509	Potentially significant, architecture and commerce.	Crestmore Manor, a 10,830 sq. ft. colonial-style mansion, built in mid-1950s by W.W. "Tiny" Naylor, a restaurateur and the state's then second-leading thoroughbred horse breeder.
Galleano Winery	4231 Wineville Rd., Jurupa Valley, CA	Listed, National Register of Historic Places, architecture and commerce.	Early example of Southern California vineyard and winery.
Rubidoux Grist Mill Site	5540 Molina Way, Rubidoux	California State Historic Landmark #303; marker.	One of the first grist mills in this part of Southern California, built by Jurupa Valley pioneer Louis Rubidoux on the Rancho

Table 4.5.A: Inventory of Historic and Potentially Historic Resources in Jurupa Valley

Historic Name	Location	Category/Status	Significance
			Jurupa in 1846-47.
Site of Louis Rubidoux House	5575 block, Mission Boulevard, Rubidoux	California State Historic Landmark and Riverside County Historic Landmark; marker.	Location of former home of Louis Rubidoux (nee' Robidoux).
Site of de Anza crossing of the Santa Ana River, 1775 and 1776.	Jurupa Hills Country Club. Site is near Union Pacific Bridge, Jurupa Heights; plaque is located between the clubhouse and No. 1 tee, Jurupa Hills Country Club Golf Course, 6161 Moraga Avenue	California State Historic Landmark; marker.	On January 1, 1776, the first party of colonists to come overland to the Pacific Coast, led by Early California explorer Juan Bautista de Anza, crossed the Santa Ana River south of this marker and camped between here and the River.
Spinney House	7811 Mission Boulevard	Potentially significant, architecture and commerce.	Two-story Victorian farmhouse, pre-1900.
Rubidoux Drive-in Theater	3770 Opal Street	Potentially significant, architecture and entertainment/cultural.	Vintage 1948 drive-in movie theatre, one of the oldest drive-in theaters in continuous operation; only about 20 drive-in theaters remain in California.

Source: General Plan Table COS-20:- Historic and Potentially Historic Resources in Jurupa Valley

4.5.1.3 Paleontological Resources

The City of Jurupa Valley lies in the northern portion of the Peninsular Ranges province, which is bounded on the north by the Transverse Ranges province, on the northeast by the Colorado Desert province, and on the west by the Pacific Ocean. The Peninsular Ranges province extends southward to the southern tip of Baja California. More specifically, the Jurupa Valley area is located within the San Bernardino Valley, a structurally depressed trough surrounded by the Santa Ana Mountains, the San Jacinto Mountains, the San Gabriel Mountains, and the San Bernardino Mountains, and filled with sediments of Miocene through Recent age.

The San Bernardino Valley is one of the many tectonically controlled valleys within the valley-and-ridge systems of the Perris Block. The Perris Block is a region between the San Jacinto and Elsinore-Chino fault zones. It is bounded on the north by the Cucamonga (San Gabriel) Fault and on the south by a vaguely delineated boundary near the southern end of the Temecula Valley. This structural block has been active since Pliocene time. The Pliocene- and Pleistocene-age non-marine sedimentary rocks filling the valley areas have provided a few vertebrate and invertebrate fossils.

Jurupa Valley contains geologic formations known potentially to contain paleontological resources. The City is located in the upper left hand corner of Figure 4.5.2 below which shows the City has a combination of low to high (County "High A" and "High B" categories) sensitivity for paleontological resources.

The following types of geologic or soil deposits are found within Jurupa Valley, and their individual sensitivity for paleontological resources are discussed below.

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
VAN BUREN BOULEVARD
MISSION BOULEVARD
CANTU-GALLEANO RANCH ROAD
FELDSPAR ROAD
PEDLEY ROAD
PYRITE STREET
CAMINO REAL
PACIFIC AVENUE
TILTON AVENUE
24TH STREET
MARKET STREET
HAMNER AVENUE
BELLEGRAVE AVENUE
JURUPA ROAD
BAIN STREET
WINEVILLE AVENUE
LIMONITE AVENUE
CLAY STREET
68TH STREET
Santa Ana River
Galleano Winery
Spinney House
Rubidoux Drive-in Theater
Louis Rubidoux House Site
Rubidoux Grist Mill Site
Jensen Alvarado Ranch
Crestmore Manor
Site of de Anza Santa Ana River Crossing 1775 & 1776
15
60
91

LSA

City of Jurupa Valley
Historic Resources

SOURCE: Riverside County 7/2015; SCAG 2016.

0 2,000 4,000
Feet

I:\CJV1502\Reports\EIR\fig4-5-1_HistoricResources.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.5.1
Historic Resources in Jurupa Valley

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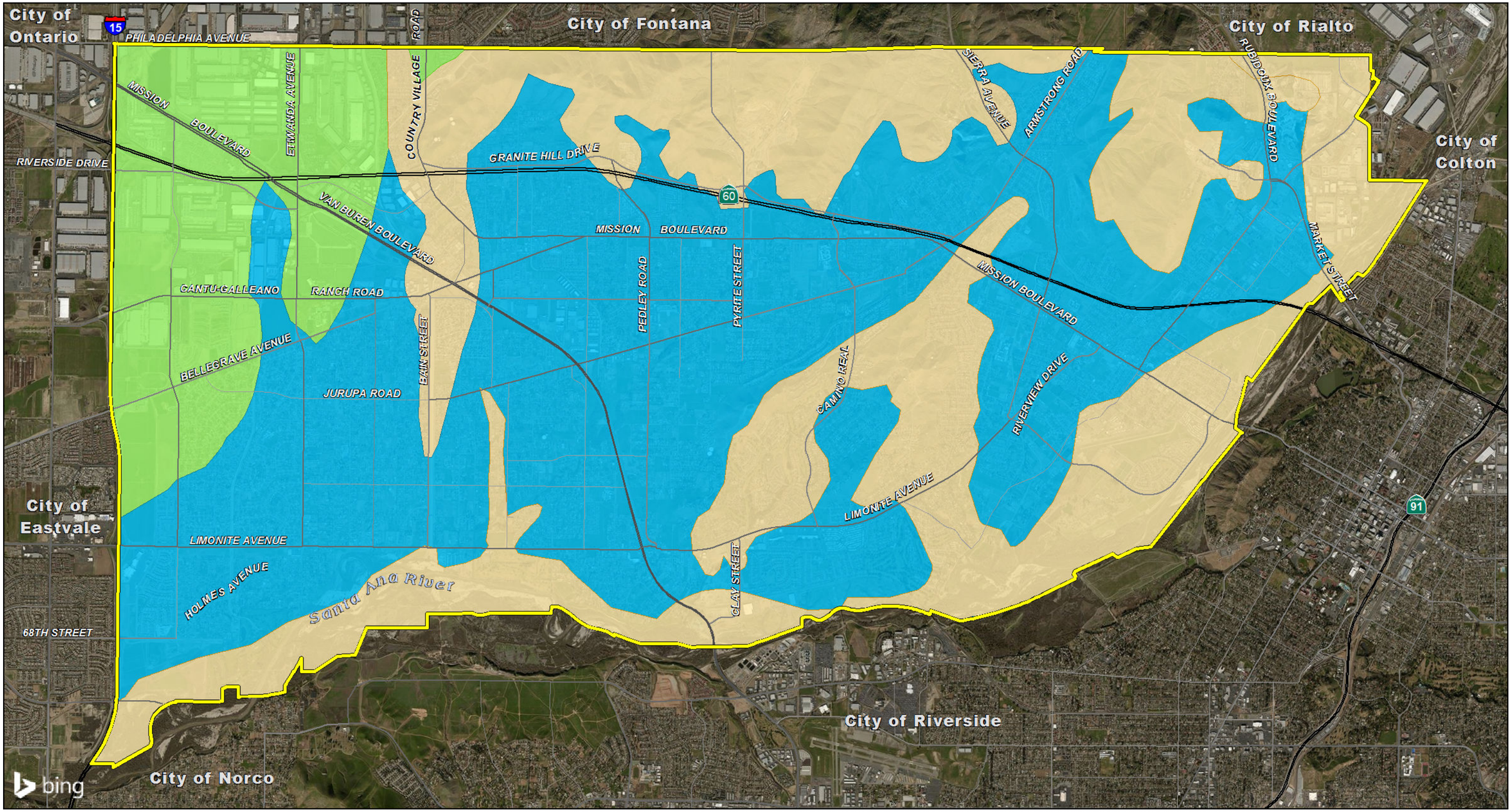

LSA

City of Jurupa Valley

Paleontological Sensitivity

- High A (Ha)
- High B (Hb)
- Low (L)

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2004.

0 2,000 4,000 Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.5.2
Paleontological Sensitivity in Jurupa Valley

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Artificial Fill. Artificial fill consists of sediments that have been removed from one location and transported to another by human activity. Artificial fill will sometimes contain modern debris such as asphalt, wood, bricks, concrete, metal, glass, plastic, and plant material. Artificial fill can contain fossils, but since these fossils have been removed from their original location, it is unlikely to contain in-situ fossils.

Holocene Alluvial Fan Deposits. Holocene Alluvial Fan Deposits are also known as Recent to Young Alluvial Fan Deposits. They are found at the mouths of canyons or along the sides of hills that flank river and stream valleys. They represent deposition by small streams that flow out of mountains and hills. They were deposited during the early to late Holocene and range in age from the recent to 10,000 years before the present. Although Holocene alluvium can contain remains of plants and animals, generally not enough time has passed for the remains to become fossilized. In addition, the remains are contemporaneous with modern species, and these remains are usually not considered to be significant. These deposits are too young to contain in-situ fossils and have low paleontological sensitivity; however, it should be noted that although an area may be mapped with younger alluvium on the surface, deposits of older alluvium are often encountered at shallow depths below the surface, and these older sediments can and do contain fossils.

Pleistocene Alluvial Fan Deposits. Pleistocene Alluvial Fan Deposits are also known as Old Alluvial Fan Deposits and Very Old Alluvial Fan Deposits. Like the Holocene Alluvial Fan Deposits described above, they are found at the mouths of canyons and along the sides of hills that flank river and stream valleys, they are older than the Holocene deposits. The Old Alluvial Fan Deposits were deposited during the late to middle Pleistocene (10,000–300,000 years ago) and the Very Old Alluvial Fan Deposits were deposited during the middle to Early Pleistocene (300,000–1.8 million years ago). Within the subsurface of the project area, sediments from the middle to late Pleistocene likely exist at depths (i.e., possibly as shallow as 5 feet). In addition, as early to middle Pleistocene alluvial sediments are mapped as occurring just to the east and west of the project area, it is also likely that these older sediments may be encountered as well. Pleistocene age deposits have produced significant fossils of Ice Age animals and plants in other portions of the Inland Empire area of California. For this reason, Pleistocene deposits have a high paleontological sensitivity.

4.5.1.5 NOP/Scoping Comments

No public comments or concerns regarding cultural resources were made during the scoping meeting. In addition, no comment letters were received from the public or agencies during the NOP period.

4.5.2 Regulatory Framework

4.5.2.1 Federal Regulations

National Historic Preservation Act (NHPA) of 1966 (as amended), Section 106. The NHPA declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The NHPA established the National Register of Historic Places (National Register), State Historic Preservation Offices (SHPOs) and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the National Register. The Section 106 review process requires consultation to mitigate damage to "historic properties" (defined per 36 CFR 800.16[1] as places that qualify for the National Register), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets one or more of the criteria for listing in the National Register). These eligibility criteria are defined in 36 CFR 60.4 as follows:

The quality of significance in America history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association:

A. That is associated with events that have made a significant contribution to the broad patterns of our history;

B. That is associated with the lives of persons significant in our past;

C. That embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or

D. That has yielded, or may be likely to yield, information important to prehistory or history.

4.5.2.2 State Regulations

California Environmental Quality Act. An "historic resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.[1] CEQA mandates that lead agencies consider a resource "historically significant" if it meets the criteria for listing in the California Register of Historic Resources (California Register). Such resources meet this requirement if they (1) are associated with events that have made a significant contribution to the broad patterns of California history, (2) are associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value.[2] These criteria mimic the criteria utilized to determine eligibility for the National Register.

In addition, Public Resources Code Section 21083.2 and *CEQA Guidelines* Section 15064.5(f) recognize that historical or unique archaeological resources other than potential Native American burials may be accidentally discovered during project construction. This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if the find is determined to be a historical or unique archaeological resource, that contingency funding and time allotments sufficient to allow for implementation and avoidance measures be available.

Senate Bill 18. Signed into law in September 2004, and effective March 1, 2005, SB 18 permits California Native American tribes recognized by the Native American Heritage Commission (NAHC) to hold conservation easements on terms mutually satisfactory to the tribe and the landowner. The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC." The bill also requires that, prior to the adoption or amendment of a city or county's general plan, the city or county consult with California Native American tribes for the purpose of preserving specified places, features, and objects located within the city or county's jurisdiction. SB 18 also applies to the adoption or amendment of specific plans. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide them with opportunities for involvement.

Assembly Bill 52. This bill, passed in 2014, establishes a consultation process with all California Native American Tribes on the Native American Heritage Commission List and federally non-recognized tribes. It establishes a new class of resources: Tribal Cultural Resources (TCR), and consideration is now given to Tribal Cultural Values in the determination of project impacts and

[1] Public Resources Code, Section 5020.1(j).
[2] Public Resources Code, Section 5024.1(c).

mitigation. It requires Tribal notice and meaningful consultation [PRC 21080.3.2(b)]. Consultation ends when either Parties agree to mitigation measures or avoid a significant effect on TCR. In preparation of the Draft 2017 General Plan, local Native American tribes were contacted and two tribes consulted, pursuant to AB 52 and invited to participate in the General Plan review process.

Tribe must submit written request to lead agency requesting to be notified of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe. (§21080.3.1(b)(1)). The Lead agency must submit written notification to the tribe that requested notification within 14 days of determining that an application for a project is complete – notification must include project description and proposed location. (§21080.3.1(d)). Tribes must submit written response within 30 days of receiving notification requesting consultation. Tribe must designate lead contact person. If no designation, or if tribe designates multiple lead contacts, the lead agency shall consult with Native American Heritage Commission's SB 18 list contact person. (§21080.3.1(b)(2)). Consultation shall begin prior to the release of the environmental document. (§21080.3.1(b)). Consultation shall include discussion regarding alternatives, recommended mitigation measures, or significant effects, but only if the tribe requests consultation regarding these issues. (§21080.3.2(a)).

Consultation may include discussion concerning the type of environmental review necessary (in circumstances where consultation begins prior to that determination), the significance of tribal cultural resources, the significance of a project's impacts on tribal cultural resources, and, if necessary, project alternatives or mitigation measures. (§21080.3.2(a)). Any mitigation measures agreed upon during consultation must be recommended for inclusion in the environmental document. (§21082.3 (a)). Consultation shall be concluded when either occurs (§21080.3.2(b)):

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

A "tribal cultural resource" is one of the following (§21074):

a. A site, feature, place, cultural landscape, sacred place, and object with cultural value to the tribe that is either (1) included or determined to be eligible for inclusion in the California Register of Historical Resources or (2) included in a local register of historical resources; or

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 Section 5024.1. In applying these criteria, the lead agency must consider the significance of the resource to a California Native American tribe.

In determining whether a project will have a significant impact on tribal cultural resource, the lead agency must evaluate whether the project has an effect that may cause a substantial adverse change in the significance of a tribal cultural resource. (§21084.2). 12. OPR, by July 1, 2016, will have issued Guidelines, including sample questions that a lead agency may ask when evaluating whether a project may have a significant impact on a tribal cultural resource. (§21083.09).

California Health and Safety Code. The California Health and Safety Code Section 7050.5 states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. This regulation is applicable to any project where ground disturbance would occur.

4.5.2.3 City General Plan

The Conservation and Open Space Element of the City's proposed 2017 General Plan contains the following goals, policies, and programs designed to protect archaeological, historic, and

paleontological resources:

Conservation and Open Space Element

COS 7. Cultural and Paleontological Resources

Goal

COS 7.1 The City will seek to ensure the preservation of cultural, historical, archaeological, and paleontological resources.

Policies

COS 7.1.1 **Preservation of Significant Cultural Resources.** Identify, protect, and where necessary, archive significant paleontological, archaeological, and historical resources.

COS 7.1.2 **Public Information.** Encourage programs that provide public information on the City's history and cultural heritage, and participate with other agencies to help educate students about the City's rich natural and manmade environment.

COS 7.1.3 **Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.

COS 7.1.4 **Site Confidentiality.** Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.

COS 7.1.5 **Native American Consultation.** Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with State law.

COS 7.1.6 **Non-Development Activities.** Prohibit activities other than private development projects that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.

COS 7.1.7 **Qualified archaeologist present.** Cease construction or grading activities in and around sites where substantial archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.

COS 7.1.8 **Native American Monitoring.** Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.

COS 7.1.9 **Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; excavation, removal and curation in an appropriate facility under the direction of a qualified professional.

COS 7.1.10 **Historically significant buildings.** Prohibit the demolition or substantial alteration in outward appearance of historically significant buildings and structures unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible. (See *Table COS-20* for a listing of Historic and Potentially Historic Structures)

Programs

COS 7.1.1.1 **Historic Resources, Districts and Neighborhoods.** Identify historic resources, districts and neighborhoods, such as the historic city areas or Rubidoux, Glen Avon, and Pedley with the HRO Overlay and protect and, where possible enhance, their historic character through appropriate district signage, public improvements, and development incentives.

COS 7.1.1.2 **Historical Preservation Incentives**. Consider offering preservation incentives, such as the Mills Act Tax Reduction program to encourage maintenance and restoration of historic properties.

COS 7.1.1.3 **Construction in Historic Districts.** Prepare (or update, where guidelines already exist) architectural design guidelines to provide specific guidance on the construction of new buildings and public improvements within areas designated in the General Plan with the Historic Resource Overlay ("HRO"), such as village centers, historic districts and historic neighborhoods.

COS 7.1.1.4 **Public Information Programs.** Foster public awareness and appreciation of cultural resources by sponsoring educational programs or by partnering with agencies, non-profit organizations, and citizens groups to provide public information on cultural resources and display artifacts that illuminate the City's history. The City will encourage private development to include historical and archaeological displays where feasible and appropriate.

4.5.3 Methodology

The analysis of potential cultural resources impacts is based upon review of City of Jurupa Valley documents and figures, federal and state regulations, and analysis of General Plan goals, policies, and programs relative to future growth on vacant land within the City over the next 20 years.

4.5.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to cultural resources are based on Appendix G of the *CEQA Guidelines*. Implementation of the General Plan would have a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Result in any disturbance of human remains, including those interred outside of formal cemeteries.

In addition, AB 52 was passed by the legislature and signed by the governor on September 25, 2014 and added/amended Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 of the Public Resources Code relating to CEQA and Native Americans. These changes expanded the government to government consultation originally outlined in SB 18 (governor signed on September 29, 2004). AB 52 also requires CEQA documents to examine "tribal cultural resources" which is a broader concept more akin to traditional tribal landscapes (i.e., geographic areas or

features) rather than specific archaeological sites or artifacts as was considered in the past. Since this is a programmatic EIR for a General Plan, the City is required to consult with local Native American tribal groups/representatives under both SB 18 and AB 52.

4.5.5 Programmatic Impact Evaluation

4.5.5.1 Historic Resources

Threshold	Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the *State CEQA Guidelines*?

Programmatic Impacts. The California Register of Historical Resources criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The California Register requires that a resource possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999).

In the City of Jurupa Valley, there are three potentially significant historic resources, three California State Historical Landmarks, one resource listed on the National Register of Historic Places, and one resource on both the state and national registers. At the time development or redevelopment projects are proposed, the project-level CEQA document would need to identify impacts to known or potential historic sites and structures. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Without guidance, it is possible that future development could have significant impacts on historical resources if goals, policies, and programs are not in place to adequately protect such resources.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to historic resources:

Conservation and Open Space Element

Goal

COS 7.1 Protect cultural, historical, archaeological, and paleontological resources.

Policies

COS 7.1.1 Preserve significant paleontological, archaeological, and historical resources.

COS 7.1.2 Encourage public information programs on cultural resources in the City.

COS 7.1.6 Restrict activities that could disturb or destroy cultural resource sites.

COS 7.1.10 Prohibit the demolition or substantial changes to historically significant buildings.

Programs

COS 7.1.1.1 Identify historic resources and implement appropriate preservation activities.

COS 7.1.1.2 Consider preservation incentives for maintenance/restoration of historic properties.

COS 7.1.1.3 Prepare architectural design guidelines for development within Historic Resource Overlay ("HRO") areas.

COS 7.1.1.4 Promote public awareness regarding local cultural resources.

Implementation of the proposed goals, policies, and programs will generally be effective in reducing potential impacts to historical resources, although there could still be impacts if buildings older than 45 years are demolished without a complete inventory of historic resources within the City. It should be noted that Land Use Element Policy LUE 5.1.11 requires preparation of an historic survey to identify historic buildings, sites and other important cultural landmarks to be preserved, but only within the Historic Resource Overlay (HRO) area, so it is possible that historic structures outside of the HRO might be subject to demolition without proper study. Therefore, the following mitigation is needed.

Level of Programmatic Impact Before Mitigation. The General Plan goals, policies, and programs outlined above will provide sufficient protection for historical resources with the implementation of Mitigation Measure 4.5.5.1A.

Programmatic Mitigation Measures. The following measure is proposed to help assure no potentially historic buildings are demolished in the City without appropriate evaluation:

4.5.5.1A Prior to issuance of a demolition permit for any structure older than 45 years at the time of application and according to City building records or other official documentation, a project applicant shall provide an historical assessment of the structure prepared by a qualified professional (i.e., certified historian or architectural historian) with a determination of whether the structure represents a significant historical resource according to Section 15064.5 of the State CEQA Guidelines. The assessment shall include contact with a local source of historical information regarding the structure's potential local significance, as available.

If the structure is determined to not be historic or potentially historic, either at a state or local level, the structure may be demolished without further documentation. If the structure is not historic on a state level but has local historical significance, the structure may be demolished with City Council approval, provide that the property is photo-recorded and archived prior to demolition. If the structure has state historical significance, the project historian shall prepare a preservation plan which shall address in-place or onsite preservation, relocation to an appropriate offsite location, or demolition only if it can be clearly demonstrated that preservation in place is not physically, or structurally feasible. This measure shall be implemented to the satisfaction of the City Planning Department.

[**NOTE:** This shall become a standard Condition of Approval for development within the City.]

Level of Programmatic Impact After Mitigation. With implementation of the identified General Plan goals, policies, programs, plus the recommended Mitigation Measure 4.5.5.1A, potential impacts to historical structures from future development within the City will be reduced to less than significant levels.

4.5.5.2 Archaeological Resources

Threshold	Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 or tribal cultural resources?

Programmatic Impacts. The land within the City has the potential to yield archaeological resources or tribal cultural resources from past Native American activities. Lands along the Santa Ana River may contain archaeological artifacts or tribal cultural resources from past human activities, however, this area is an active floodplain and contains deep alluvial soils so the potential for finding undisturbed artifacts is relatively low. In addition, the upland portions of the City (i.e., Jurupa Hills in the northern and central portions of the City) contain many rock outcroppings and boulders that may represent archaeological resources.

A General Plan requires consultation with local Native American tribal groups under both SB 18 and AB 52. The State Native American Heritage Commission has indicated there are 23 Native American groups or individuals in the region who may have an interest in the Jurupa Valley General Plan. Of these groups/individuals contacted by the City, representatives from the following three Native American Groups expressed interest in the City's General Plan process in terms of Native American monitoring of any and all ground disturbing activities as well as formal government to government consultation:

1. Andy Salas, Gabrieleno Band of Mission Indians-Kizh Nation
2. Mr. Ray Huaute, Morongo Band of Mission Indians
3. Mr. Anthony Ontiveros, Soboba Tribe.

In addition, Ms. Croft, THPO, with the Agua Caliente Band of Mission Indians has indicated the City is outside the boundaries of the Agua Caliente traditional use area and no further consultation is necessary.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the General Plan are related to archaeological resources and coordination with Native American tribal groups:

Goal

COS 7.1 Protect cultural, historical, archaeological, and paleontological resources.

Policies

COS 7.1.1 Preserve significant paleontological, archaeological, and historical resources.

COS 7.1.2 Encourage public information programs on cultural resources in the City.

COS 7.1.3 Evaluate a project site for archaeological resources.

COS 7.1.4 Protect the confidentiality of archaeological or paleontological site information.

COS 7.1.5 Refer development projects for Native American tribal review and consultation.

COS 7.1.6 Restrict activities that could disturb or destroy cultural resource sites.

COS 7.1.7 Require a qualified archaeologist if resources are found during site grading.

COS 7.1.8 Involve local Native American participation in the City's development review process.

COS 7.1.9 Require an archaeological mitigation plan to protect undiscovered resources.

COS 7.1.10 Prohibit the demolition or substantial changes to historically significant buildings.

Program

COS 7.1.1.4 Promote public awareness regarding local cultural resources.

Public Resources Code Section 21083.2 and *CEQA Guidelines* Section 15064.5(f) recognizes that historical or unique archaeological resources other than potential Native American burials may be accidentally discovered during project construction. This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if the find is determined to be a historical or unique archaeological resource, that contingency funding and time allotments sufficient to allow for implementation and avoidance measures be available. Based on this, development of vacant land within the City in the future has the potential to result in significant impacts to archaeological resources.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient programmatic protection for undiscovered archaeological resources or artifacts that may be present within the City. They also require consultation and coordination with local Native American tribal representatives prior to grading for future development, so impacts related to these resources will be reduced to less than significant levels, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the federal and state resource agencies, potential impacts to archaeological resources from future development within the City will be reduced to less than significant levels, and no mitigation is required.

4.5.5.3 Paleontological Resources

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Programmatic Impacts. County mapping indicates the City is underlain by a variety of soils and shallow geologic formations that may contain fossils or other paleontological materials. The mapping also indicates these resources have a higher probability of being located in the northwestern and southeastern portions of the site, but are not concentrated in any one area of the City. It is even possible, although less likely, that fossils may be found in deeper alluvial deposits along the Santa Ana River and adjacent floodplain. The upland portions of the City (i.e., Jurupa Hills in the northern and central portions of the City) contain many rock outcroppings and boulders but these do not necessarily represent unique geologic features. Future development of vacant land throughout the City may uncover previously undiscovered fossiliferous materials. Western Riverside County has yielded megafaunal[1] fossils and other important paleontological materials, so this impact is potentially significant.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to paleontological resources:

[1] For example, during excavation of the Diamond Valley Lake reservoir near Hemet, bones and skeletons were found from extinct mastodons, mammoth, camel, sloth, dire wolf, and long-horned bison. Paleontologists from the San Bernardino County Museum in Redlands California uncovered thousands of fossils that have made significant contributions to scientific knowledge of this region. This area is now referred to as the "Valley of the Mastodons" and comprise a unique assemblage of classic late Pleistocene fossils.

Conservation and Open Space Element

Goal

COS 7.1 Protect cultural, historical, archaeological, and paleontological resources.

Policies

COS 7.1.1 Preserve significant paleontological, archaeological, and historical resources.

COS 7.1.2 Encourage public information programs on cultural resources in the City.

COS 7.1.4 Protect the confidentiality of archaeological or paleontological site information.

Program

COS 7.1.1.4 Promote public awareness regarding local cultural resources.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals, policies, and programs outlined above will provide sufficient programmatic protection for undiscovered paleontological resources that may be present within the City with implementation of Mitigation Measure 4.5.5.3A.

Programmatic Mitigation Measures. The following measure is recommended to help assure there will be no significant impacts of future development relative to paleontological resources:

4.5.5.3A Prior to issuance of a grading permit, a project applicant must provide an assessment, prepared by a qualified professional, of whether the proposed project grading will impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials. If the potential for fossil discovery is low, no pre-grading monitoring needs to be established. If the potential for fossil discovery is moderate to high, the applicant must provide a paleontological monitor during rough grading of the project. If a paleontologist is not onsite and possible fossil materials are found, work shall be halted in that area until the material can be assessed by a qualified professional. If materials are found onsite during grading, a qualified professional shall evaluate the find and determine if it represents a significant paleontological resource. If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within Riverside County if feasible. This measure shall be implemented to the satisfaction of the City Planning Department.

[**NOTE:** This shall become a standard Condition of Approval for development within the City.]

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals, policies, programs, plus the regulatory requirements of the state and the recommended Mitigation Measure 4.5.5.3A, potential impacts to paleontological resources from future development within the City will be reduced to less than significant levels.

4.5.5.3 Human Remains

Threshold	Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

Programmatic Impacts: In the event that human remains are discovered during new project construction, compliance with state law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be

required. These requirements are imposed on any activity in which human remains are detected, and include the following provisions:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
    - If the coroner determines the remains to be Native American:
        - The coroner shall contact the Native American Heritage Commission within 24 hours.
        - The Native American Heritage Commission (NAHC) shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
        - The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98), or
    - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
        - The NAHC is unable to identify a most likely descendant.
        - The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
        - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Public Resources Code Section 21083.2 and *CEQA Guidelines* Section 15064.5(f) recognizes that historical or unique archaeological resources other than potential Native American burials may be accidentally discovered during project construction (see Section 4.5.5.2 above). This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if the find is determined to be a historical or unique archaeological resource, that contingency funding and time allotments sufficient to allow for implementation and avoidance measures be available.

Evaluation of General Plan Goals and Policies. There are no specific goals, policies, and programs in the Conservation and Open Space Element of the 2017 General Plan that are directly related to the discovery of human remains during excavation or grading activities. However, state law already regulates actions under such conditions, so no programmatic goals, policies, or programs are necessary in the 2017 General Plan in this regard.

Level of Programmatic Impact Before Mitigation. State law provides adequate guidance on procedures to follow if human remains are found during excavation or grading. Therefore, the proposed General Plan does not need to have specific goals, policies, or programs to address this issue, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. State law provides adequate guidance on procedures to follow if human remains are found during excavation or grading. Therefore, the proposed 2017 General Plan does not need to have specific goals, policies, or programs to address this issue, and no mitigation is required.

4.5.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

For context, the cumulative "universe" for impacts to cultural resources relative to the City's 2017 General Plan would be western Riverside County generally encompassing the ranges of the Native American Tribes that inhabited and continue to inhabit this area.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The worst case growth projections assumed no new open space or conservation areas would be added which could help protect potential cultural resources. However, it is likely new development, especially larger developments and those in the Jurupa Hills north of the SR-60 Freeway will be required to dedicate open space consistent with the MSHCP for biological resources. Such open space may but will not necessarily contain cultural resources, but the City's open space acquisition and preservation policies do not limit themselves to biological habitat alone. The goals and policies of the Conservation and Open Space Element of the General Plan related to cultural resources indicate such resources will be taken into account if found and considered for preservation as part of dedicated open space. It should be noted that the General Plan growth projections also provide "less intense" growth estimates which would be more likely since some amount of new development would be dedicated as open space as part of the City's development review process.

At a programmatic level, General Plan Policy 2.1.1 requires all future development to protect cultural resources, including archaeological, historical, and paleontological materials or artifacts. In addition, Mitigation Measures 4.5.5.1A and 4.5.5.3A require future development to determine if such resources are onsite prior to development.

These programmatic actions will help reduce impacts of individual development projects within the City to less than significant levels. For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to cultural resources (with the recommended mitigation).

4.6 GEOLOGY AND SOILS

This section describes the location of the proposed project relative to the known geologic features and soil conditions and qualitatively evaluates potential impacts. It also evaluates whether development under the General Plan would significantly be affected by fault rupture, seismic shaking, erosion or unstable slopes, liquefaction, settlement, expansive soils, or other soil or geologic conditions. The following documents were used to analyze the geologic impacts of the proposed 2017 General Plan:

- *Soil Survey, Natural Resources Conservation Service,* United States Department of Agriculture. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed October 2015.

4.6.1 Existing Setting

The City of Jurupa Valley (City) is located within the Chino Basin of the northern portion of the Peninsular Range Geomorphic Province of California. The Chino Basin is bound by the Cucamonga fault and San Gabriel Mountains to the north, the Chino fault and Puente/Chino Hills to the west, and the San Jacinto fault to the east. The Peninsular Range Geomorphic Province, one of the major geologic provinces of southern California (California Geologic Survey 2002) and is characterized by a series of mountain ranges separated by northwest-trending valleys sub-parallel to faults branching from the San Andreas Fault. The City is underlain by older alluvial fan deposits in the north and young alluvial wash deposits in the south. The younger deposits are within the active floodplain of the Santa Ana River.

The existing setting for geology and soils includes faulting and seismicity, soils, and geologic and seismic hazards, which are discussed below.

4.6.1.1 Faulting and Seismicity

The City, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional fault systems such as the San Andreas and Sierra Madre Fault Zones.

By definition of the California Geological Survey, an active fault is one which has had surface displacement within Holocene time (about the last 11,000 years). This definition is used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of 1972 and as most recently revised in 2007 as the Alquist-Priolo Earthquake Fault Zoning Act and Earthquake Fault Zones. The intent of this act is to require fault investigations on sites located within Earthquake Fault Zones to ensure that certain inhabited structures are not constructed across the traces of active faults. Although Riverside County as a whole is considered seismically active, there are no known seismic faults within Jurupa Valley, nor is Jurupa Valley located within a mapped Alquist-Priolo Earthquake Fault Zone. While the potential earthquake risk is considered low, regional faults such as the Rialto-Colton, San Jacinto and Chino Faults, pose earthquake risks to the West Riverside County area, including Jurupa Valley. The closest known active or potentially active faults to the City are the San Jacinto and Chino Faults located east and west of the City (refer to Figure 4.6.1).

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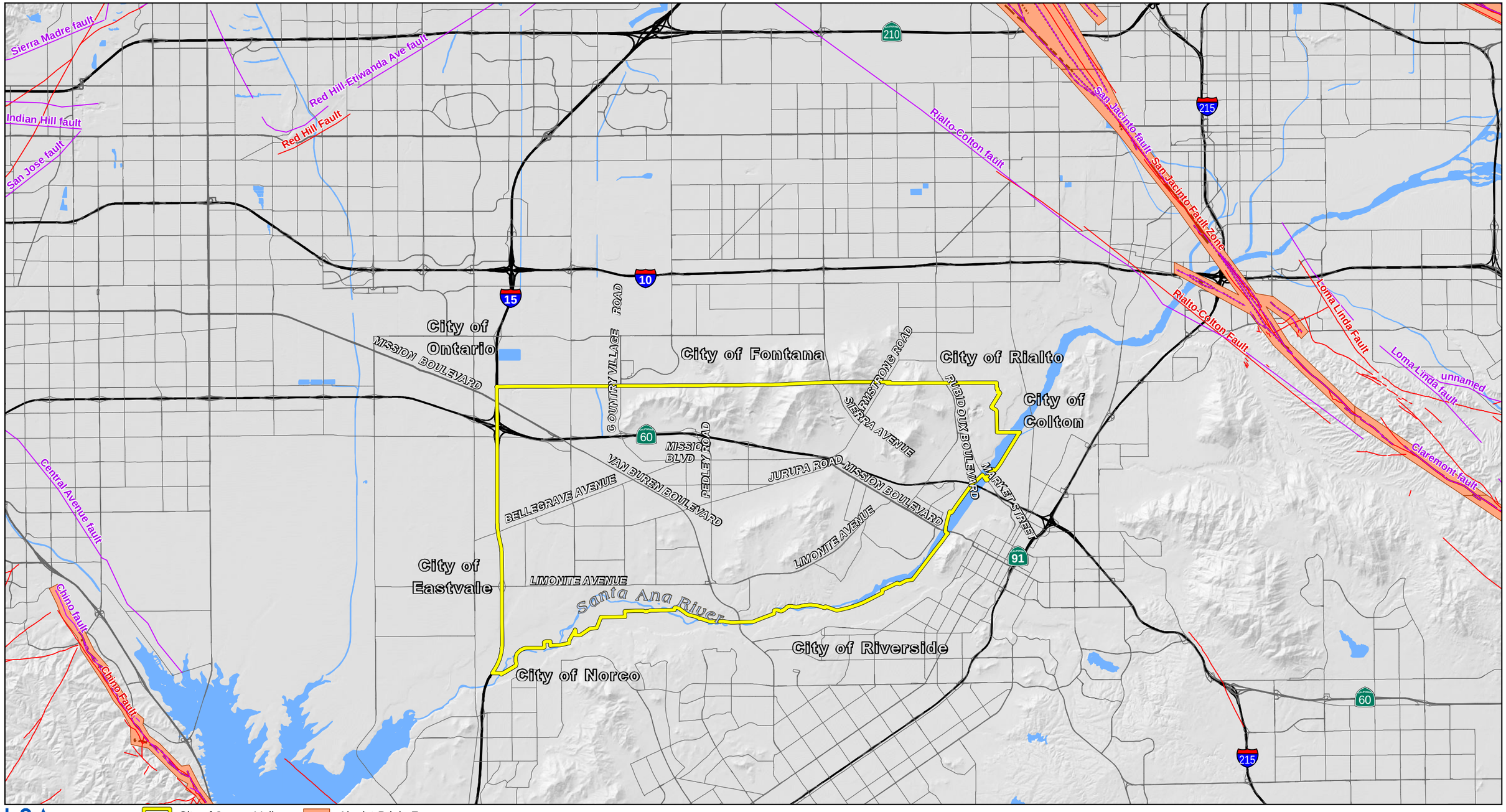

LSA

City of Jurupa Valley
CGS Faults, 2005
USGS Geology Faults
Alquist-Priolo Zones
Fault, Concealed
Fault, Inferred
Fault, Approximate
Fault, Certain

SOURCE: Riverside County 7/2015, 12/2001;
California Geological Survey, 2005 & 2007; USGS, 2006.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.6.1
Regional Faults and Alquist-Priolo Earthquake Fault Zones

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4.6.1.2 Soils

The parent material of the soils on the site is granitic alluvium deposited by the Santa Ana River. The site is underlain by older alluvial fan deposits in the north and young alluvial wash deposits in the south. The project area is underlain by a variety of soil types included in Figure 4.6.2. The soils within the City are described in Table 4.6.A.

Table 4.6.A: Soils within the City of Jurupa Valley

Map Symbol	Soil Series	Permeability	Runoff/Erosion Potential	Shrink-Swell potential
ChD2	Cieneba sandy loam, 8-15% slopes	slow	medium	moderate
ChF2	Cieneba sandy loam, 15-50% slopes	rapid		low
CkD2	Cieneba rocky sandy loam, 8-15% slopes	rapid	medium	low
CkF2	Cieneba rocky sandy loam, 15-50% slopes	rapid	rapid	low
DaD2	Delhi fine sand, 2-15% slopes	rapid	very slow/slight	low
Db	Delhi fine sand	rapid	Very slow	low
DbA	Delhi loamy fine sand, 0-2% slopes	rapid	Very slow	low
DgB	Dello loamy sand, 0-5% slopes	moderately rapid/rapid	slow	low
DmA	Dello loamy sand, poorly drained, 0-2% slopes	moderately rapid/rapid	Very slow	low
DoA	Dello loamy fine sand, 0-2% slopes	moderately rapid/rapid	Very slow	low
DrA	Dello loamy fine sand, gravelly substratum, 2-2% slopes	moderately slow	Very slow	low
FaD2	Fallbrook sandy loam, 8-15% slopes	moderate	medium	moderate
FaE2	Fallbrook sandy loam, 15-25% slopes	moderately slow	medium	low
FfC2	Fallbrook fine sandy loam, 2-8% slopes	moderately slow	slow	low
GP	Gravel pits	NA	NA	NA
GIC	Gorgonio loamy sand, deep, 2-8% slopes	rapid	slow	low
GoB	Grangeville loamy fine sand, drained, 0-5% slopes	moderately rapid	slow/slight	low
GsB	Grangeville sandy loam, sandy substratum, saline-alkali	moderately slow	slow	low
GtA	Grangeville fine sandy loam, 0-2% slopes	moderate	slow	low
GuB	Grangeville fine sandy loam, 0-5% slopes	moderately rapid	slow/slight	low
GvB	Grangeville fine sandy loam, 0-5% slopes	moderately slow	slow	low
GyC2	Greenfield sandy loam, 2-8% slopes	moderate	slow/medium	low
GyD2	Greenfield sandy loam, 8-15% slopes	moderately slow	medium	low
HaC	Hanford loamy fine sand, 0-8% slopes	rapid		low
HcA	Hanford coarse sandy loam, 0-2% slopes	moderate/rapid	slow	low
HcC	Hanford coarse sandy loam, 2-8% slopes	moderate/rapid	slow/medium	low
HcD2	Hanford coarse sandy loam, 8-15% slopes	moderate/rapid	medium	low
HdD2	Hanford cobbly coarse sandy loam, 2-15% slopes	moderately slow	slow/medium	low
HgA	Hanford fine sandy loam, 0-2% slopes	moderately slow	slow	low
HhA2	Hilmar loamy sand, 0-2% slopes	moderately slow	very slow/slow	low
HIA	Hilmar loamy very fine sand, 0-2% slopes	rapid	slow	low
HIC	Hilmar loamy very fine sand, 2-8% slopes	rapid	slow	low
Hr	Hilmar loamy fine sand	NI	NI	NI
MaB2	Madera fine sandy loam, 2-5% slopes	moderately slow	slow/medium	low
MaD2	Madera fine sandy loam, 5-15% slopes	moderately slow	medium	low
MbC2	Madera fine sandy loam, shallow, 2-8% slopes	moderately slow	slow/medium	low

Table 4.6.A: Soils within the City of Jurupa Valley

Map Symbol	Soil Series	Permeability	Runoff/Erosion Potential	Shrink-Swell potential
MmB	Monserate sandy loam, 0-5% slopes	moderately slow	slow/slight	low
MmC2	Monserate sandy loam, 5-8% slopes	moderately slow	medium	low
MmD2	Monserate sandy loam, 8-15% slopes	moderately slow	medium	low
MmE3	Monserate sandy loam, 15-25% slopes	moderately slow	very rapid	Low
MnD2	Monserate sandy loam, shallow, 5-15% slopes	moderately slow	rapid	moderate
PaA	Pachappa fine sandy loam, 0-2% slopes	moderate	slow	low
PaC2	Pachappa fine sandy loam, 2-8% slopes	moderate	medium	low
PIB	Placentia fine sandy loam, 0-5% slopes	very slow	medium	low
PID	Placentia fine sandy loam, 5-15% slopes	very slow	medium	low
QU	Quarries	NA	NA	NA
RaA	Ramona sandy loam, 0-2% slopes	moderately slow	slow	low
RaB2	Ramona sandy loam, 2-5% slopes	moderately slow	medium	low
RaB3	Ramona sandy loam, 0-5% slopes	moderately slow	medium	low
RaC2	Ramona sandy loam, 5-8% slopes	moderately slow	medium	low
RaC3	Ramona sandy loam, 5-8% slopes	moderately slow	medium to rapid	low
RaD2	Ramona sandy loam, 8-15% slopes	moderately slow	rapid	low
RaD3	Ramona sandy loam, 8-15% slopes	moderately slow	rapid	low
ReC2	Ramona very fine sandy loam, 0-8% slopes	moderately slow	medium	low
RsC	Riverwash, 0-8% slopes	NA	NA	NA
RtF	Rockland, 15-75% slopes	NA	NA	NA
TeG	Terrace escarpments (recent alluvium), 30-75% slopes	NA	NA	NA
TuB	Tujunga loamy sand, 0-5% slopes	rapid	slow	low
TvC	Tujunga loamy sand, 0-8% slopes	rapid	very slow	low
TwC	Tujunga gravelly loamy sand, 0-8% slopes	rapid	slow	low
VsC	Vista coarse sandy loam, 2-8% slopes	moderately rapid	slow	low
VsD2	Vista coarse sandy loam, 8-15% slopes	moderately rapid	medium	low
VsF2	Vista coarse sandy loam, 15-35% slopes	moderately rapid	medium	low

1 For the exact limits of specific soil series, please consult the NRCS soil survey.

NI = no information available in the soil survey.

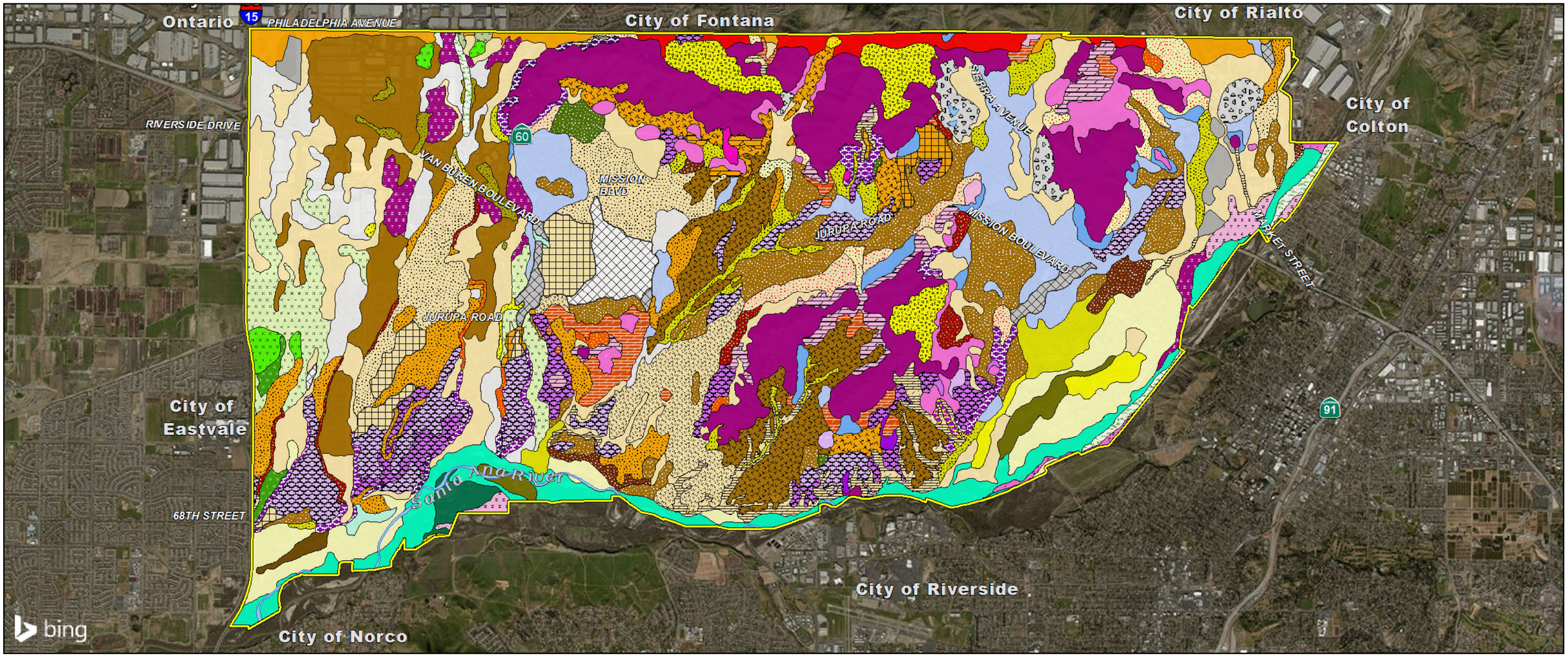
NA = not applicable

Source: *Soil Survey of Western Riverside County,* USDA Soil Conservation Service, November 1971.

4.6.1.3 Geologic and Seismic Hazards

Geologic and seismic hazards discussed in this subsection include the following:

- Surface rupture;
- Ground shaking;
- Liquefaction;
- Subsidence and seismic settlement;
- Landslides/slope stability; and
- Compressible, expansive, and collapsible soils.



LSA

City of Jurupa Valley

Soil Types

- ChD2: Cieneba sandy loam, 8-15% slopes, eroded
- ChF2: Cieneba sandy loam, 15-50% slopes, eroded
- CkD2: Cieneba rocky sandy loam, 8-15% slopes, eroded
- CkF2: Cieneba rocky sandy loam, 15-50% slopes, eroded
- Cr: Cieneba-Rock outcrop complex
- DaD2: Delhi fine sand, 2-15% slopes, wind-eroded
- Db: Delhi fine sand
- DbA: Delhi loamy fine sand, 0-2% slopes
- DgB: Dello loamy sand, 0-5% slopes
- DmA: Dello loamy sand, poorly drained, 0-2% slopes
- DoA: Dello loamy fine sand, 0-2% slopes
- DrA: Dello loamy fine sand, gravelly substratum, 0-2% slopes
- FaD2: Fallbrook sandy loam, 8-15% slopes, eroded
- FaE2: Fallbrook sandy loam, 15-25% slopes, eroded
- FfC2: Fallbrook fine sandy loam, 2-8% slopes, eroded
- GP: Gravel pits
- GlC: Gorgonio loamy sand, deep, 2-8% slopes
- GoB: Grangeville loamy fine sand, drained, 0-5% slopes
- GsB: Grangeville sandy loam, sandy substratum, drained, saline-alkali
- GtA: Grangeville fine sandy loam, drained, 0-2% slopes
- GuB: Grangeville fine sandy loam, poorly drained, saline-alkali, 0-5% slopes
- GvB: Grangeville fine sandy loam, saline-alkali, 0-5% slopes
- GyC2: Greenfield sandy loam, 2-8% slopes, eroded
- GyD2: Greenfield sandy loam, 8-15% slopes, eroded
- HaC: Hanford loamy fine sand, 0-8% slopes
- HcA: Hanford coarse sandy loam, 0-2% slopes
- HcC: Hanford coarse sandy loam, 2-8% slopes
- HcD2: Hanford coarse sandy loam, 8-15% slopes, eroded
- HdD2: Hanford cobbly coarse sandy loam, 2-15% slopes, eroded
- HgA: Hanford fine sandy loam, 0-2% slopes
- HhA2: Hilmar loamy sand, 0-2% slopes, eroded
- HlA: Hilmar loamy very fine sand, 0-2% slopes
- HlC: Hilmar loamy very fine sand, 2-8% slopes
- Hr: Hilmar loamy fine sand
- MaB2: Madera fine sandy loam, 2-5% slopes, eroded
- MaD2: Madera fine sandy loam, 5-15% slopes, eroded
- MbC2: Madera fine sandy loam, shallow, 2-8% slopes, eroded
- MmB: Monserate sandy loam, 0-5% slopes
- MmC2: Monserate sandy loam, 5-8% slopes, eroded
- MmD2: Monserate sandy loam, 8-15% slopes, eroded
- MmE3: Monserate sandy loam, 15-25% slopes, severely eroded
- MnD2: Monserate sandy loam, shallow, 5-15% slopes, eroded
- PaA: Pachappa fine sandy loam, 0-2% slopes
- PaC2: Pachappa fine sandy loam, 2-8% slopes, eroded
- PlB: Placentia fine sandy loam, 0-5% slopes
- PlD: Placentia fine sandy loam, 5-15% slopes
- QU: Quarries
- RaA: Ramona sandy loam, 0-2% slopes
- RaB2: Ramona sandy loam, 2-5% slopes, eroded
- RaB3: Ramona sandy loam, 0-5% slopes, severely eroded
- RaC2: Ramona sandy loam, 5-8% slopes, eroded
- RaC3: Ramona sandy loam, 5-8% slopes, severely eroded
- RaD2: Ramona sandy loam, 8-15% slopes, eroded
- RaD3: Ramona sandy loam, 8-15% slopes, severely eroded
- ReC2: Ramona very fine sandy loam, 0-8% slopes, eroded
- RsC: Riverwash
- RtF: Rockland
- TeG: Terrace escarpments
- TuB: Tujunga loamy sand, 0-5% slopes
- TvC: Tujunga loamy sand, channeled, 0-8% slopes
- TwC: Tujunga gravelly loamy sand, 0-8% slopes
- VsC: Vista coarse sandy loam, 2-8% slopes
- VsD2: Vista coarse sandy loam, 8-15% slopes, eroded
- VsF2: Vista coarse sandy loam, 15-35% slopes, eroded
- W: Water

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Soil Data Mart, 2015.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.6.2
Soils

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Surface Rupture. Surface rupture occurs where displacement or fissuring occurs along a fault zone. While ground shaking is the main source of damage in earthquakes, ground rupture from fault movement can cause substantial damage to structures or facilities located too close to a rupturing fault. It is difficult to reduce the hazards of surface rupture through structural design. The primary method to avoid this hazard is to set structures and facilities back from active faults.

Faults throughout southern California have formed over millions of years. Some of these faults are considered inactive under present geologic conditions, and other faults are known to be active.[1] Such faults have either generated earthquakes in historic times (200 years), or indicate movement within the last 11,000 years. Faults that have moved in the relatively recent geological past are generally presumed to be the most likely to cause damaging earthquakes in the lifetimes of residents, buildings, or communities. Surface rupture typically occurs less than a mile from the moving fault, and the closest active fault, the Chino fault, is six miles from the City.

Ground Shaking. The vast majority of earthquake damage is caused by ground shaking. The amount of shaking results from the size, location, and distance from the earthquake. In general, shaking and damage decrease with distance from the fault, although they are also affected by the orientation of the fault and the localized geology and soils beneath a particular site.

Earthquake Measurement. An earthquake is classified according to its moment (a measure of the energy released when a fault ruptures), its magnitude (a measure of maximum ground motion) or its intensity (a qualitative assessment of an earthquake's effects at a given location). A given earthquake will have one moment, and in principle, one magnitude (although there are several methods of calculating magnitude, which give slightly different results). However, earthquakes can produce several intensities, because effects generally decrease with distance from the earthquake. Two scales are in general use, the Richter and Modified Mercali. The Richter Scale, which measures the magnitude of earthquakes, ranges from 0 to (in theory) 10. On this scale a value of 2.0 can just be felt as a tremor. Damage to buildings occurs for values over 6.0. This scale is logrimithic and is related to the amplitude of groundwave and its duration. Because of the logarithmic basis of the scale, each whole number increase in magnitude represents a tenfold increase in measured amplitude. As an estimate of energy, each whole number step in the magnitude scale corresponds to the release of about 31 times more energy than the amount associated with the preceding whole number value. The Modified Mercalli Intensity (MMI) scale is composed of 12 increasing levels of intensity that range from imperceptible shaking to catastrophic destruction, and is designated by Roman numerals. It does not have a mathematical basis; instead it is an arbitrary ranking based on observed effects. The higher the number, the greater the damage. Table 4.6.B compares the Modified Mercalli Intensity Scale to the Richter Scale.

Table 4.6.B: Comparison of Richter Magnitude and Modified Mercalli Intensity

Richter Magnitude	Expected Modified Mercalli Maximum Intensity (At Epicenter)	
2	I-II	Usually detected only by instruments
3	III	Felt indoors
4	IV-V	Felt by most people; slight damage
5	VI-VII	Felt by all; many frightened and run outdoors; damage mild to moderate
6	VII-VIII	Everybody runs outdoors; damage moderate to major
7	IX-X	Major damage
8+	X-XII	Total and major damage

Source: *California Geology*, 1984

[1] The Alquist-Priolo Earthquake Fault Zoning Act defines *active faults* as those that show proven displacement of the ground surface within about the last 11,000 years. *Potentially active faults* are those that show evidence of movement within the last 1.6 million years.

The strength of seismic ground shaking at any given site is a function of many factors. Of primary importance are the size of the earthquake, its distance, the paths the waves take as they travel through the earth, the rock or soils underlying the site, and topography (particularly whether a site sits in a valley, or atop a hill). The amount of damage also depends on the size, shape, age, and engineering characteristics of the affected structures.

Strong ground shaking causes the vast majority of earthquake damage. There are many ways that seismic waves can cause damaging ground shaking, but few of them will affect any particular location in a single earthquake. Horizontal ground acceleration is frequently responsible for widespread damage to structures. It is commonly measured as a percentage of g, the acceleration of gravity. In general, the degree of shaking can depend upon:

Source effects: These include earthquake size, location, and distance. The bigger and closer the earthquake is, the more likely damage will be. The exact way that rocks move along the fault can also influence shaking, as can the orientation of the fault in the ground. The 1995 Kobe, Japan earthquake was about the same size as the 1994 Northridge, earthquake, but caused much worse damage, because in Kobe, the fault directed seismic waves into the city. During the Northridge earthquake, the fault directed waves away from populated areas.

Path effects: Just as a light bounces (reflects) and bends (refracts), seismic waves change direction as they travel through the Earth's contrasting layers. Composition of layers can sometimes focus seismic energy at one location, and cause damage in unexpected areas.

Site effects: Seismic waves slow down in the loose sediments and weathered rock at the earth's surface. As they slow, their energy converts from speed to amplitude, which increases shaking. Seismic waves, at times, get trapped at the surface and resonate. Whether resonance will occur depends on the period (the length) of the incoming waves. Waves, soils, and buildings all have resonant periods. When these match, tremendous damage can occur.

The known regionally active and potentially active faults that could produce the most significant ground shaking in the City include the Chino-Elsinore fault zone, Whittier, Elsinore-Glen Ivy, San Jacinto-San Bernardino, Cucamonga, San Jose, Sierra Madre, and San Andreas faults.

Liquefaction. Liquefaction occurs primarily in saturated, loose, fine-to-medium grained soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly increases pore water pressure, causing the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water soil slurry bubbles onto the ground surface. The resulting features are called “sand boils,” “sand blows,” or “sand volcanoes.” Liquefaction related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site specific geotechnical studies are the only practical and reliable way of determining the liquefaction potential of a site. The City has very high susceptibility to liquefaction in the area of the Santa Ana River (see Figure 4.6.3).

Subsidence and Seismic Settlement. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. The common causes of subsidence that can produce small or local collapses to broad regional subsidence include:

- Dewatering of peat or organic soils;
- Dissolution in limestone aquifers;
- First-time wetting of dry low-density soils (hydrocompaction);
- Natural compaction;
- Liquefaction;

- Crustal deformation;
- Ground shaking;
- Subterranean mining; and
- Withdrawal of fluids (groundwater, petroleum, or geothermal).

Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface, or the organic decomposition of peat or other organic materials . Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement. Seismic loading can result in moderate settlement at the site, up to three inches assuming the historic high groundwater level. Areas of the City subject to subsidence are indicated on Figure 4.6.4.

Landslides/Slope Stability. "Slope" is defined as the vertical change in elevation over a given horizontal distance. It can be measured as a percentage, a ratio, or as an angle. A 10 percent slope is one that rises 10 feet over a horizontal distance of 100 feet. That same slope would have a 10:1 ratio (10 feet horizontal distance for each 1 foot in vertical rise) and would have a slope angle of 5.7 percent. A 2:1 would have a 50-foot vertical rise over a 100-foot horizontal distance (50 percent), and a 26-degree angle to the slope (refer to Table 4.6.C).

Table 4.6.C: Slope Calculation

% Grade	100%	50%	40%	33.3%	30%	25%	20%	15%	12%	10%	8%	6%
Angle of slope (degrees)	45	26.6	21.8	18.4	16.7	14	11.3	8.5	6.8	5.7	4.6	3.4
Ratio	1:1	2:1	2.5:1	3:1	3.3:1	4:1	5:1	6.7:1	8.3:1	10:1	12.5:1	16.7:1

Hillsides, generally speaking, can be unstable platforms for development. Unless a landslide is already occurring, a steep slope can generally be thought of as existing in a state of equilibrium. When this equilibrium is disturbed, the likelihood of slope failure, soil erosion, silting of lower slopes, and downstream flooding increases.

Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. Areas susceptible to landslides in the City are shown on Figure 4.6.5.

Alluvial Soil. Alluvial soil is formed from water-transported sediments, such as river sediments. Most of the site is underlain by alluvial deposits except for the southeast portion of the site which contains substantial artificial fill material. The alluvial soils include layered sands and silts with some clay and gravel.

Expansive Soils. Expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The potential for a soil to shrink/swell is provided in Table 4.6.A.

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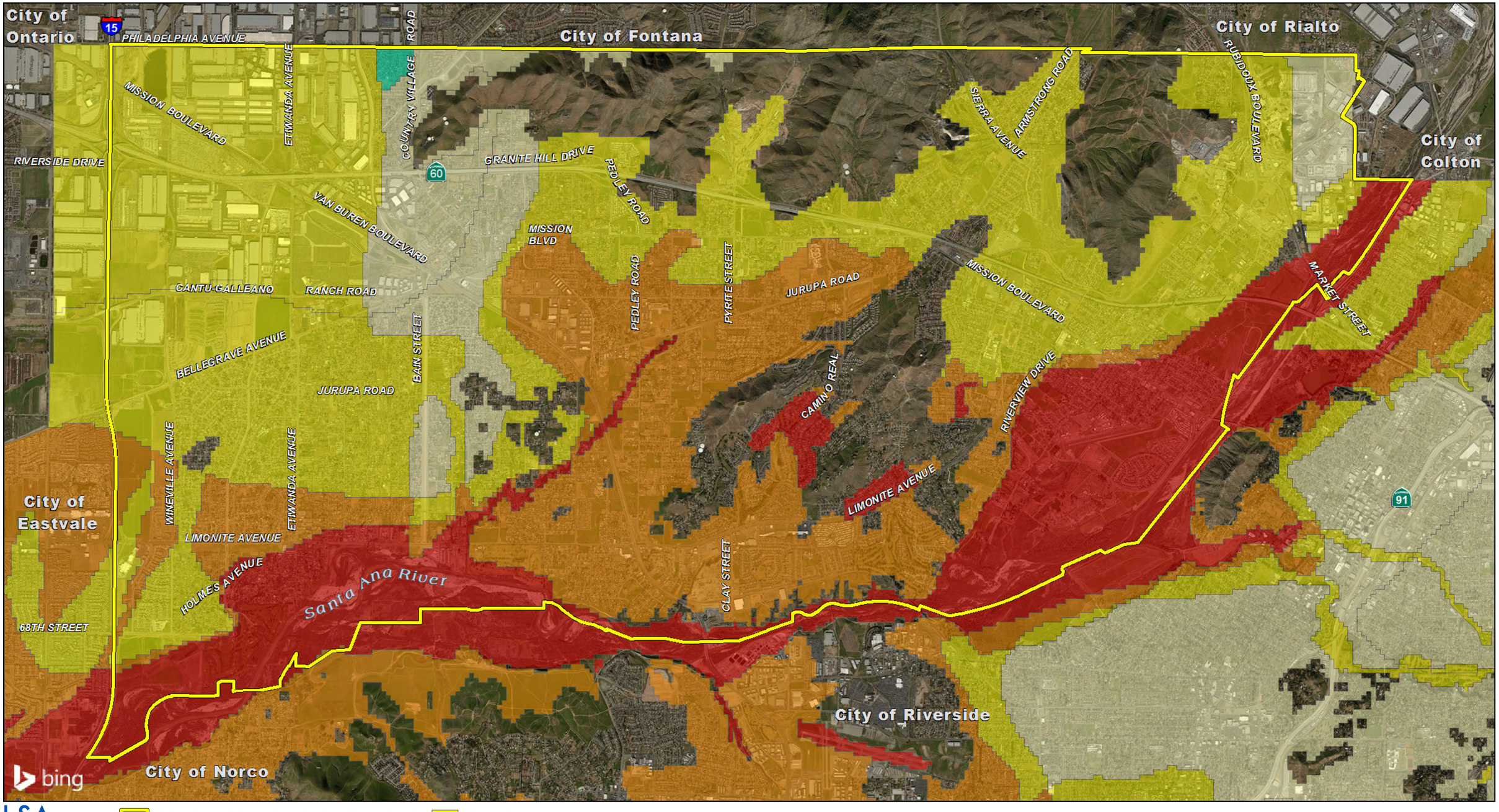

LSA

City of Jurupa Valley

Liquefaction Susceptibility

- Very High
- High
- Moderate
- Low
- Very low

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

0 2,000 4,000 Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.6.3
Liquefaction Susceptibility

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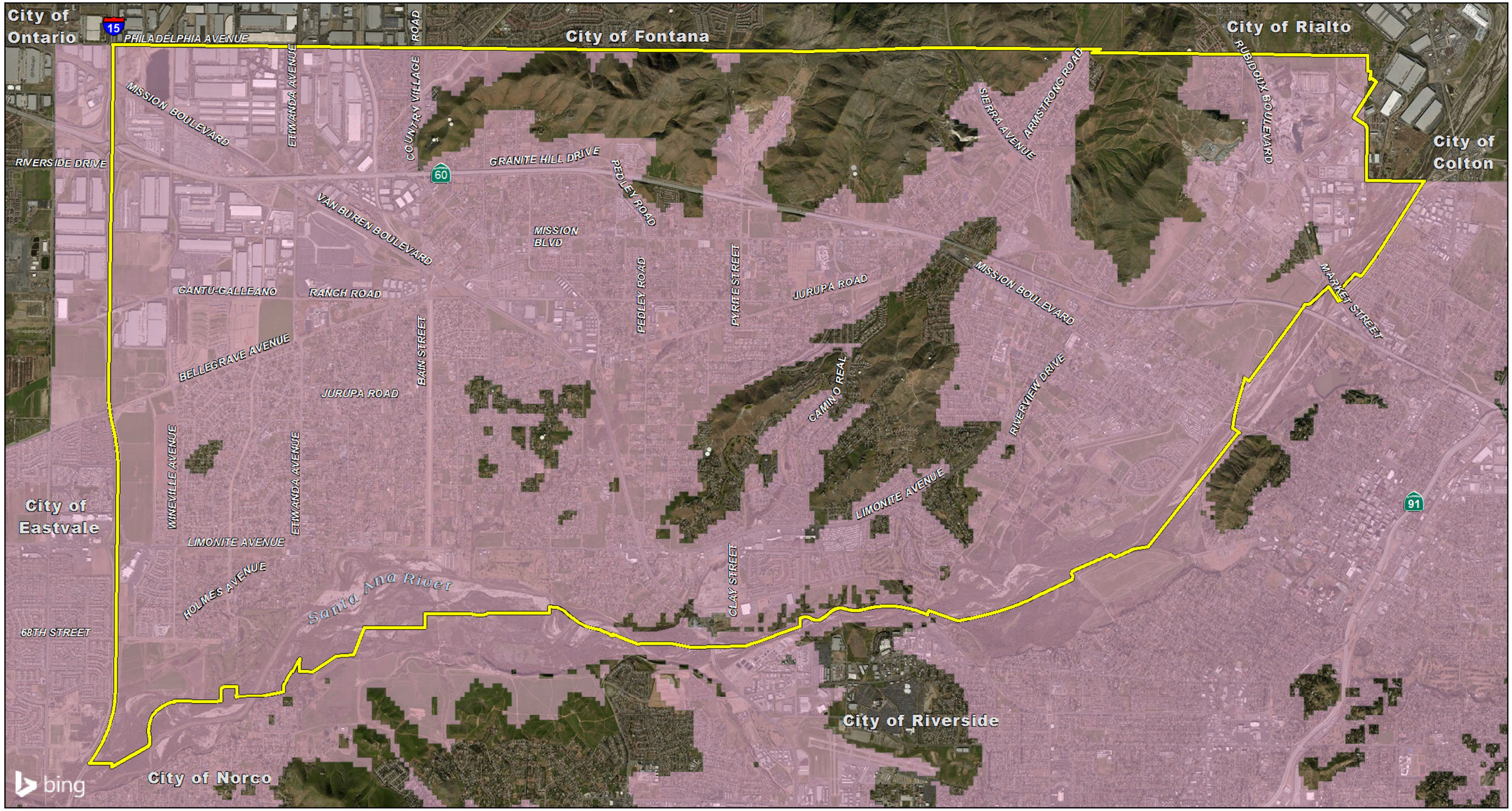

LSA

City of Jurupa Valley

Susceptible to Subsidence

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

0 2,000 4,000

Feet

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Figure 4.6.4

Subsidence Susceptibility

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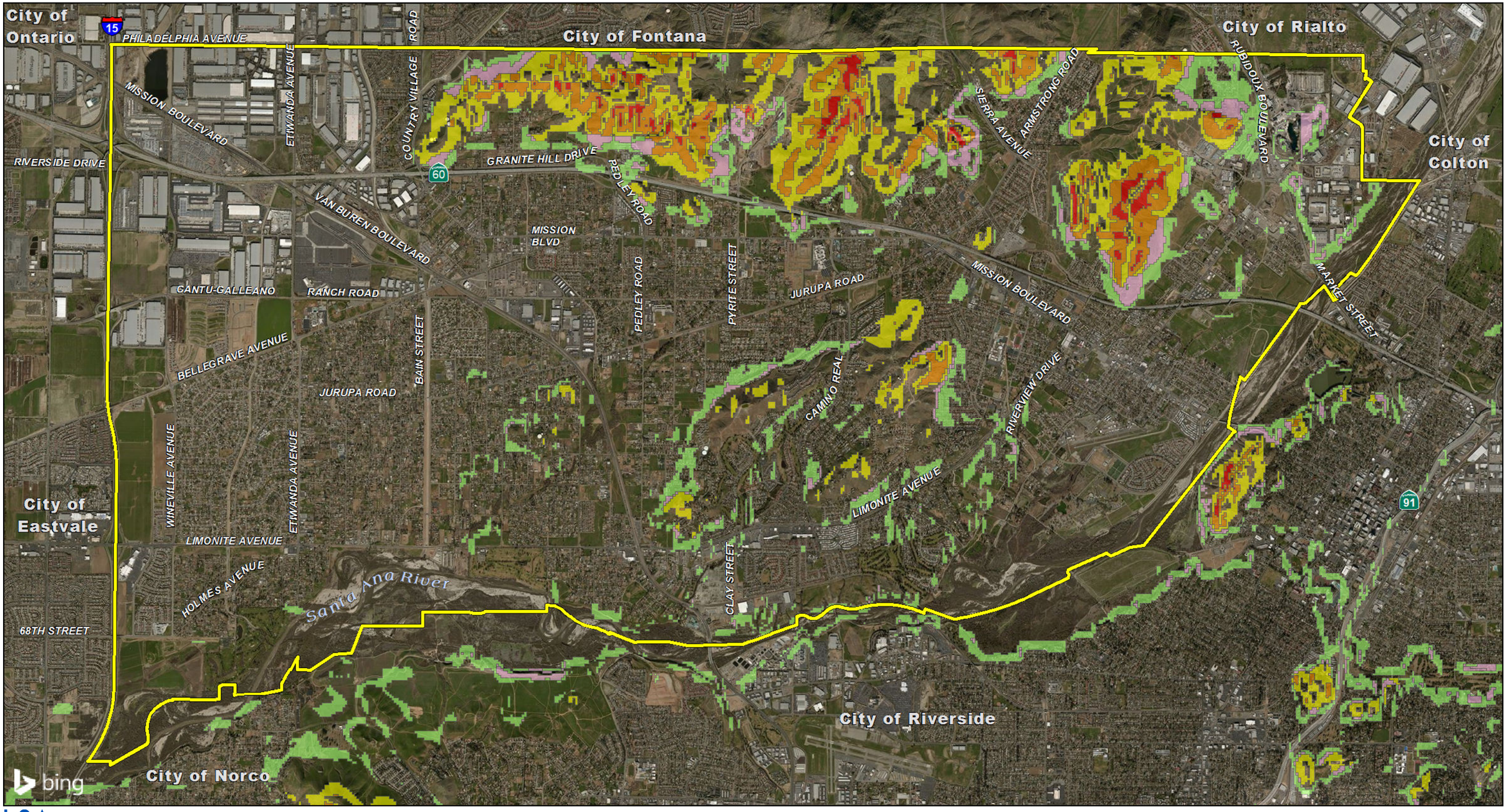

LSA

City of Jurupa Valley

Landslide Susceptibility

- Very High
- High
- Moderate
- Soil Block Slides
- Soil Slumps

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

0 2,000 4,000
Feet

I:\CJV1502\Reports\EIR\fig4-6-5_Landslide.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.6.5
Landslide Susceptibility

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Collapse Potential. Hydroconsolidation, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. When saturated, collapsible soils lose their cohesion and sudden substantial settlement may occur. An increase in surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack.

4.6.1.5 NOP/Scoping Comments

No public comments on geology or soils were made during the scoping meeting. In addition, no comment letters were received from the public or agencies during the NOP period.

4.6.2 Regulatory Framework

4.6.2.1 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act. The major State legislation regarding earthquake fault zones is the *Alquist-Priolo Earthquake Fault Zoning Act* (A-P Act). In 1972, the State of California began delineating "Earthquake Fault Zones" (called Special Studies Zones prior to 1994) around and along faults that are "sufficiently active" and "well defined" to reduce fault-rupture risks to structures for human occupancy[1]. The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults has been completed by the State Geologist, and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction. Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault.

The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The Seismic Hazards Mapping Act. Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the 1990 SHMA. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geotechnical hazard investigations are required by SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

[1] California Public Resources Code Sections 2621–2630.

The Recovery (and) Reconstruction Act. The Recovery (and) Reconstruction Act of 1986 authorizes local governments to prepare for expeditious and orderly recovery before a disaster and reconstruction afterward. It enables localities to prepare pre-disaster plans and ordinances that may include: an evaluation of the vulnerability of specific areas to damage from a potential disaster; streamlined procedures for appropriate modification of existing General Plans or zoning ordinances affecting vulnerable areas; a contingency plan of action; organization for post-disaster, short-term and long-term recovery and reconstruction; and a pre-disaster ordinance to provide adequate local authorization for post-disaster activities.

4.6.2.2 City General Plan

Geologic hazards are addressed in the Community Safety, Services, and Facilities Element of the proposed 2017 General Plan. The 2017 General Plan outlines policies and goals that aim to protect the structures, residents and businesses of Jurupa Valley from the hazards of geologic features and processes. The 2017 General Plan defines Community Safety, Services, and Facilities Element as the following:

> *Safety hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes, and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.*
>
> *Portions of Jurupa Valley may be subjected to hazards such as flooding, dam inundation, seismic occurrences and structure and wildland fire. These hazards are located throughout Jurupa Valley and pose varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques and other measures.*
>
> *Critical Facilities and lifelines are those facilities, which must remain operational after a disaster. Critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers and industrial sites that use or store hazardous materials. Lifelines are utilities or networks that are essential to daily living such as transportation facilities, water and gas lines, electrical power, as well as communications networks. Critical facilities and lifelines must be sited and designed to reduce or avoid damage and plan for redundant and/or replacement facilities in the effect they are compromised.*

Community Safety, Services, and Facilities Element

Geologic Hazards

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.1 **Fault Rupture Hazards.** When reviewing new development, minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements:

a. Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing or other high-risk occupancies located within 0.5 miles of all active or potentially active faults.

b. Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and

accepted by the City Engineer or Building Official. The City may also require geologic trenching for new development located outside of designated fault zones for especially critical or vulnerable structures or lifelines.

c. Require that critical infrastructure, including roads, bridges and utilities be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

d. Encourage and support efforts by the geologic research community to better define better the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, state and local governments, private organizations, utility agencies or universities.

CS 1.1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures, whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CS 1.1.3 **Structural/Non-Structural Assessment.** Require structural and nonstructural assessment and when necessary, mitigation, for other types of potentially hazardous buildings that: 1) are undergoing substantial repair or improvements costing more than half of the assessed property value. Potential implementation measures could include:

a. Use of variances, tax rebates fee waivers, credits, or public recognition as incentives.

b. Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency.

c. Development of a mandatory retrofit program for hazardous, high occupancy, essential, dependent, or high-risk facilities.

d. Development of a mandatory program requiring public posting of seismically vulnerable buildings.

CS 1.1.4 **Structural Damage.** Utilize the latest approaches to minimize damage to structures located in areas determined to have a high liquefaction potential during seismic events.

CS 1.1.5 **Hillside Development.** Encourage, and where possible require mitigation of potential erosion, landslide and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, Cal Fire, or County Sheriff's Department.

Programs

CS 1.1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

CS 1.1.1.2 **Liaison Program.** Develop a liaison program with all water purveyors to prevent water extraction-induced subsidence.

Conservation and Open Space Element

Program

COS 1.1.1.1 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.

Air Quality Element

Policies

AQ 3.1.5 **Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.

AQ 3.1.6 **Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.

4.6.3 Methodology

The analysis of potential geologic and soil-related impacts is based upon the City's Community Safety, Services and Facilities Element of the General Plan, literature prepared by the California Department of Mines and Geology (CDMG), information from the federal Natural Resources Conservation Service (NRCS), mapping published by the United States Geological Survey (USGS), information in the adopted Riverside County General Plan for the Jurupa Valley Planning Area and other documents such as the City's Building Code, and the City's Standard Design Guidelines, which were reviewed and summarized to establish existing conditions. In determining the level of significance, the analysis assumes that construction and operation of the proposed General Plan would comply with relevant federal and state laws and regulations.

4.6.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to geology and soils are based on Appendix G of the *CEQA Guidelines.* The General Plan would have a significant impact related to geology and soils if it would:

- 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 Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.
    - Strong seismic ground shaking.
    - Seismic-related ground failure, including liquefaction.
    - Landslides.
- 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property; and/or
- Have 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.

For the purpose of this EIR, significant geologic hazards would pertain to soil and/or seismic conditions so unfavorable that they could not be overcome by reasonable design, construction, and maintenance practices.

4.6.5 Programmatic Impact Evaluation

The following impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards and policies would reduce potential impacts to a less than significant level.

4.6.5.1 Fault Rupture

Threshold	Would the proposed project expose persons 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 Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Programmatic Impacts. Development under the General Plan may result in the total of approximately 13,140 residential units and 33 million square feet of new non-residential buildings in 20 years, thereby exposing more structures and people (residents and employees) to the effects of a fault rupture.

Future development on these lands, as envisioned in the proposed General Plan, may result in the construction and occupation of structures, critical facilities, and pipelines adjacent to known and/or as yet undetected earthquake fault zones. Such development would increase the number of persons and the amount of developed property exposed to fault rupture hazards. To lessen the potential for property loss, injury, or death that could result from rupture(s) of faults during earthquake events, policies and mitigation measures have been identified, the implementation of which will reduce potential impacts associated with fault rupture hazards to a less than significant level.

Evaluation of the General Plan Goals and Policies: The following summarized goal, policies, and programs in the Community Safety, Services, and Facilities Element (for the full text of measures see Section 4.6.2.2) address fault rupture and related seismic hazards:

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.1 **Fault Rupture Hazards.** When reviewing new development, minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements:

a. Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing or other high-risk occupancies located within 0.5 miles of all active or potentially active faults.

b. Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or Building Official. The City may also require geologic trenching for new development located outside of designated fault zones for especially critical or vulnerable structures or lifelines.

c. Require that critical infrastructure, including roads, bridges and utilities be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

d. Encourage and support efforts by the geologic research community to better define better the locations and risks of County faults. Such efforts could include

data sharing and database development with regional entities, state and local governments, private organizations, utility agencies or universities.

Program

CS 1.1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

Implementation of the above General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts from fault hazards within the City will be less than significant. It should be noted that the term "development" in this policy applies to building improvements including critical infrastructure by both private and public actions involving vacant land. The most important policies in this regard include reviewing new development to minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act (Policy CS 1.1.1). Geotechnical studies will be required for any critical structures within 0.5 miles of all active or potentially active faults. Critical infrastructure will be designed to with stand fault rupture. The City is also required to update its building codes periodically to ensure the most current California building codes related to seismic hazards are strictly enforced.

Level of Programmatic Impact Before Mitigation. While implementation of the aforementioned policies would reduce the significance of potential fault rupture impacts, they do not address potential impact related to undiscovered faults or impacts that may be identified through the use of new scientific data, equipment, or procedures. To provide adequate mitigation for potential fault rupture hazards, mitigation measures have been identified to provide flexibility to the City of Jurupa Valley in requiring site-specific geotechnical investigations in any area falling within identified or as yet unidentified fault zones. Adherence to the mitigation measure identified below will reduce potential impacts associated with this issue to a less than significant level.

Programmatic Mitigation Measure. The following measure is recommended to protect any future structures within the City from earthquake fault hazard zones:

4.6.5.1A Before a project is approved or otherwise permitted within an A-P Zone or within 150 feet of any other active or potentially active fault mapped in a published United States Geologic Survey (USGS) or CGS reports, or within other potential earthquake hazard area (as determined by the City), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of the project site. Where and when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City of Jurupa Valley Planning and Building Departments to be relevant to each development. The site-specific geotechnical investigation shall incorporate up-to-date data from government and non-government sources.

Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geologist and shall be submitted to City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits. If an active fault is discovered, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City.

Level of Programmatic Impact After Mitigation. With the implementation of the proposed 2017 General Plan policies and Mitigation Measure 4.6.5.1A, potential impacts to future development in the City with respect to fault rupture will be reduced to less than significant levels.

4.6.5.2 Ground Shaking

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong ground shaking?

Programmatic Impacts. The City of Jurupa Valley has and will continue to be subject to ground shaking resulting on seismic activity on local and regional faults. Earthquakes are a common occurrence in Southern California. Historically, Jurupa Valley has experienced the geologic effects of earthquakes outside the Planning Area. There have been several notable earthquakes in Southern California over the last 15 years including the 1986 Palm Springs, 1987 Imperial Valley, 1991 Sierra Madre, 1992 Landers, 1992 Big Bear, 1994 Northridge, and 1999 Hector Mine earthquakes.

Future development permitted by the General Plan may increase the potential for property loss, injury, or death resulting from this ground shaking hazard. To lessen the potential for property loss, injury, or death that could result from ground shaking during earthquake events, policies and mitigation measures have been identified, the implementation of which will reduce potential impacts associated with ground shaking hazards to a less than significant level.

Evaluation of the General Plan Goals and Policies: The following goal, policies, and programs in the Community Safety, Services, and Facilities Element of the 2017 General Plan (for the full text of measures see Section 4.6.2.2) address ground shaking and related risks:

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures, whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CS 1.1.3 **Structural/Non-Structural Assessment.** Require structural and nonstructural assessment and when necessary, mitigation, for other types of potentially hazardous buildings that: 1) are undergoing substantial repair or improvements costing more than half of the assessed property value. Potential implementation measures could include:

a. Use of variances, tax rebates fee waivers, credits, or public recognition as incentives.

b. Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency (FEMA).

c. Development of a mandatory retrofit program for hazardous, high occupancy, essential, dependent, or high-risk facilities.

d. Development of a mandatory program requiring public posting of seismically vulnerable buildings.

Program

CS 1.1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs will help ensure that potential impacts from ground shaking within the City will be less than significant. It should be noted that the term "development" in this policy applies to building improvements including critical infrastructure by both private and public actions involving vacant land. The policies that provide protection to new development from ground shaking hazards include requiring geotechnical investigations as a part of the environmental and development review process. (Policy CS 1.1.2). Policy COS 1.1.3, requires a structural and nonstructural assessment and when necessary, including mitigation for potentially hazardous buildings that are undergoing substantial repair or improvements costing more than half of the assessed property value. Potential implementation measures for this policy include public incentive programs to repair a structurally deficient structure, an inventory and structural assessment of potentially hazardous buildings based on screening methods developed by FEMA, development of a retrofit program and a program to require public posting of seismically vulnerable buildings.

Level of Programmatic Impact Before Mitigation. While implementation of the aforementioned policies would reduce the significance of potential ground shaking impacts, they do not provide specific development standards for development within areas subject to potential ground shaking impacts, nor do they provide adequate mitigation for potential ground shaking impacts that may be identified through the use of new scientific data, equipment, or procedures. To provide adequate mitigation for potential ground shaking hazards, mitigation has been identified to provide flexibility to the City in requiring site-specific ground shaking assessment for any development subject to potential ground shaking impacts and to require adherence to identified design standards. Adherence to these measures would reduce potential impacts related to this issue to a less than significant level.

Programmatic Mitigation Measure. The following measure is recommended to help ensure future development is not significantly impacted by area seismic conditions. This measure shall be made a standard Condition of Approval for future development within the City.

4.6.5.2A If required by the City, a site-specific assessment shall be prepared to ascertain potential ground shaking impacts on development. The site-specific ground shaking assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards. This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.

Level of Programmatic Impact After Mitigation. With the implementation of the proposed General Plan policies and mitigation measure, the impacts related to ground shaking would be reduced to less than significant.

4.6.5.3 Landslides, Rock Falls, and Debris Flows

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Programmatic Impacts. Seismically induced landslides and rock falls could occur in Jurupa Valley in a major earthquake. Landslides and rock falls occur most often on steep, eroded or undercut, or disturbed hillsides. Factors controlling the stability of slopes include: 1) slope height and steepness; 2) engineering characteristics of the earth materials comprising the slope; and 3) the intensity of ground shaking. Field investigation enables identification of slide-prone areas before an earthquake occurs.

The Jurupa Mountains and the Pedley Hills are characterized by moderate to steep rocky slopes and are potentially prone to landslides, rock falls, and debris flows. Future development permitted by the General Plan in these areas may increase the potential for property loss, injury, or death resulting from landslides. The City's building code establishes specific site investigation requirements for hillside development to reduce risks from landslides, rock falls, and debris flows. To lessen the potential for property loss, injury, or death that could result from landslides during earthquake events, policies and programs have been identified, the implementation of which will reduce potential impacts associated with landslide, rock falls, and debris flows hazards to a less than significant level.

Evaluation of the General Plan Goals and Policies: The policies related to landslides, rockfalls, and debris flows are found in the proposed 2017 General Plan in the Community Safety, Services, and Facilities Element. The 2017 General Plan includes the following policies to reduce or minimize the effects associated with ground shaking on structures and infrastructure. The effectiveness of the policies at reducing such impacts is analyzed below and an additional mitigation measure has been identified.

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures, whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CS 1.1.5 **Hillside Development.** Encourage, and where possible require mitigation of potential erosion, landslide and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, Cal Fire, or County Sheriff's Department.

Program

CS 1.1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs within steep slopes and hillside areas will help ensure that potential impacts from landslides, rock falls and debris flows within the City will be less than significant. It should be noted that the term

"development" in this policy applies to building improvements including critical infrastructure by both private and public actions involving vacant land. The policies that provide protection to new development from landslide hazards include requiring geotechnical investigations as a part of the environmental and development review process. (Policy CS 1.1.2). All development within unstable hillside areas is required to implement mitigation to reduce the hazards of landslide, rock falls, and slope failure (Policy COS 1.1.5). Program CS 1.1.1.1 requires the City to adopt and implement the latest building codes the reduce landslide, rock falls, and debris flow hazards on future development.

Level of Programmatic Impact Before Mitigation. Implementation of the aforementioned policies and programs would reduce the significance of potential of landslide, rock falls, and debris flow hazards on future development Adherence to these policies and programs would reduce potential impacts related to this issue to a less than significant level and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With the implementation of the proposed General Plan policies and programs, and the latest building codes the impacts related to landslides, rock falls, and debris flows be reduced to less than significant.

4.6.5.4 Soil Erosion or Loss of Topsoil

Threshold	Would the proposed project result in substantial soil erosion or the loss of topsoil?

Programmatic Impacts. Soil erosion and loss of topsoil can be associated with groundbreaking excavation activities, such as grading or cut and fill for new development. These activities can expose unprotected soils to storm water runoff causing erosion and loss of topsoil. An increase in population anticipated by the City's 2017 General Plan would cause an increase in residential and non-residential structures, resulting with alterations and loss to existing topsoil. In addition, exposure of underlying soils during landform modifications substantially increases the potential for soil erosion.

Future development within the City and related off-site improvements that would involve the disturbance of more than one acre is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will also be required to address erosion and discharge impacts associated with the proposed on-site grading. Good housekeeping practices at a construction site would protect receiving waters from soil erosion and silt deposition during grading activities.

The following SWPPP components would reduce potential impacts of soil erosion or loss of topsoil to less than significant levels:

- Protect all storm drain inlets and streams located near the construction site to prevent sediment-laden water from entering the storm drain system.
- Prevent erosion by implementing one or more of the following soil stabilization practices: mulching, surface roughening, permanent or temporary seeding.
- Limit vehicular access to and from the site. Stabilize construction entrances/exits to minimize the track out of dirt and mud onto adjacent streets. Conduct frequent street sweeping.
- Protect stockpiles and construction materials from winds and rain by storing them under a roof, secured impermeable tarp or plastic sheeting.
- Avoid storing or stockpiling materials near storm drain inlets, gullies or streams.
- Phase grading operations to limit disturbed areas and duration of exposure.
- Perform major maintenance and repairs of vehicles and equipment off site.

- Wash out concrete mixers only in designated washout areas at the construction site.
- Set-up and operate small concrete mixers on tarps or heavy plastic drop cloths.
- Keep construction sites clean by removing trash, debris, wastes, etc. on a regular basis.
- Clean up spills immediately using dry clean-up methods (e.g., absorbent materials such as cat litter, sand or rags for liquid spills; sweeping for dry spills such as cement, mortar or fertilizer) and by removing the contaminated soil from spills on dirt areas.
- Maintain all vehicles and equipment in good working condition. Inspect frequently for leaks, and repair promptly.
- Cover open dumpsters with secured tarps or plastic sheeting. Clean out dumpsters only in approved locations on the construction site.
- Arrange for an adequate debris disposal schedule to insure that dumpsters do not overflow.

New development within the City is required to prepare a site specific Water Quality Management Plan (WQMP). The WQMP can contain the following post-construction measures, which will help reduce potential impacts to soil erosion to less than significant levels and identifies measures to treat and/or limit the entry of contaminants into the storm drain system:

- Identify and preserve existing drainage patterns. The grading design of the project will follow the existing topography of the golf course.
- Identify and preserve natural infiltration capacity. Infiltration trenches and infiltration basins will infiltrate water runoff using native soil.
- Identify and minimize impervious area. Impervious areas will drain into proposed pervious and landscaped areas as a pre-treatment before entering into the proposed infiltration trenches and basins.
- Identify and disperse runoff into pervious areas. The project will be designed such that runoff drains into pervious areas. Roof runoff will be conveyed to adjacent proposed landscaped area before entering the infiltration trenches and basins.

Policies and a program are identified below to mitigate the potentially significant erosion impacts associated with implementation of the proposed 2017 General Plan.

Evaluation of the General Plan Goals and Policies: The policies related to soils erosion are found in the proposed 2017 General Plan in the Community Safety, Services, and Facilities Element, Conservation and Open Space Element, and Air Quality Element. The General Plan includes the following policies to reduce or minimize the effects associated with ground soils erosion. The effectiveness of the policies at reducing such impacts is analyzed below and an additional mitigation measure has been identified.

Community Safety, Services, and Facilities Element

Policy

CS 1.1.5 **Hillside Development.** Encourage, and where possible require mitigation of potential erosion, landslide and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, Cal Fire, or County Sheriff's Department.

Conservation and Open Space Element

Program

COS 1.1.1.1 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.

Air Quality Element

Policies

AQ 3.1.5 **Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.

AQ 3.1.6 **Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.

Implementation of the above General Plan policies and program as future development occurs within will help ensure that potential impacts from soils erosion within the City. The policies that provide protection to soils include CS 1.1.5, AQ 3.1.5 and AQ 3.1.6, and program COS 1.1.1.1. Program COS 1.1.1.1, is meant to provide protection from soils erosion through the design of a project. Although the Policy CS 1.1.5 protects soil erosion in hillside areas it does not protect soil erosion in other areas of the City. The policies in the Air Quality Element reduce the erosion of soils during grading activities; however, there is no protection afforded to soils from water erosion. However, state, regional and local regulations protect soils from water erosion through site specific NPDES, SWPP and WQMPs within all areas of the City.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan policies, program and state, regional and local regulations the protect soils reduce the impact of soil erosion to a less than significant level.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. No mitigation is required; however, **a**dherence to the General Plan policies, program and state, regional and local regulations would reduce potential impacts related to this issue to a less than significant level.

4.6.5.5 Septic Tanks

Threshold	Would the proposed project have 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?

Programmatic Impacts. All new development within the City would be required to connect to the local Community Service Districts' sewer systems. Septic tanks and alternative wastewater treatment disposal systems would not be allowed. Therefore,

Evaluation of the General Plan Goals and Policies: There are no policies related to septic tanks or alternative wastewater disposal systems in the proposed 2017 General Plan. Because septic tanks and alternative wastewater treatment facilities would not be allowed for new development, soils incapable of supporting such facilities are not of concern and no significant impacts are expected or likely.

Level of Programmatic Impact Before Mitigation. There is no impact because new development would not be allowed to install septic tanks or alternative wastewater treatment facilities.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. There is no impact; therefore, no mitigation is required.

4.6.5.6 Seismic-Related Ground Failure

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure?

Programmatic Impacts. Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction is defined as "the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure." The potential for liquefaction also depends on soil conditions and groundwater levels, which may fluctuate. Liquefaction occurs worldwide, commonly during moderate to great earthquakes. Four kinds of ground failure commonly result from liquefaction: lateral spread, flow failure, ground oscillation, and loss of bearing strength.

Portions of the City are susceptible to liquefaction, a destructive secondary effect of strong seismic shaking. These areas are identified on Figure 4.6.3. The majority of the City, outside the hillside areas, is located within areas susceptible to ground subsidence (refer to Figure 4.6.4). Build out of proposed General Plan will increase the number of persons, residential units, and non-residential development that would occur on soils susceptible to liquefaction, subsidence or soil collapse. Measures are identified below to mitigate the potentially significant impacts associated with future development within the City.

Evaluation of the General Plan Goals and Policies: The policies related to seismic related ground failure are found in the proposed General Plan in the Community Safety, Services, and Facilities Element. The General Plan includes the following policies to reduce or minimize the effects associated with liquefaction, seismic related ground subsidence, collapse or settlement on structures and infrastructure. The effectiveness of the policies at reducing such impacts is analyzed below and an additional mitigation measure has been identified.

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures, whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CS 1.1.4 **Structural Damage.** Utilize the latest approaches to minimize damage to structures located in areas determined to have a high liquefaction potential during seismic events.

CS 1.1.5 **Hillside Development.** Encourage, and where possible require mitigation of potential erosion, landslide and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, Cal Fire, or County Sheriff's Department.

Program

CS 1.1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

Implementation of the above 2017 General Plan goals, policies, and programs as future development occurs within will help ensure that potential impacts from seismic related liquefaction and ground settlement within the City will be less than significant. It should be noted that the term "development" in this policy applies to building improvements including critical infrastructure by both private and public actions involving vacant land. The policies that provide protection to new development from seismic hazards include requiring geotechnical investigations as a part of the environmental and development review process. (Policy CS 1.1.2). Policy CS 1.1.4 requires utilizing the most updated geotechnical approaches to minimize damage to structures in areas that have a high potential for liquefaction. All development within unstable hillside areas is required to implement mitigation to reduce the hazards of slope failure and settlement (Policy COS 1.1.5). Program CS 1.1.1.1 requires the City to adopt and implement the latest building codes to reduce seismically related hazards on future development.

Level of Programmatic Impact Before Mitigation. Implementation of the aforementioned policies would reduce the significance of potential seismic related liquefaction and ground settlement within the City on future development. Adherence to these policies would reduce potential impacts related to this issue to a less than significant level and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With the implementation of the proposed 2017 General Plan policies and programs, and the latest building codes the impacts related to seismic related liquefaction and ground settlement within the City would be reduced to less than significant.

4.6.5.7 Expansive Soils

Threshold	Would the proposed project be located on expansive soil, creating substantial risks to life or property?

Programmatic Impacts. Expansive soils are those soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils shrink or swell, the change in volume exerts significant pressures on loads (such as buildings) that are placed on them. Implementation of the proposed 2017 General Plan may result in the construction and occupation of structures within areas underlain by expansive soils. Expansive soil conditions (as defined in the current building code), if not properly mitigated by site preparation and/or foundation design, can cause substantial damage to structures and other improvements over time.

Table 4.1.A identifies the soils within the City. There is one soil type identified within the City that have a high shrink/swell (Monserate sandy loam, shallow, 5-15% slopes). Build out of proposed 2017 General Plan would increase the number of persons, residential units, and non-residential development that would occur on moderately expansive soils within the City that are identified as Monserate sandy loam, shallow, 5-15% slopes as shown on Figure 4.6.2. Policies are identified below to mitigate the potentially significant impacts associated with future development within the City.

Evaluation of the General Plan Goals and Policies: The goal related to soils is found in the proposed 2017 General Plan in the Community Safety, Services, and Facilities Element. The General Plan includes the following goal to reduce or minimize the effects associated with expansive soils on

structures and infrastructure. The effectiveness of the goal at reducing such impacts is analyzed below.

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

Implementation of the above 2017 General Plan goal as future development occurs will help ensure that potential impacts from soil expansion within the City will be less than significant. The goal (CS 1) provides protection to new development from natural hazards including soil expansion. There are no policies or programs in the General Plan that specifically addresses expansive soils.

Level of Programmatic Impact Before Mitigation. While implementation of the aforementioned goal would reduce the significance of expansive soils impacts, it does not provide specific development standards for development within areas subject to potential soil expansion, nor do they provide adequate mitigation for potential soil expansion impacts that may be identified through the use of new scientific data, equipment, or procedures. To provide adequate mitigation for potential soil expansion hazards, mitigation has been identified to provide flexibility to the City in requiring site-specific soils assessment for any development subject located on Monserate sandy loam, shallow, 5-15% slopes soils and to require adherence to identified design standards. Adherence to these measures would reduce potential impacts related to this issue to a less than significant level.

Programmatic Mitigation Measures. The following measure is recommended to help ensure future development in the City will not be subject to impacts related to expansive soils.

4.6.5.7A As determined by the City, a site-specific soil assessment shall be prepared to ascertain potential soil expansion on development within the Monserate sandy loam, shallow, 5-15% slopes identified on Figure 4.6.2. The site-specific soil assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific soils assessment shall include specific measures to reduce the significance of potential soil swell/shrink potential.

This site-specific soils assessment shall be prepared by a licensed soils engineer or geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.

Level of Programmatic Impact After Mitigation. With the implementation of the proposed 2017 General Plan goal and mitigation measure, the impacts related to expansive soils would be reduced to less than significant.

4.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General

Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The cumulative "universe" for geologic issues is the City of Jurupa Valley and western Riverside County, within the larger context of southern California due to regional seismicity. The project area has potential geotechnical and soils constraints, as the entire southern California area contains a number of major regional and local faults, including the Chino-Elsinore fault zone, Whittier, Elsinore Glen Ivy, San Jacinto-San Bernardino, Cucamonga, San Jose, Sierra Madres, and San Andreas faults.

The presence of regional faults creates the potential for damage to structures or injury to persons during seismic events. However, City, County, and state regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to less than significant levels. Anticipated development in the City and surrounding area in general will not have a cumulatively considerable impact on earth resources, nor will regional geotechnical constraints have a cumulatively considerable impact on the proposed project or cumulative projects, as long as proper design and engineering are implemented based on available seismic and other geotechnical data. The implementation of the proposed General Plan represents an incremental portion of this potential impact, so it will not have cumulatively significant impacts in this regard.

Because it is reasonable to conclude that all development within seismically active areas will be required to adhere to applicable state regulations, CBC standards, and the design and siting standards required by local agencies, implementation of the 2017 General Plan would not result in significant cumulative impacts regarding regional geology, seismicity, or soil constraints.

4.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section provides a discussion of global climate change, existing regulations pertaining to global climate change, and an analysis of greenhouse gas (GHG) emissions associated with the proposed 2017 General Plan. This analysis examines the long-term operational impacts and evaluates the effectiveness of goals, policies, and programs incorporated into the Air Quality Element of the General Plan. This section analyzes the potential climate change impacts of the proposed General Plan based on the following technical information:

- *WRCOG Subregional Climate Action Plan.* Western Regional Council of Governments, Final Report, September 2014.
- *Air Quality Element, 2017 General Plan,* City of Jurupa Valley. December 2016 (draft).
- *CalEEMod Greenhouse Gas Emissions Data,* DEIR Appendix D, 2016.

4.7.1 Existing Setting

4.7.1.1 Global Climate Change

Global climate change is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred by some scientists and policy makers to "global warming" because it helps convey the notion that there are other changes in addition to rising temperatures.

Climate change refers to any significant change in measures of climate such as temperature, precipitation, or wind, lasting for decades or longer (U.S. Environmental Protection Agency [EPA], 2007). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation); and/or
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

The primary observed effect of global climate change has been a rise in the average global tropospheric[1] temperature of 0.36 degrees Fahrenheit (°F) per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming could occur, which would induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold and increased intensity of tropical cyclones (hurricanes). Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Delta.

Human activities, such as fossil fuel combustion and land use changes release carbon dioxide (CO_2) and other compounds, cumulatively termed greenhouse gases (GHGs). GHGs are effective in trapping infrared radiation that otherwise would have escaped the earth's atmosphere, thereby reducing heat buildup in the atmosphere the oceans, and earth's surface (EPA, 2007). These

[1] The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

activities over the last 50 years are increasing the amounts of CO_2 and other GHGs in the atmosphere which are thought to be the primary cause of global warming."[1]

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. They include CO_2, methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). In the last 200 years, substantial quantities of GHGs have been released into the atmosphere. These extra emissions are increasing natural GHG concentrations in the atmosphere, enhancing the natural greenhouse effect, which is believed to be causing global climate change. While human-made GHGs include CO_2, CH_4, and N_2O, some compounds are not naturally occurring and (like chlorofluorocarbons [CFCs]) are completely new to the atmosphere.

GHGs vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e). Table 4.7.A identifies the atmospheric lifetimes and global warming potentials of the GHGs of primary concern in this analysis.

Table 4.7.A: Atmospheric Lifetimes and Global Warming Potentials

GHG	Chemical Makeup	Atmospheric Lifetime (Years)	100-Year [(a)] Global Warming Potential
Carbon Dioxide	CO_2	50-200	1
Methane	CH_4	12	25
Nitrous Oxide	N_2O	114	298

[(a)] The warming effects over 100-year time frame relative to carbon dioxide
Source: U.S. Environmental Protection Agency, *Greenhouse Gases Overview*, 2016.

Natural sources of CO_2 include the respiration (breathing) of humans and animals and evaporation from the oceans. Together, these natural sources release approximately 150 billion metric tons[2] of CO_2 each year, far outweighing the 7 billion metric tons of human-made emissions from fossil fuel burning, waste incineration, deforestation, and cement manufacture. Nevertheless, natural removal processes such as photosynthesis by land- and ocean-dwelling plant species cannot keep pace with this extra input of human-made CO_2, and consequently the gas is building up in the atmosphere.[3]

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Human-made sources include the mining and burning of fossil fuels; digestive processes in ruminant animals such as cattle; rice paddies; and the burying of waste in landfills. Total annual emissions of CH_4 are approximately 500 million metric tons, with human-made emissions accounting for the majority. As for CO_2, the major removal process of atmospheric CH_4—chemical breakdown in the atmosphere—cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.

Nitrous oxide is emitted from a variety of human-related and natural sources. Human-related sources of nitrous oxide include agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuel and solid waste, adipic (fatty) acid production, and nitric acid production. Nitrous oxide is also produced naturally through sources associated with the biological nitrogen cycle, particularly microbial action in wet tropical forests. Nitrous oxide emission levels from a source can vary significantly from one country or region to another, depending on many factors

1 Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2013: The Physical Science Basis*, http://www.ipcc.ch/report/ar5/wg1/
2 A tonne is a ton in the metric unit system, also called a metric ton, equal to 1,000 kilograms or about 2,204 pounds.
3 Enviropedia, http://www.enviropedia.org.uk/Global_Warming/Emissions.php.

such as industrial and agricultural production characteristics, combustion technologies, waste management practices, and climate. For example, heavy utilization of synthetic nitrogen fertilizers in crop production typically results in significantly more nitrous oxide emissions from agricultural soils than that occurring from less intensive, low-tillage techniques. Also, the presence or absence of control devices on combustion sources, such as catalytic converters on automobiles, can have a significant effect on the level of nitrous oxide emissions from these types of sources. It is estimated that 40 percent of global nitrous oxide emissions are related to human activities.[1]

4.7.1.2 Effects of Global Climate Change

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use these data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4 °C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The IPCC concluded that global climate change was largely the result of human activity, mainly the burning of fossil fuels. However, the scientific literature is not consistent regarding many of the aspects of global warming or climate change, including actual temperature changes during the 20th century, the accuracy of the IPCC report, and contributions of human versus non-human activities.

Effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme weather events, and degradation of air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems. Heat-related problems include heat rash and heat stroke. In addition, climate-sensitive diseases may increase, such as those spread by mosquitoes and other disease-carrying insects. Such diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

Additionally, according to the 2006 California Climate Action Team (CAT) Report,[2] the following climate change effects, which are based on trends established by the IPCC, can be expected in California over the course of the next century:

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, threatening the State's water supply.
- A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. (Note: This condition would not affect the project area as it is a significant distance away from coastal areas.)

[1] IPCC. *Climate Change 2014: Synthesis Report. Contribution of the Working Groups I, II, and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. 2014.

[2] California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Increasing temperatures from 8 to 10.4 °F under the higher emission scenarios, leading to a 25 percent to 35 percent increase in the number of days ozone pollution levels are exceeded in most urban areas (see below).
- Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.
- Increased electricity demand, particularly in the hot summer months.
- Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

4.7.1.3 Greenhouse Gases

Greenhouse gases defined by AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Natural processes and human activities emit greenhouse gases. The presence of greenhouse gases in the atmosphere affects the earth's temperature. Many scientists believe that emissions from human activities, such as electricity production and vehicle use, have led to elevated concentrations of these gases in the atmosphere beyond the level of naturally occurring concentrations. Table 4.7.B lists greenhouse gases, the effects of each greenhouse gas, and sources for each of the greenhouse gases.

4.7.1.4 Greenhouse Gas Emission Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, national, State, and local GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (see Table 4.7.A), accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Global Emissions. Worldwide anthropogenic GHG emissions in 2010 were approximately 49 billion MT of CO2e, including ongoing emissions from industrial and agricultural sources and emissions from land use changes such as deforestation and biomass decay. Carbon dioxide emissions from fossil fuels and industrial processes accounted for 65 percent of the total GHG emissions, while carbon dioxide emissions from all sources accounted for 77 percent of the total GHG emissions. Methane emissions accounted for 16 percent of the total GHG emissions. Nitrous oxide emissions accounted for 6.2 percent of total GHG emissions.

Table 4.7.B: Greenhouse Gas Properties, Effects, and Sources

Constituent	Description and Physical Properties	Health Effects [a]	Sources
Carbon Dioxide	Carbon dioxide (CO_2) is an odorless, colorless natural greenhouse gas.	Outdoor levels of carbon dioxide are not high enough to result in negative health effects.	Carbon dioxide is emitted from natural and anthropocentric (human) sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Methane	Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10–12 years) compared to other greenhouse gases.	There are no health effects from methane at current levels in the atmosphere; however, in high concentrations in confined areas, the gas presents the hazard of suffocation.	Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.
Nitrous Oxide	Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas.	Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses it is harmless. In some cases, heavy and extended use can cause Olney's Lesions (brain damage).	Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution. In 1998, the global concentration was 314 ppb. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, e.g., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars.
Chloro-fluorocarbons	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface).	In confirmed indoor locations, working with CFC-113 or other CFCs is thought to have resulted in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.	CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
Hydro-fluorocarbons	Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant.	None.	HFCs are man-made for applications such as automobile air conditioners and refrigerants.
Per-fluorocarbons	Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).	None.	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride	Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated, 23,900. Concentrations in the 1990s were about 4 ppt.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.	Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

[a] According to the USEPA under the Endangerment Finding (see section 4.7.2.2) of the Clean Air Act, there are no direct health impacts from each GHG. However, the USEPA has determined that there are indirect health impacts related to climate change.
Source: LSA Associates 2016

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The Global Carbon Project releases an annual update of the global carbon budget and trends. According to the Carbon Budget and Trends 2015 update, the atmospheric carbon dioxide concentration in 2014 was 397 parts per million (ppm), 43 percent above the concentration at the start of the Industrial Revolution (about 277 ppm in 1750). The present concentration is the highest during the last 800,000 years. The annual growth rate of atmospheric carbon dioxide was 3.0±0.2 billion tons (Gt) of CO_2e in 2014, corresponding to an increase of 1.83±0.09 ppm in the atmospheric concentration.[1]

United States Emissions. The Unites States Environmental Protection Agency's (USEPA) Inventory of U.S. GHG Emissions and Sinks provides a comprehensive emissions inventory of the nation's primary anthropogenic sources and sinks of GHGs back to 1990. According to the 1990-2012 Inventory, U.S. GHG emissions totaled 6,525.6 million $MTCO_2e$ in 2012, which represents a 4.7 percent increase from 1990 levels.[2] From 2011 to 2012, GHG emissions decreased by 3.4 percent. This decrease was due to a decrease in the carbon intensity of fuels consumed by power producers to generate electricity due to a decrease in the price of natural gas, a decrease in transportation sector emissions attributed to a small increase in fuel efficiency across different transportation modes and limited new demand for passenger transportation, and much warmer winter conditions resulting in a decreased demand for heating fuel in residential and commercial sectors.

State of California Emissions. The State of California is a substantial contributor of GHG emissions, with the second largest GHG emissions in the U.S. and the 14th largest carbon dioxide emissions in the world. The California Air Resources Board (CARB) is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the volume of GHGs emitted to and removed from the atmosphere by human activities within the State of California and supports the AB 32 Climate Change Program. The CARB's current GHG emission inventory covers the years 2000-2012 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, agricultural lands). According to the 2000-2012 California GHG Emissions Inventory, total California GHG emissions were 459 million $MTCO_2e$ in 2012, which represents a 6.1 percent increase from 1990 levels.[3] From 2011 to 2012, GHG emissions increased by 1.7 percent. Table 4.7.C summarizes California GHG emissions by economic sectors. As shown, the transportation sector was the largest contributor to California GHG emissions, followed by the industrial sector and electricity generation from both in-state and imported sources.

Table 4.7.C: State of California Annual GHG Emissions by Economic Sector (2012)

Economic Sector	GHG Emissions (million $MTCO_2e$)	Percent of Total GHG Emissions
Agriculture and Forestry	37.86	8
Commercial	22.02	5
Electric Generation (imports)	44.15	10
Electric Generation (in-state)	51.18	11
Industrial	100.67	22
Residential	31.59	7
Transportation	171.01	37
Unspecified [(a)]	0.21	<1
Total GHG Emissions [(b)]	**458.60**	**100**

[(a)] Unspecified includes emissions from evaporative losses, which could not be attributed to an individual sector.
[(b)] The sector emissions may not add up exactly to the above listed gross and net total emissions due to rounding.
Source: CARB 2014

1 Global Carbon Project. *Carbon Budget and Trends 2015*. December 7, 2015.

2 U.S. Environmental Protection Agency. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2012*. April 2014.

3 California Air Resources Board (CARB). *California Greenhouse Gas Emissions Inventory for 2000-2012—by Sector and Activity.* March 24, 2014.

4.7.1.5 NOP/Scoping Comments

During the NOP period and the scoping meetings, no residents expressed concerns regarding greenhouse gases and related topics. The South Coast Air Quality Management District submitted a letter during the NOP period requesting the air quality study examine potential greenhouse gas emission impacts of the project, and recommended their methodologies to follow (Refer to Appendix D of this EIR).

4.7.2 Regulatory Framework

4.7.2.1 International Regulation of Climate Change

Intergovernmental Panel on Climate Change (IPCC). In 1988, the United Nations created the IPCC to provide independent scientific information regarding climate change to policymakers. The IPCC does not conduct research itself, but rather compiles information from a variety of sources into reports regarding climate change and its impacts. The IPCC has thereafter periodically released reports on climate change, and in 2007 released its Fourth Assessment Report which concluded most global climate change was the result of human activity, mainly the burning of fossil fuels (see Section 4.7.1.1).

United Nations Framework Convention on Climate Change (UNFCCC). On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the UNFCCC, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol (Protocol) is an international agreement linked to the UNFCCC that mandates industrialized nations to reduce GHG emissions in an effort to prevent anthropogenic impacts to the climate. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

The Protocol was adopted on December 11, 1997 and entered into force on February 16, 2005. The Protocol's first commitment period set binding targets for 37 industrialized countries and the European community to reduce greenhouse gas emissions an average of five percent below 1990 levels over the five-year period 2008-2012. The second commitment period (2013-2020) was adopted during the Conference of Parties in Doha, Qatar on December 8, 2012. As of 2016, the United States is the only signatory that has not ratified the Protocol.

Paris Agreement. The Paris Agreement (Agreement) was adopted in December 12, 2015 and builds upon the UNFCCC by reducing the maximum allowable rise in global temperature from 2 to 1.5 degrees Celsius above pre-industrial levels. In addition, all Parties are required to establish "nationally determined contributions" which set forth domestic mitigation measures and regularly report their GHG emissions and implementation efforts. Furthermore, a global inventory will be conducted every 5 years to assess the collective progress towards achieving the purpose of the agreement. The United States signed the Agreement on April 22, 2016, but has yet to ratify the Agreement as of 2016.

4.7.2.2 Federal Regulations/Standards

The United States has historically had a voluntary approach to reducing GHG emissions and planning for climate change adaptation. While there currently are no adopted federal regulations following are actions regarding the Federal government, greenhouse gases, and fuel efficiency.

Greenhouse Gas Endangerment. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that the EPA regulate four greenhouse gases, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act. The Court held that the Administrator must determine whether emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- *Endangerment Finding:* The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- *Cause or Contribute Finding:* The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing greenhouse gas emissions standards for vehicles, as discussed in the section "Clean Vehicles" below.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's Highway Traffic and Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the National Highway Safety Administration are working on a second-phase joint rulemaking to establish national standards for light-duty vehicles for model years 2017 and beyond.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12% and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers; everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year.

New Source Review Prevention of Significant Deterioration (GHG Tailoring Rule). The EPA issued a final rule on May 13, 2010, that establishes thresholds for greenhouse gases that define when permits under the New Source Review Prevention of Significant Deterioration and Title V

Operating Permit programs are required for new and existing industrial facilities. Operating permits are legally enforceable documents that permitting authorities issue to air pollution sources after the source has begun to operate. Title V Operating Permits are required from Title V of the Clean Air Act. This final rule "tailors" the requirements of these Clean Air Act permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, the EPA states:

This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the Clean Air Act, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to greenhouse gas sources, starting with the largest greenhouse gas emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources, but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for greenhouse gas emissions until at least April 30, 2016.

EPA estimates that facilities responsible for nearly 70 percent of the national greenhouse gas emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation's largest greenhouse gas emitters—power plants, refineries, and cement production facilities.

On December 23, 2010, the EPA issued a series of rules that put the necessary regulatory framework in place to ensure that 1) industrial facilities can get Clean Air Act permits covering their GHG emissions when needed and 2) facilities emitting GHGs at levels below those established in the Tailoring Rule do not need to obtain Clean Air Act permits.

Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources. As required by a settlement agreement, the EPA proposed new performance standards for emissions of carbon dioxide for new affected fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatt would be required to meet an output based standard of 1,000 pounds of carbon dioxide per megawatt-hour, based on the performance of widely used natural gas combined cycle technology.

Energy Policy and Conservation Act. The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration (NHTSA), which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. The Corporate Average Fuel Economy (CAFE) program, administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992. The Energy Policy Act (EPAct) of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local governments and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005. The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Clean Power Plan. On August 3, 2015, the USEPA issued the Clean Power Plan (CPP), which will cut GHG emissions from existing power plants. The CPP establishes interim and final carbon dioxide emission performance rates for two types of electric generating units—steam electric and natural gas fired power plants—under Section 111(d) of the Clean Air Act. The CPP also establishes state-specific interim and final goals for each state, based on these limits and each state's mix of power plants.

Mandatory Reporting of GHG. The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases rule. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions, are required to submit annual reports to the EPA.

4.7.2.3 State Regulations/Standards

California Code of Regulations Title 24, Part 6. Enacted in 1978, this part of the California Code established energy efficiency standards for residential and nonresidential buildings in response to a legislative mandate to reduce California's energy consumption. These standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Continual updates to Title 24 along with the State's implementation of AB 1493 and SB 1368 will have a major impact on the State's attainment of the AB 32 goals.

The 2016 Title 24 standards, which will become effective on January 1, 2017, are estimated to result in new buildings that use 28 percent less energy for lighting, heating, cooling, ventilation, and water heating than the previous 2013 Standards. The 2016 updates to Title 24 are focused on moving closer to zero net energy homes by getting energy loads down so remaining electricity demand can be met by solar photovoltaic (PV) panels. The 2016 Title 24 standards require "solar-ready roofs" to accommodate future installations of solar PV panels. Additionally, the 2016 Title 24 standards will save millions of gallons of water per year.

California Code of Regulations Title 24, Part 11. This part of the California Code is known as the California Green Building Standards Code (CALGreen Code) and was enacted to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts with positive environmental impacts and through encouragement of sustainable construction practices. The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). This update to Part 11 of Title 24 of the California Code of Regulations was effective January 1, 2011. Key provisions of the CALGreen Code that apply to the type of new residential development proposed for the project site are as follows:

Division 5.1—Planning and Design

Section 5.106 Site Development

5.106.4 Bicycle Parking and Changing Rooms:

Short-term bicycle parking. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor

motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1).

Long-term bicycle parking. For buildings with over 10 tenant-occupants or alterations that add 10 or more tenant vehicular parking spaces, provide secure bicycle parking for 5 percent of tenant vehicular parking spaces being added, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and shall meet the following: 1. Covered, lockable enclosures with permanently anchored racks for bicycles; 2. Lockable bicycle rooms with permanently anchored racks; or 3. Lockable, permanently anchored bicycle lockers (5.106.4.2).

5.106.5 Clean Air Vehicle Parking: For new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles [201 spaces and over require at least 8 percent] (5.106.5.2).

5.106.8 Light Pollution Reduction (specific backlight, uplight, and glare ratings)

5.106.10 Grading and Paving: Construction plans shall indicate how site grading or a drainage system will manage all surface water flows to keep water from entering buildings.

Division 5.2—Energy Efficiency

Section 5.201.1 Energy Efficiency (Mandatory energy efficiency standards through California Code of Regulations, Title 24, Part 6)

Division 5.3—Water Efficiency and Conservation

Section 5.303 Indoor Water Use

5.303.1 Meters: Separate water meters for buildings in excess of 50,000 sq ft or buildings projected to consume more than 1,000 gallons per day.

5.303.2 Twenty Percent Savings: Use of plumbing fixtures and fittings that will reduce the overall use of potable water within the building by 20 percent, based on the maximum allowable water use per fixture and fitting as required by the California Building Code (California Code of Regulations, Title 24, Part 2).

5.304.3 Irrigation design: Automatic irrigation system controllers installed at the time of final inspection shall be weather- or soil moisture-based controllers that adjust irrigation in response to changes in plant needs; weather-based controllers.

5.303.4 Wastewater Reduction: Each building shall reduce by 20 percent wastewater by one of the following methods: 1. The installation of water-conserving fixtures or 2. Use of non-potable water systems (5.303.4).

5.303.6 Plumbing Fixtures and Fittings

Section 5.304 Outdoor Water Use

5.304.1 Water Budget: A water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources Model Water Efficient Landscape Ordinance where no local ordinance is applicable.

5.304.2 Outdoor Water Use (separate submeters or metering devices)

5.304.3 Irrigation Design (irrigation controllers and sensors)

Division 5.4—Material Conservation and Resource Efficiency

Section 5.407 Water Resistance and Moisture Management

Section 5.408 Construction Waste Reduction, Disposal and Recycling

5.408.1 and 5.408.3 Construction Waste Diversion: Recycle and/or salvage for reuse a minimum 50 percent of the nonhazardous construction and demolition waste. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.

5.408.2 Construction Waste Management Plan

Section 5.410 Building Maintenance and Operation

5.410.1 and 5.713.10 Recycling by Occupants: Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling.

Division 5.5—Environmental Quality

Section 5.504 Pollutant Control

5.504.3 Covering of Duct Openings and Protection of Mechanical Equipment During Construction.

5.504.4 Finish Material Pollutant Control: Low-pollutant emitting interior finish materials such as adhesives, paints, carpet, and flooring.

5.404.5.3 Filters: Minimum Efficiency Reporting Value (MERV) of 8 or higher in mechanically ventilated buildings.

California Code of Regulations Titles 14 and 27. These parts of the California Code require energy-efficient practices as part of solid and hazardous waste handling and disposal.

Pavley Regulations and Fuel Efficiency Standards. California AB 1493 ("Pavely Bill"), enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks beginning with model year 2009. On September 24, 2009, the CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. When fully phased in, the near term (2009–2012) standards will result in about a 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

Low Carbon Fuel Standard, Executive Order S-01-07. The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), the CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. The CARB adopted the Low Carbon Fuel Standard on April 23, 2009. The Low Carbon Fuel Standard requires producers of petroleum based fuels to reduce the carbon intensity of their products, beginning with a quarter of a percent in 2011, ending in a 10 percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS Credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas or hydrogen. The Low Carbon Fuel Standard was challenged in the United States District Court in Fresno in 2011. The court's ruling issued on December 29, 2011, included a preliminary injunction against the CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012 pending final ruling on appeal, allowing the CARB to continue to

implement and enforce the regulation and vacated the injunction on September 18, 2013, and remanded the case to the district court for further consideration.

Senate Bill (SB) 1368. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a performance standard for greenhouse gas emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as combined cycle natural gas plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for greenhouse gas emissions required by SB 1368. The CPUC adopted the regulations required by SB 1368 on August 29, 2007.

SB 97 and the *CEQA Guidelines* Update. Passed in August 2007, SB 97 amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the State CEQA Guidelines. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

A new section, *CEQA Guidelines* Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, the *CEQA Guidelines* offer little guidance on the crucial next step in this assessment process—how to determine whether the project's estimated greenhouse gas emissions are significant or cumulatively considerable.

Also amended were *CEQA Guidelines* Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze greenhouse gas emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable; however, it does not answer the question of how to determine whether emissions are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering. A tiered project is a project that was addressed in a certified program document, such as an EIR or Mitigated Negative Declaration. The *CEQA Guidelines* state the following:

> *Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions* (Section 15183.5(a)).

Compliance with plans for the reduction of GHG emissions can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

In addition, the amendments revised Appendix F of the *CEQA Guidelines*, which focuses on energy conservation. The sample environmental checklist in the *CEQA Guidelines'* Appendix G was amended to include greenhouse gas impact questions, which are used in this analysis (see Section 4.7.4).

Executive Order S-3-05. Executive Order S-3-05 (issued June 1, 2005) established the following GHG emissions reduction targets for California:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be an aggressive, but achievable, mid-term target. The Executive Order is not a legislative action and a private project is not subject to its requirements.

Assembly Bill 32 (AB 32). California's major initiative for reducing GHG emissions is outlined in AB 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. AB 32 codifies Executive Order S-3-05's year 2020 goal by requiring that statewide GHG emissions be reduced to 1990 levels by the year 2020. The CARB has established the level of GHG emissions in 1990 at 431 MMT CO_2e. The emissions target of 431 MMT requires the reduction of 78 MMT from the State's projected business-as-usual (BAU) 2020 emissions of 509 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change.

The initial Scoping Plan was approved by the CARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan[1] contains the following 18 strategies to reduce the State's emissions: [2]

1. *California Cap-and-Trade Program Linked to Western Climate Initiative.* Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. *California Light-Duty Vehicle Greenhouse Gas Standards.* Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.
3. *Energy Efficiency.* Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.
4. *Renewable Portfolio Standard.* Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.
5. *Low Carbon Fuel Standard.* Develop and adopt the Low Carbon Fuel Standard.

[1] Scoping Plan Reduction Measures from California Air Resources Board 2008 and Table 69 from MBA 2013.
[2] CARB, *Climate Change Proposed Scoping Plan: a Framework for Change,* October 2008.

6. *Regional Transportation-Related Greenhouse Gas Targets.* Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.
7. *Vehicle Efficiency Measures.* Implement light-duty vehicle efficiency measures.
8. *Goods Movement.* Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. *Million Solar Roofs Program.* Install 3,000 MW of solar-electric capacity under California's existing solar programs.
10. *Medium/Heavy-Duty Vehicles.* Adopt medium and heavy-duty vehicle efficiency measures.
11. *Industrial Emissions.* Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. *High Speed Rail.* Support implementation of a high-speed rail system.
13. *Green Building Strategy.* Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. *High Global Warming Potential Gases.* Adopt measures to reduce high global warming potential gases.
15. *Recycling and Waste.* Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.
16. *Sustainable Forests.* Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.
17. *Water.* Continue efficiency programs and use cleaner energy sources to move and treat water.
18. *Agriculture.* In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* was approved by the CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. Furthermore, the First Updated included the following statement concerning emissions reduction targets:

> *As California continues to build its climate policy framework, there is a need for local government climate action planning to adopt mid-term and long-term reduction targets that are consistent with scientific assessments and the statewide goal of reducing emissions 80 percent below 1990 levels by 2050. Local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals.*[1]

The CARB is currently working on the second update to the Scoping Plan to reflect the 2030 target established in Executive Order B-30-15.

Greenhouse Gas Cap-and-Trade Program. On October 20, 2011, CARB adopted the final cap-and-trade program for California. The cap-and-trade program is a central element of AB 32 and covers major sources of GHG emissions in the State such as refineries, power plants, industrial facilities, and transportation fuels. The California cap-and-trade program will create a market-based system with an

[1] CARB. *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, The California Global Warming Solutions Act of 2006*. May 2014.

overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85% of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012); (2) fuel combustion and transportation (2015).

The program includes an enforceable GHG cap that will decline over time. The CARB will distribute allowances, which are tradable permits, equal to the emission allowed under the cap. The program started on January 1, 2012, with the first offset credit auctions in November 2012 and an enforceable compliance obligation beginning with 2013 GHG emissions. For the first two years of the program, large industrial emitters received 90 percent of their allowances for free in a soft start meant to give companies time to reduce emissions through new technologies or other means. The cap, or number of allowances, will decline over time in an effort to drastically reduce greenhouse gas emissions by 2050.

Executive Order B-30-15. Executive Order B-30-15 (issued April 29, 2015) established the following GHG emissions reduction targets for California:

- By 2030, reduce GHG emissions to 40 percent below 1990 levels;

The emissions reduction target is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions to 80 percent below 1990 levels by 2050.

Senate Bill 32 (SB 32). Passed by the California State legislature on August 24, 2016, SB 32 codifies Executive Order B-30-15's year 2030 goal by requiring that statewide GHG emissions be reduced 40 percent below 1990 levels by the year 2030.

Senate Bill 1368 (SB 1368). In September 2006, Governor Arnold Schwarzenegger signed Senate Bill 1368, which calls for the adoption of a GHG performance standard for in-State and imported electricity generators to mitigate climate change. On January 25, 2007, the CPUC adopted an interim GHG emissions performance standard. This standard is a facility-based emissions standard requiring all new long-term commitments for baseload generation to serve California consumers with power plants that have emissions no greater than a combined cycle gas turbine plant. The established level is 1,100 pounds of CO_2 per megawatt-hour.

Senate Bill 375 (SB 375). SB 375 was signed into law on October 1, 2008. SB 375 provides emissions-reduction goals around which regions can plan, integrating disjointed planning activities, and provides incentives for local governments and developers to implement "smart growth" planning and development strategies, including reducing the average VMT to reduce commuting distances and reduce criteria and greenhouse gas air pollutant emissions. SB 375 has three major components:

- Using the regional transportation planning process to achieve reductions in GHG emissions consistent with AB 32's goals;
- Offering CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG emission reductions; and
- Coordinating the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions.

SB 375 requires each Metropolitan Planning Organization (MPO) to include a Sustainable Communities Strategy (SCS) in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets and creates CEQA streamlining incentives for projects that are consistent with the regional SCS. The focus of SB 375 is on location of new residential projects and coordinated transportation planning.

Executive Order S-21-09. Executive Order S-21-09 (issued September 15, 2009) required that the ARB, under its AB 32 authority, adopt a regulation consistent with the 33 percent renewable energy target established in Executive Order S-14-08 by July 31, 2010. Under Executive Order S-21-09, the

ARB is directed to work with the California Public Utilities Commission and California Energy Commission to encourage the creation and use of renewable energy sources. The ARB will consult with the Independent System Operator and other load balancing authorities on, among other aspects, impacts on reliability, renewable integration requirements, and interactions with wholesale power markets in carrying out the provisions of Executive Order S-21-09. The ARB will also establish the highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health that can be developed most quickly and that support reliable, efficient, cost-effective electricity system operations.

Renewables Portfolio Standard. Senate Bill 1078, which was enacted on September 12, 2002, established the Renewables Portfolio Standard program that requires retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Senate Bill 107, which was enacted on September 26, 2006, accelerated the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. In response to Executive Order S-21-09 (described above), the Renewables Portfolio Standard was expanded in 2011 to require investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by year 2020. The Renewables Portfolio Standard is included as a reduction measure in the ARB's Climate Change Scoping Plan. Increased use of renewable energy would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. The ARB estimates that full achievement of the 33 percent by 2020 Renewables Portfolio Standard would decrease statewide GHG emissions by 21.3 million MTCO2e. Senate Bill 350 described below increase the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030.

Senate Bill 350. SB 350, Clean Energy and Pollutions Reduction Act of 2015, (issued October 7, 2015) builds upon EO S-14-08 by increasing the renewable energy target to 50 percent by 2030. In addition, SB 350 increases the energy efficiency in buildings by 50 percent by 2030.

4.7.2.4 Regional Regulations/Guidelines

Southern California Association of Governments. Southern California Association of Governments (SCAG) functions as the MPO for six counties including Riverside County, wherein the City is located. As the designated MPO, SCAG is federally mandated to research and plan for transportation, growth management, and regional management of GHG emissions.

On April 7, 2016, the Regional Council of SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020, 18 percent reduction by 2035 and 21 percent reduction by 2040 (compared with 2005 levels).[1] The RTP/SCS strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP/SCS also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement

[1] Southern California Association of Governments. *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life*. April 7, 2016.

the RTP/SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

South Coast Air Quality Management District. South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (Basin), wherein the City is located. In order to provide GHG emission guidance to local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds. The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until the CARB (or some other State agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential, non-residential, industrial, etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects in which it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) as a screening numerical threshold.

In September 2010, the Working Group released additional revisions, which recommended a project-level efficiency target of 4.8 MT CO_2e per service population (SP) as a 2020 target and 3.0 MT CO_2e, per SP as a 2035 target. The recommended plan-level target for 2020 was 6.6 MT CO_2e and the plan level target for 2035 was 4.1 MT CO_2e. The SCAQMD's GHG significance thresholds are further discussed in Section 4.7.4. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable to boilers and process heaters, forestry, and manure management projects.

WRCOG Sub-Regional Climate Action Plan. The Western Riverside Council of Governments (WRCOG) is an association of local governments located in the western portion of Riverside County. It is part of the larger Southern California Association of Governments (SCAG). In the past, WRCOG adopted a Sustainability Framework, Western Riverside Energy Leader Partnership (WRELP), HERO Program—an energy efficiency and water conservation financing program, and Western Riverside County Clean Cities Coalition. In 2014, WRCOG approved a Subregional Climate Action Plan (SCAP) to reduce regional greenhouse gas (GHG) emissions. The SCAP covers 11 cities in western Riverside County including the City of Jurupa Valley.

4.7.2.5 City General Plan Policies

The Air Quality Element of the City's 2017 General Plan contains the following goals and policies directly related to greenhouse gases, climate change, energy conservation, and sustainability:

Air Quality Element

Goal

AQ 1 A city that works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.

Goal

AQ 9 **Climate Change**

Policies

AQ 9.1.1 **State and Regional Plans and Programs.** Monitor federal, state and regional plans and programs to stay abreast on emerging information, practices and strategies to address climate change.

AQ 9.1.2 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

AQ 9.1.3 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

AQ 9.1.4 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

4.7.3 Methodology

Bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," the analysis of project GHG emissions and climate change is based on methodologies and information available at the time this EIR was prepared. Estimation of GHG emissions in the future does not account for changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered. Additionally, as explained in greater detail below, many uncertainties exist regarding the precise relationship between specific levels of GHG emissions and the ultimate impact on global climate. Significant uncertainties also exist regarding the reduction potential of mitigation strategies. Thus, while information is presented below to assist the public and the City's decision-makers in understanding the project's potential contribution to global climate change impacts, the information available to the City is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

The recommended approach for GHG analysis included in the OPR's June 2008 release is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below a level of significance.[1] Neither the CEQA statute nor Guidelines prescribe quantitative thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency.

The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that will reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government lead agencies, adoption of General Plan policies and certification of General Plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

Pursuant to SB 97, the OPR is in the process of developing guidelines for analysis of the effects of GHG emissions. As part of this process, the OPR has asked CARB technical staff to recommend statewide interim thresholds of significance for GHGs. The CARB released a preliminary draft staff proposal in October 2008 that included initial suggestions for significance criteria related to industrial, commercial, and residential projects.

In March 2010, *CEQA Guidelines* amendments were adopted and include the following direction regarding determination of significant impacts from GHG emissions (Section 15064.4):

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

[1] State of California, 2008. Governor's Office of Planning and Research. *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review*. June 19.

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

On October 2, 2013, SCAQMD released the California Emission Estimator Model Version 2013.2.2. This version of CalEEMod was used to model both onsite and offsite GHG emissions. The purpose of the new model is to calculate air quality and GHG emissions more accurately from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures

For construction, the analysis estimated emissions for all three construction phases for the following activities: site preparation, grading, building construction, paving, and coating. The analysis also projected operational emissions using area source, energy source, mobile source, waste, water, and construction (averaged over 30 years) emissions. For a detailed description of the assumptions used to estimate GHG emissions, refer to the air quality and greenhouse gas report in Appendix D.

4.7.4 Thresholds of Significance

As the SCAQMD has recognized, the analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, significance thresholds are based on daily emissions because attainment or nonattainment is based on daily exceedances of applicable AAQS. Furthermore, several AAQS are based on relatively short-term exposure effects on human health (e.g., 1-hour and 8-hour). However, since the half-life of CO_2 is approximately 100 years, for example, the effects of GHGs are longer-term, affecting global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer time frame than a single day.

The recommended approach for GHG analysis included in OPR's June 2008 release is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on GCC, and (3) if significant,

identify alternatives and/or mitigation measures to reduce the impact to below a level of significance.[1] The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that will reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government lead agencies, adoption of general plan policies and certification of general plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

Pursuant to SB 97, OPR submitted to the Secretary for Natural Resources its proposed amendments to the State CEQA Guidelines for GHG emissions on April 13, 2009. These proposed CEQA Guideline amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The Natural Resources Agency conducted formal rulemaking in 2009, prior to certifying and adopting the amendments, as required by SB 97. The Natural Resources Agency had certified and adopted the guidelines as of January 1, 2010.

As noted above on page 4.7-21, on December 30, 2009, the California Natural Resources Agency adopted the CEQA Guideline Amendments related to climate change. The amendments became effective on March 18, 2010, and state:

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the Lead Agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> > (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or
> >
> > (2) Rely on a qualitative analysis or performance based standards.
>
> (b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:
>
> > (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
> >
> > (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
> >
> > (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

[1] State of California, 2008. OPR. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review* (June 19).

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Individual projects incrementally contribute toward the potential for GCC on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect GCC, each project incrementally contributes toward the potential for GCC on a cumulative basis, in concert with all other past, present, and probable future projects.

Revisions to Appendix G of the *CEQA Guidelines* suggest that the project be evaluated for the following impacts:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

However, despite this, neither the CEQA statutes nor the OPR guidelines, nor the draft proposed changes to the CEQA Guidelines, currently prescribe thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency.

In this vacuum, on December 5, 2008, the SCAQMD adopted an interim GHG threshold of significance for projects where it is the Lead Agency using a tiered approach for determining significance.[1] The objective of the SCAQMD's interim GHG threshold of significance proposal is to achieve a GHG emission capture rate of 90 percent of all new or modified stationary-source projects. The SCAQMD asserts that a GHG threshold of significance based on a 90 percent emission capture rate is considered more appropriate to address the long-term adverse impacts associated with GCC because most projects will be required to implement GHG reduction measures. The SCAQMD further asserts that a 90 percent GHG emission capture rate sets the emission threshold low enough to capture a substantial fraction of the future stationary-source projects that will be constructed to accommodate future statewide population and economic growth while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. The following bullet points describe the basic structure of the SCAQMD's tiered interim GHG significance threshold for stationary sources:

- **Tier 1** consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. For example, SB 97 specifically exempted a limited number of projects until it expired in 2010. If the project qualifies for an exemption, no further action is required. If the project does not qualify for an exemption, then it would move to the next tier.
- **Tier 2** consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local General Plan, for example. The concept embodied in this tier is equivalent to the existing consistency determination requirements in CEQA Guidelines Sections 15064(h)(3), 15125(d), or 15152(a). The GHG reduction plan must, at a minimum, comply with AB 32 GHG reduction goals, include an emissions inventory agreed upon by either the ARB or SCAQMD, have been analyzed under CEQA and have a certified final CEQA document, and have monitoring and enforcement components. If the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If the project is not consistent with a local GHG reduction plan, there is no approved plan, or the GHG reduction plan does not include all of the components described above, the project would move to Tier 3.

[1] SCAQMD Draft Guidance Document – *Interim CEQA Greenhouse Gas Significance Threshold* (October 2008).

- **Tier 3** establishes a screening significance threshold level to determine significance using a 90 percent GHG emission capture rate. The 90 percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the following methodology. Using the SCAQMD's Annual Emission Reporting (AER) Program, the reported annual natural gas consumption for 1,297 permitted facilities for 2006 through 2007 was compiled and the facilities were ranked to estimate the 90th percentile of the cumulative natural gas usage for all permitted facilities. Approximately 10 percent of facilities evaluated comprise more than 90 percent of the total natural gas consumption, which corresponds to 10,000 MT of CO_2e/yr (the majority of combustion emissions comprise CO_2).

At the November 19, 2009, Board meeting, staff recommended the following GHG screening thresholds:

- **Residential:** 3,500 TPY CO_2e
- **Commercial:** 1,400 TPY CO_2e
- **Mixed-use:** 3,000 TPY CO_2e

If a project's GHG emissions exceed the GHG screening threshold, the project would move to Tier 4.

- **Tier 4** establishes a decision tree approach that includes compliance options for projects that have incorporated design features into the project and/or implement GHG mitigation measures.
    - Efficiency Target (2020 Targets)
    - 4.8 MT of CO_2e per SP for project-level threshold (land use emissions only) and total residual emissions not to exceed 25,000 million tons per year (MTY) of CO_2e
    - 6.6 MT of CO_2e per SP for plan-level threshold (all sectors)
    - Efficiency Target (2035 Targets)
    - 3.0 MT of CO_2e per SP for project-level threshold
    - 4.1 MT of CO_2e per SP for plan-level threshold

If a project fails to meet any of these emissions efficiency targets, the project would move to Tier 5.

- **Tier 5** would require projects that implement off-site GHG mitigation that includes purchasing offsets to reduce GHG emission impacts to purchase sufficient offsets for the life of the project (30 years) to reduce GHG emissions to less than the applicable GHG screening threshold level.

This analysis analyzes whether the project's GHG emissions should be considered cumulatively significant based on whether the project would:

- Exceed the City's GHG plan-level threshold of 4.1 MT per service population. This threshold was chosen because it is a planning level threshold for plans that have a horizon year of 2035. Since the Jurupa Valley General Plan is a planning level project with a horizon year of 2035 it is the most appropriate threshold to use in evaluating the impacts of GHG emissions.
- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; *or*
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

The analysis uses compliance with AB 32, considered a "previously approved mitigation program," as set forth in the CEQA Guidelines Section 15064(h)(3), to determine whether the project's incremental contribution of GHGs represents a cumulatively considerable contribution to GCC. OPR's proposed

draft amendment to Section 15064.7 of the CEQA Guidelines reinforces the use of this approach. CEQA Guidelines Section 15064(h)(3) states three main conditions that a plan must meet to be sufficient for use as a basis for determining the significance of GHG emissions. The plan must:

1. Be "a previously approved plan or mitigation program."
2. Provide "specific requirements that will avoid or substantially lessen the cumulative problem."
3. "Be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

    - AB 32 meets Conditions 1 and 3 provided above. Accordingly, in addition to determining whether the project's GHG emissions exceed SCAQMD's interim residential stationary-source threshold to determine the significance of the project's GHG emission impact on GCC, consistency or inconsistency with the reduction targets in AB 32 is also evaluated. To do so, project features that implement specific reduction measures identified in the rules and regulations that implement AB 32 were evaluated.

4.7.5 Programmatic Impact Evaluation

4.7.5.1 Greenhouse Gas Plan, Policy, Regulation Consistency

Threshold	Would the proposed project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Programmatic Impacts. Table 4.7.D evaluates the consistency of the proposed project with the various federal and state energy conservation and other regulations related to GHG emissions.

The proposed project is not considered to be in conflict with GHG reduction goals under AB 32 or other State regulations. The CAT and the ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," the ARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California,*" and the ARB's 2014 "*Proposed First Update to the Climate Change Scoping Plan: Building on the Framework."*

The reports identify strategies to reduce California's emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the proposed project. The Proposed Scoping Plan update is the most recent document, and the strategies included in the Scoping Plan that apply to the project are contained in Table 4.7.D, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets.

The City of Jurupa Valley is included in the WRCOG Subregional CAP (SCAP) which states it is …"for the communities of Jurupa Valley and Riverside, commercial/industrial energy takes up a larger share of emissions than residential energy, due to a more developed commercial and industrial building infrastructure" (SCAP pg. 2-4).

SCAP Figure 2-2 indicates the baseline for community emissions in Jurupa Valley is 500,000 MT CO2e, and SCAG Figure 2-3 indicates the City has an average GHG emission of about 3.8 MT CO2e per service population. The City's service population is the number of residents and employees in the City, which is currently estimated at approximately 100,000 persons and 25,000 jobs (500,000 MT divided by 125,000 or 4.0 per person). The SCAP indicates accurate GHG generation figures are only applicable to residential uses which are consistent with the subregional GHG emission estimate shown in Table 4.7.D in the next Section (4.7.5.2).

SCAP Emission Reduction Targets. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010 levels which follows guidance from the California

Air Resources Board (CARB) and the Governor's Office of Planning and Research (OPR). CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels. The Subregional CAP does not establish a reduction target for 2035 or future years; however, the SCAP identifies a reduction goal of 49 percent below baseline emissions levels to help the WRCOG subregion meet targets identified in SB 375 and Executive Order (EO) S-3-05. These projections recognize that the information, methodologies, and data availability may change between now and 2035. As described in SCAG Chapter 4…"*progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 BAU emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target*" (SCAG pg. 2-7).

Community Emissions Targets. The SCAP set a community emissions target for the Subregion by 2020 of 4,959,240 MT CO_2e which is equivalent to a 15 percent reduction from 2010 baseline emissions of 5,834,400 MT CO_2e. This is a net a reduction of 2,330,647 MT CO_2e from the 2020 BAU emissions forecast of 7,289,887 MT CO_2e. The community-wide emissions reduction target is shown in Figure 2-7. SCAP strategies are expected to reduce community-wide emissions by 2,454,383 MT CO_2e by 2020, exceeding the target by approximately 2.1% (for a total 17.1% reduction).

Table 4.7.D lists the state and regional measures included in the Subregional CAP and provides a breakdown of the GHG reduction potential for these measures, while Table 4.7.E outlines to what degree the City of Jurupa Valley will participate in specific local implementation measures in the SCAP.

Table 4.7.D: 2020 Subregional GHG Reductions Achieved from State and Regional Measures

State and Regional Measures	2020 (MT CO_2e/year)
SR-1: Renewables Portfolio Standard	434,606
SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6)	30,923
SR-3: HERO Residential Program	71,649
SR-4: HERO Commercial Program	10,079
SR-5: Utility Programs	7,873
SR-6: Pavley & Low Carbon Fuel Standard	1,095,555
SR-7: Metrolink Expansions	23,074
SR-8: Express Lanes	60,864
SR-9: Congestion Pricing	3,246
SR-10: Telecommuting	40,576
SR-11: Goods Movement	22,688
SR-12: Electric Vehicle Plan and Infrastructure	81,152
SR-13: Construction and Demolition Waste Diversion	3,574
SR-14: Water Conservation and Efficiency	Not Estimated
TOTAL STATE AND REGIONAL REDUCTIONS	**1,885,859**

Source: SCAG Table 3-1

Table 4.7.E: 2020 Subregional GHG Reductions Achieved from Local Measures

Local Measure By Sector	2020 Reductions (MT CO_2e/yr)
E-1: Energy Action Plans	357,581
E-2: Traffic and Street Lights	4,895
E-3: Shade Trees	141
Energy Sub-Total	**362,617**
T-1: Bicycle Infrastructure Improvements	29,255
T-2: Bicycle Parking	6,290
T-3: End of Trip Facilities	1.836
T-4: Promotional Transp. Demand Management	1,831
T-5: Transit Service Expansion	704
T-6: Transit Frequency Expansion	2,723
T-7: Traffic Signal Coordination	94,600
T-8: Density	2,857
T-9: Mixed Use Development	4,069
T-10: Design/Site Planning	912
T-11: Pedestrian Only Areas	2,812
T-12: Limited Parking Required for New Development	28,423
T-13: High Frequency Transit Services	1,801
T-14: Voluntary Transp. Demand Management	2,464
T-15: Accelerated Bike Plan Implementation	5,340
T-16: Fixed Guideway Transit	10,489
T-17: Neighborhood Electric Vehicle Programs	4,707
T-18: Subsidized Transit	3,628
Transit Sub-Total	**204,744**
SW-1: Yard Waste Collection	1,007
SW-2: Food Scrap and Paper Diversion	155
Solid Waste Sub-Total	**1,162**
TOTAL LOCAL ACTION REDUCTIONS	**568,524**

Source: SCAP Table 3-2, Reductions Achieved from Local Measures
[1] SCAP has 3 participation levels: Silver (good); Gold (better); and Platinum (best).

Tables 4.7.D and 4.7.E outline how the City will comply with the various state and local GHG reduction strategies in the Subregional CAP. With implementation of these strategies/measures and the goals, policies, and programs of the General Plan, the project's contribution to cumulative GHG emissions would be reduced to the greatest degree practical based on the programmatic nature of the General Plan. Therefore, the proposed General Plan also complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, the Governor's EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. Many of the individual elements of the General Plan contain measures to reduce energy use, water consumption and pumping, and other activities in the City that generate GHGs. Thus, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Evaluation of General Plan Goals and Policies. Human activities contribute to increasing concentrations of GHG in the atmosphere. Measures to reduce potential impacts of criteria air pollutants, which indirectly also help reduce GHG emissions, are included throughout the 2017 General Plan. In addition to the Air Quality Element, the Land Use; Housing; Mobility; Conservation and Open Space; and Community Safety, Services and Facilities Elements include policies and programs to reduce GHG emissions and help slow the progression of climate change. The following goals, policies, and programs of the Air Quality Element of the 2017 General Plan are specifically related to minimizing GHG emissions to the greatest degree practical.

Air Quality Element

Goal

AQ 9 Climate Change

Policies

AQ 9.1.1 **State and Regional Plans and Programs.** Monitor federal, state and regional plans and programs to stay abreast on emerging information, practices and strategies to address climate change.

AQ 9.1.2 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

AQ 9.1.3 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

AQ 9.1.4 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

In addition to all the measures in the General Plan that are related to GHG emissions, Air Quality Element Policy AQ 9.1.3 clearly directs the City to work with WRCOG to regularly update the Subregional Climate Action Plan.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will help the City comply with the requirements of the WRCOG Subregional Climate Action Plan, so impacts will be less than significant and no mitigation is needed.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2017 General Plan will be consistent with the WRCOG Subregional Climate Action Plan so there will be no significant impacts relative to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, and no mitigation is required.

4.7.5.2 Greenhouse Gas Emissions

Threshold	Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Programmatic Impacts. This section evaluates potential significant impacts to GCC that could result from implementation of the proposed 2017 General Plan. Because it is not possible to tie specific GHG emissions to actual changes in climate, this evaluation focuses on the GHG emissions from future development in the City under the 2017 General Plan.

Emissions estimates for future development under the 2017 General Plan are discussed below. Bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," the analysis below is based on methodologies and information available to the City and the applicant at the time this analysis was prepared. Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered (after energy-efficient technologies have been implemented). While information is presented below to assist the public and decision-makers in understanding the project's potential contribution to GCC impacts, the information available to the City is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

Construction and operation of future development would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during operation (as opposed to during its construction) of future land uses. Typically, more than 80 percent of total operational energy consumption takes place during the use of a building, and less than 20 percent of energy is consumed during construction.[1] As of yet, there is no study that quantitatively assesses all of the GHG emissions associated with each phase of the construction and use of an individual development. Overall, the following activities associated with new development could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of any given project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat this water exceeds 6.5 percent of the total electricity used in the State per year.[2]
- **Solid Waste Disposal:** Solid waste generated by a new project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. CH_4 is 25 times more potent a GHG than CO_2. However, landfill CH_4 can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with vehicles used for new development would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

GHG emissions associated with future new development would occur over the short-term from construction activities and would consist primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with specific project-related new vehicular trips and stationary-source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary guidance from OPR and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that Lead Agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. GHG emissions generated by new development would predominantly consist of CO_2. In comparison to criteria air pollutants such as O_3 and PM_{10}, CO_2 emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs, such as CH_4, are important with respect to GCC, emission levels of other GHGs are less dependent on the land use and circulation patterns associated with the proposed land use development project than are levels of CO_2. However, there are no established GHG thresholds at present for construction emissions.

Operational Emissions. Long-term operation of the 2017 General Plan would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle

[1] United Nations Environment Programme (UNEP), 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*, Paris, France.

[2] CEC, 2004. *Water Energy Use in California* (online information sheet), Sacramento, California, August 24, 2014. Website: energy.ca.gov/pier/iaw/industry/water.html (accessed July 24, 2007).

trips associated with residential and commercial activities. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses. In addition, methane generated from wastewater treatment and solid waste disposal are calculated. The data presented in Tables 4.7.F-K includes operational emissions in terms total and annual CO_2e GHG emissions from future developed land uses in the City.

According to the City of Jurupa Valley GHG emissions inventory conducted as part of the SCAP, the City's community-wide emissions were approximately 498,832 MT CO_2e in the baseline year (2011).[1] However, emissions from the generation of solid waste and the treatment and distribution of water and wastewater were not included in this inventory. Therefore, the City's community GHG emissions inventory has been updated with these emissions sources and presented in Table 4.7.F. The updated baseline inventory indicates the total GHG emission inventory for the City is approximately 599,679 MT CO_2e. SCAP Figure 2-6 indicates the City of Jurupa Valley has a "business as usual" emission forecast of approximately 800,000 MT CO_2e by 2035. However, based on the updated baseline emissions data, Table 4.7.G indicates the City's projected 2035 GHG community-wide emissions would be 979,440 MT CO_2e. This 2035 BAU emissions forecast does not include state, regional, and local GHG reduction measures.

Table 4.7.F: Existing City-Wide GHG Emissions

Land Use/Activity	CO_2e (MT/year)	Percent of Total
Residential Uses		
Area Sources	8,884	1.5%
Energy Sources	54,242	9.0%
Waste Sources	13,170	2.2%
Water Sources	1,976	0.3%
Sub-Total	**78,272**	**13.0%**
Non-Residential Uses		
Area Sources	3	>0.01%
Energy Sources	84,043	14.0%
Waste Sources	56,756	9.5%
Water Sources	20,048	3.3%
Sub-Total	**160,850**	**28.7%**
Transportation		
On-Road Transportation	360,557	60.1%
Sub-Total	**360,557**	**60.1%**
Total Emissions	**599,679**	**100%**
Service Population		
Residents	97,774	80.7%
Gross Employment	26,504	21.9%
Employees that live in CJV	-3,074	2.5%
Net Employment	23,429	19.3%
Service Population	**121,203**	**100%**
Emissions per Service Population	**4.95 CO_2e/SP/Yr**	

Source: WRCOG Sub-Regional CAP, CalEEMod 2016 data (Appendix E)
CJV = City of Jurupa Valley
MT = metric tons
SP = Service Population
CO_2e = carbon dioxide equivalent
SCAQMD = South Coast Air Quality Management District

Table 4.7.G presents state policies and regional measures that will reduce the City's future GHG emissions without any actions from the City. This is also known as an adjusted BAU (ABAU)

[1] The City's base year differs from the SCAP because the City incorporated mid-year, on July 1, 2011. WRCOG, AECOM, ICLEI, PMC, Atkins Global, and Fehr & Peers. 2011 Jurupa Valley Western Riverside Council of Governments Climate Action Plan Greenhouse Gas Emissions Inventory.

scenario. Based on the combined GHG reduction potential of these measures (234,766 MT CO_2e), the City's projected 2035 ABAU emissions forecast is 744,674 MT CO_2e. (Table 4.7.H)

In addition to state and regional measures, the City has decided to implement local GHG reduction measures. Table 4.7.I presents these measures and their associated GHG reduction potential. Based on the GHG reduction potential of these local measures (27,656 MT CO_2e), the City's projected 2035 emissions forecast is 717,018 MT CO_2e (including State measures as well). (Table 4.7.J)

Table 4.7.G: 2035 City GHG Reductions Achieved from State and Regional Measures

State and Regional Measures by Sector	2035 (MT CO_2e/year)
SR-1: Renewables Portfolio Standard	37,171
SR-2: 2016 California Building Energy Efficiency Standards (Title 24, Part 6)	3,332
SR-3: HERO Residential Program	6,128
SR-4: HERO Commercial Program	862
SR-5: Utility Programs	673
SR-6: Pavley & Low Carbon Fuel Standard	93,700
SR-7: Metrolink Expansions	NA
SR-8: Express Lanes	5,206
SR-9: Congestion Pricing	278
SR-10: Telecommuting	3,470
SR-11: Goods Movement	1,940
SR-12: Electric Vehicle Plan and Infrastructure	6,941
SR-13: Construction and Demolition Waste Diversion	306
SR-14: Water Conservation and Efficiency	7,091
SR-15: AB 341 (75% Waste Diversion)	67,668
TOTAL STATE AND REGIONAL REDUCTIONS	**234,766**

Source: SCAG Table 3-1

Table 4.7.H: Year 2035 ABAU City-Wide GHG Emissions (State & Regional Measures)

Land Use/Activity	CO_2e (MT/year)	Percent of Total
Area Sources	15,240	2.1%
Energy	211,958	28.5%
Waste	22,250	3.0%
Water	28,365	3.8%
Transportation	466,862	62.7
Total Emissions	**744,674**	**100%**

Service Population		
Residents	126,000	71.8%
Gross Employment	53,500	30.5%
Employees that live in CJV	-3,962	2.3%
Net Employment	49,558	28.2%
Service Population	**175,538**	**100%**

Emissions per Service Population	**4.24 CO_2e/SP/Yr**
SCAQMD Threshold	4.1 CO_2e/SP/Yr
Significant?	Yes

Source: WRCOG Sub-Regional CAP, CalEEMod 2016 data (Appendix E)
CJV = City of Jurupa Valley
MT = metric tons
SP = Service Population
CO_2e = carbon dioxide equivalent
SCAQMD = South Coast Air Quality Management District

Table 4.7.I: 2035 City GHG Reductions Achieved from Local Measures

Local Measure By Sector	2020 Reductions (MT CO_2e/yr)	City of Jurupa Valley Participation[1]
E-1: Energy Action Plans	NA	None: In 2011, Southern California Edison (SCE) provided funding to WRCOG to implement the California Long-Term Energy Efficiency Strategic Plan (CEESP) developed by the California Energy Commission. WRCOG and 11 participating jurisdictions established the WRELP Program and adopted energy efficiency targets and programs to meet those targets, which will reduce utility costs and GHG emissions associated with the energy use at the municipal and community level.
E-2: Traffic and Street Lights	728	Platinum Level: 100% replacement of traffic and street lights to high efficiency bulbs by 2020 (11,000 kWh/yr from streetlights sub-sector of Local Government GHG Inventory (SCAP Appendix A).
E-3: Shade Trees	32	Platinum Level: Shade trees required for all new development (2,150 new trees by 2020).
Energy Sub-Total	**760**	
T-1: Bicycle Infrastructure Improvements	2,116	Silver Level: Implement 100% increase in bicycle lane miles from baseline level.
T-2: Bicycle Parking	548	Platinum Level: Amend zoning to require provision of bike parking for all multi-family or mixed-use projects consisting of a mix of residential, retail, and office space.
T-3: End of Trip Facilities	175	Gold Level: Amend zoning to require installation of end-of-trip facilities for new commercial buildings greater than 100,000 square feet.
T-4: Promotional Transp. Demand Management	227	Silver Level: Train an existing staff person to promote TDM strategies to existing business.
T-5: Transit Service Expansion	122	Silver Level: Work with RTA to increase fixed-route service miles by 5% by 2020.
T-6: Transit Frequency Expansion	496	Silver Level: Work with RTA to increase fixed-route service frequency by 5% over 2010 levels in transit priority areas as defined by SCAG in the RTP/SCS.
T-7: Traffic Signal Coordination	3,350	Silver Level: Coordinate traffic signals on an additional 10% of arterial roads that were not coordinated in the base year.
T-8: Density	220	Silver Level: Achieve a 5% increase in community-wide household and employment density over baseline conditions by 2020.
T-9: Mixed Use Development	1,285	Platinum Level: Achieve a 25% jobs/housing ratio improvement over baseline conditions.
T-10: Design/Site Planning	NA	None: Increase annual percentage of neighborhood streets with traffic calming treatments installed.
T-11: Pedestrian Only Areas	233	Silver Level: Designate one additional pedestrian-only area during weekends tied to a special event (e.g. farmer's market) over baseline conditions.
T-12: Limited Parking Req'd. for New Development	3,459	Gold Level: Amend zoning to reduce parking requirements for new non-residential development by 10% over baseline conditions.
T-13: High Frequency Transit Services	1,801	None: Increase number of corridors in which high frequency transit service has been implemented.
T-14: Voluntary Transp. Demand Management	NA	None: Increase percentage of employees in each jurisdiction participating in voluntary TDM programs.
T-15: Accelerated Bike Plan Implementation	NA	None: Increase annual percentage of bicycle facility miles identified in jurisdiction's Bike Plan installed.
T-16: Fixed Guideway Transit	NA	None: Install annual community-wide fixed guideway transit ridership.
T-17: Neighborhood	NA	None: Increase use of NEVs by 2020.

Table 4.7.I: 2035 City GHG Reductions Achieved from Local Measures

Local Measure By Sector	2020 Reductions (MT CO_2e/yr)	City of Jurupa Valley Participation[1]
Electric Vehicle Programs		
T-18: Subsidized Transit	NA	None: Increase annual number of discounted transit passes provided per total of residents, students, and employees living, working, or going to school in the community.
Transit Sub-Total	**12,232**	
A-1: No Hearths	14,448	Prohibit installation of hearths in new development.
A-2: Electric Landscape Equipment	215	Require use of electrical equipment for landscaping activities. (assume 90% participation)
Area Sources Sub-Total	**14,663**	
TOTAL LOCAL ACTION REDUCTIONS	**27,656**	Summary: Various elements of the 2017 General Plan address all of the measures indicated with participation by the City of Jurupa Valley at the platinum, gold, or silver levels.

Source: SCAP Table 3-2, Reductions Achieved from Local Measures
[1] SCAP has 3 participation levels: Silver (good); Gold (better); and Platinum (best).

Table 4.7.J: Year 2035 ABAU City-Wide GHG Emissions (State & Regional Measures)

Land Use/Activity	CO_2e (MT/year)	Percent of Total
Area Sources	577	0.1%
Energy	211,958	29.5%
Waste	22,250	3.1%
Water	28,365	4.0%
Transportation	454,629	63.4
Total Emissions	**717,018**	**100%**
Service Population		
Residents	126,000	71.8%
Gross Employment	53,500	30.5%
Employees that live in CJV	-3,962	2.3%
Net Employment	49,558	28.2%
Service Population	**175,538**	**100%**

Emissions per Service Population	4.08 CO_2e/SP/Yr
SCAQMD Threshold	4.1 CO_2e/SP/Yr
Significant?	No

Source: WRCOG Sub-Regional CAP, CalEEMod 2016 data (Appendix E)
CJV = City of Jurupa Valley
MT = metric tons
SP = Service Population
CO_2e = carbon dioxide equivalent
SCAQMD = South Coast Air Quality Management District

At present, land uses and related traffic in the City generate 599,679 MT CO_2e per year while this is expected to increase to 717,018 MT CO_2e per year by 2035 (including state, regional, and local GHG reduction measures) based on the land uses outline in the 2017 General Plan. Future operational GHG emissions would result from the following sources:

Area Sources. Area sources of GHG emissions include architectural coatings, consumer products, hearth, and landscaping. Emissions from Area Sources will contribute less than 1 percent (0.1 percent) of the City's GHG emissions in 2035 and account for 577 MT of CO_2e/yr.

Energy Use. Buildings represent 39 percent of the United States' primary energy usage and 70 percent of its electricity consumption.[1] Electricity and natural gas consumption will account for almost 30 percent (211,958 MT of CO_2e/yr) of the City's GHG emissions in 2035.

Waste Generation. Emissions from waste generation and disposal are an estimate of methane generated from the decomposition of organic wastes (such as paper, food scraps, plant debris, wood, etc.) that were deposited in a landfill. Emissions from waste generation and disposal will contribute 3 percent of the City's GHG emissions in 2035 and account for 22,250 MT of CO_2e/yr.

Water Use. GHG emissions associated with energy used for water supply and conveyance, water treatment, water distribution, and wastewater treatment has been accounted for in the Energy Sources sectors. Biogenic CO_2 and methane generated from wastewater treatment will contribute 4 percent the City's GHG emissions in 2035 and account for 28,365 MT of CO_2e/yr.

Transportation. Mobile sources (vehicle trips and associated miles traveled) are the largest source of GHG emissions in California and represent approximately 38 percent of annual CO_2 emissions generated in the State. On-road transportation related emissions will account for approximately 63 percent (454,629 MT of CO_2e/yr) of the City's GHG emissions in 2035.

CFCs. At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed that future development in the City would not generate emissions of CFCs. Therefore, it is not anticipated that future development would contribute significant emissions of these additional GHGs.

City GHG Standards. In addition to showing improvement over "Business As Usual" forecasts, the GHG emissions from future development can be compared to the City's adopted GHG significance threshold which is equivalent to the SCAQMD's Tier 4 threshold outlined in Section 4.7.4, *Thresholds of Significance*. South Coast Air Quality Management District's 2035 plan-level efficiency target of 4.1 MT CO_2e per service population or per capita. Table 4.13.C in Section 4.10, Population, Housing, and Employment, indicates the City is projected to have a population of 126,000 residents and 49,558 employees by 2035. If the projected Buildout service population of the City (residents and workers) is multiplied by the efficiency target (175,538 times 4.1), the City's efficiency goal would be 719,706 MT CO_2e/yr. Table 4.7.J indicates the City is expected to generate 717,018 MT CO_2e at buildout. Therefore, future development in the City under the proposed General Plan would be consistent with these goals and thresholds.

Evaluation of General Plan Goals and Policies. Human activities contribute to increasing concentrations of GHG in the atmosphere. Measures to reduce potential impacts of criteria air pollutants, which indirectly also help reduce GHG emissions, are included throughout the 2017 General Plan. In addition to the Air Quality Element, the Land Use; Housing; Mobility; Conservation and Open Space; and Community Safety, Services and Facilities Elements include policies and programs to reduce GHG emissions and help slow the progression of climate change. The following goals, policies, and programs of the Air Quality Element of the 2017 General Plan are specifically related to minimizing GHG emissions to the greatest degree practical.

Air Quality Element

Goal

AQ 9 Climate Change

Policies

AQ 9.1.1 **State and Regional Plans and Programs.** Monitor federal, state and regional plans and programs to stay abreast on emerging information, practices and strategies to address climate change.

[1] United States Department of Energy. 2003. *Buildings Energy Data Book.*

AQ 9.1.2 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

AQ 9.1.3 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

AQ 9.1.4 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

Implementation of these measures, plus the additional goals, policies, and programs in the General Plan regarding air pollution, energy conservation, water conservation, etc. will substantially reduce potential GHG emissions from future land uses (i.e., development) within the City. However, the City does not have an established GHG emission target for 2035, a local emissions inventory, and it has not been quantified how the proposed General Plan goals, policies, and programs will achieve the emission targets of the WRCOG Subregional Climate Action Plan.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will help reduce greenhouse gas emissions impacts from future land uses (i.e., greenhouse gas emissions generated by new development) but will not be able to reduce impacts to less than significant levels.

Programmatic Mitigation Measures. Since the WRCOG Sub-Regional Climate Action Plan has not had a CEQA document prepared for it, the following measure is proposed to more effectively reduce potential GHG emissions as the City builds out under the General Plan:

4.7.5.2A Within two years of General Plan approval, the City will prepare and adopt a Climate Action Plan (CAP) specifically for the City of Jurupa Valley, including a 2030 and 2035 reduction target and local emission inventory. The City CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures in addition to those outlined in various elements of the General Plan for the reduction of future GHG emissions. The City CAP shall demonstrate how the City will reduce its greenhouse gas emissions to 50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with State law and current guidance on GHG reduction planning.

Specific actions that may be included in the City CAP to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses.

Level of Programmatic Impact After Mitigation. Implementation of the recommended Mitigation Measure 4.7.5.2A, and the 2017 General Plan goals, policies, and programs regarding GHG emissions, potential programmatic climate change impacts will be reduced to less than significant levels.

4.7.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan

represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

This analysis has concluded that the amount of GHG emissions from future development within the City and subject to the 2017 General Plan will be less than significant.

Implementation of applicable regulatory requirements (e.g., California Green Building Code, Title 24, etc.), the goals, policies, and programs of the 2017 General Plan, including the Air Quality Element, the City's participation in the WRCOG Subregional Climate Action Plan, and Mitigation Measure 4.7.5.2A will reduce potential GHG emissions of future land uses in the City to a less than significant contribution to cumulatively considerable regional GHG emission impacts.

Climate change is occurring because of increased concentrations of greenhouse gases (GHG) globally. No one source or project can generate enough GHG emissions to increase global concentrations in the upper atmosphere. Rather, it is the combination of all anthropogenic sources of emissions that have occurred in the past and continue to be emitted that is causing global climate change impacts. Due to the nature of the assessment of GHG emissions and the effects of global climate change, impacts are only analyzed from a cumulative context. The analysis provided above includes the analysis of both the project and cumulative impacts; thus, impacts related to GHG emissions and compliance with applicable policies would be less than significant.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes and analyzes the potential impact to human health and the environment due to the exposure to hazardous materials or conditions that could be encountered as a result of the construction activities within the proposed project and also the operational activities of the project. Potential effects include those associated with the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; safety hazards, impairment/interference with adopted emergency response plans or emergency evacuation plans, and exposure of people or structures to risks involving wildland fires. Geological and seismic hazards are addressed in Section 4.6. Hydrology, water quality, and flood hazards are addressed Section 4.9*, Hydrology and Water Quality*.

Information for this analysis is based on review of the following:

- *Community Safety, Services, and Facilities Element, 2017 General Plan, December 2016.*
- *Land Use Element. 2017 General Plan, (draft), December 2016.*
- *Environmental Justice Element, 2017 General Plan, (draft), December 2016.*

4.8.1 Existing Setting

Portions of Jurupa Valley may be subjected to hazards such as flooding, dam inundation, seismic occurrences and structure and wildland fire. These hazards are located throughout Jurupa Valley and pose varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques and other measures.

Hazardous materials are substances that have the potential to cause harm to humans, animals, or the environment, by themselves or through interaction with other factors. In Jurupa Valley, hazardous materials include petroleum products, solvents, pesticides and other substances used in or generated by commercial, industrial, agricultural, or residential activities. State and federal laws govern the storage, transport, and disposal of hazardous materials.

Contaminated sites are another source of hazardous materials in Jurupa Valley. The Stringfellow Remediation Site near CA-60 and Pyrite Street is the most well-known contaminated site in the region. The former hazardous waste disposal site leached toxins into the environment and has been undergoing remediation through the Federal Superfund process. In addition to contaminating the surface and soil, the site leaked toxins into Pyrite Creek and the groundwater basin, which traveled in a southwest-trending 'plume' to the community of Glen Avon and other areas. The remediation effort includes monitoring and remediation of groundwater supplies. Table 4.8.A summarizes a number of facilities within the City that are catalogued on the Envirostor database of the State Department of Toxic Substances Control (DTSC).

Table 4.8.A: Local Hazmat Facilities[1]

DTSC#	Facility	Status	Type	Address
33490001	Stringfellow Hazardous Waste Site - Plume Characterization and Monitoring	Certified – Operation and Maintenance	Federal Superfund	3450 Pyrite Street, Riverside
60002365	Stringfellow Hazardous Waste Site – Plant Operation and Monitoring	Certified – Operation and Maintenance	Federal Superfund	3450 Pyrite Street, Riverside
71002959	Aluminum Die Casting	Inactive – Needs Evaluation	Tiered Permit	10775 San Sevaine Way, Mira Loma

Table 4.8.A: Local Hazmat Facilities[1]

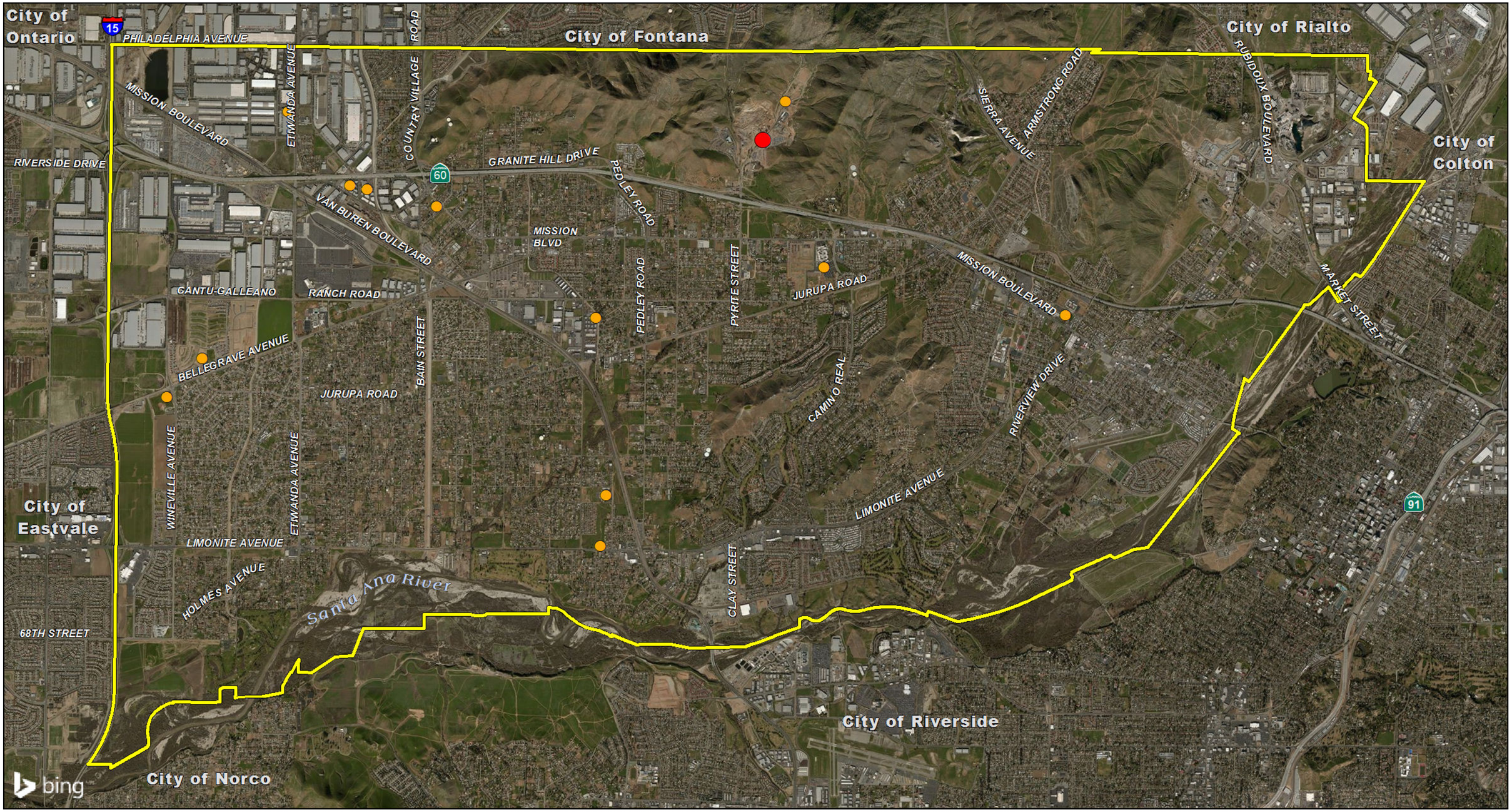
DTSC#	Facility	Status	Type	Address
71003324	Lorcin Engineering Company, Inc.	Inactive – Needs Evaluation	Tiered Permit	3830 Wacker Drive, Mira Loma
60002153	Pyrite Leasing	Active	Voluntary Cleanup	3500 Pyrite Street, Jurupa Valley
71003761	Riverside Plating Company, Inc.	Inactive – Needs Evaluation	Tiered Permit	4728 Felspar Street, Riverside
CAD091927095	North American Car Corporation	Protective Filer	Non-Operating	3401 Etiwanda Avenue, Mira Loma
33010037	High School No. 3	No Action Required	School Investigation	Jurupa Road/ Camino Real, Riverside
33010069	Intermediate School No. 4	Inactive – Needs Evaluation	School Investigation	Hudson Street/Limonite Avenue, Riverside
33010071	Elementary School No. 17	No Action Required	School Investigation	Wineville Road/ Bellgrave Avenue, Mira Loma
60002063	Proposed Elementary School No. 17	No Further Action	School Investigation	North of Bellegrave Ave & Jurupa Rd, Jurupa Valley
33010044	Elem. School No. 17	No Action Required	School Investigation	Felspar/58th Street, Riverside
60000948	Proposed Jurupa Regional Learning Center	No Further Action	School Investigation	Mission Boulevard and Conning Street, Glen Avon
70000079	Readiness Center	No Action Required	School Investigation	Southwest Mustang Lane, Riverside

Source: California Department of Toxic Substances Control (DTSC), Envirostor website database, accessed August 11, 2016
[1] See Figure 4.8.1, Local Hazmat Facilities (NOTE: list may not include every facility that stores or handles hazardous materials, only those sites listed on the Envirostor database for Jurupa Valley.

Due to the rural and somewhat mountainous nature and vegetation in the northern portion of the City, the foothill areas and mountainsides are subject to a risk of fire hazards. The highest danger of wildfires can be found in the most rugged terrain where, fortunately, development intensity is relatively low (i.e., northern Jurupa Hills).

Hazard Mitigation Plans exist at the federal, state, regional and local Level. The California Disaster Mitigation Act of 2000 requires state, local and tribal governments to prepare Hazard Mitigation Plans that address actions and strategies to mitigate hazards, risks, and vulnerabilities. The City of Jurupa Valley is in the process of adopting a Local Hazard Mitigation Plan (LHMP) and participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MHFP). The MHFP is currently being reviewed by FEMA. The plans set goals to mitigate potential risks from natural and man-made hazards, identify vulnerabilities, provide recommendations for actions, evaluate resources, and identify future mitigation planning and maintenance of existing plan.

The City also has an Emergency Operations Plan (EOP) that addresses how the City will respond to emergency situations ranging from minor incidents to large-scale disasters. The plan addresses four primary phases of emergency operation including Preparedness, Response, Recovery, and Mitigation. The plan discusses the activation and management of the City's Emergency Operations Center (EOC), which may be set up during an emergency to manage the event and coordinate with other EOCs such as the Riverside County EOC. The EOC also coordinates the sharing of resources under the California Mutual Aid Agreement.



City of Jurupa Valley

Hazardous Material Sites

Federal Superfund Site (Stringfellow Hazardous Waste)

Other DTSC Industrial Sites

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, State DTSC Envirostore Database Website, 8/2016

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.8.1
Local Hazmat Sites

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4.8.1.3 NOP/Scoping Comments

No public or agency comments were made during the scoping meeting about hazards or hazardous materials.

4.8.2 Regulatory Framework

4.8.2.1 Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act. Discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of the CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) pertain primarily to emergency management of accidental releases. It requires formation of State and local emergency planning committees, which are responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to the RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

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. The act of regulating the transport of hazardous materials on state highways is governed by the United States Department of Transportation (USDOT), as described in Title 49 of the Code of Federal Regulations[1] and by Title 13 of the California Code of Regulations. The State Office of Hazardous Materials Safety enforces regulations for the safe transportation of hazardous materials.

4.8.2.2 State Regulations

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. Because California is a fully authorized State according to RCRA, most RCRA regulations (those contained in 40 Code of Federal Regulations [CFR] 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substance Control (DTSC) regulates hazardous waste more stringently than the

[1] Code of Federal Regulations, Title 49—Transportation, Pipeline and Hazardous Materials Safety Administration, Department of Transportation, http://ecfr.gpoaccess.gov/cgi/t/text/text.

U.S. EPA, the integration of California and federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as does 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do the RCRA regulations in 40 CFR 260. To aid the regulated community, California compiled the hazardous materials, waste and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR, Title 26 "Toxics." However, the California hazardous waste regulations are still commonly referred to as Title 22. For the purposes of clarity, because of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term "hazardous materials" is also defined to include many onsite materials as well, such as lubricants, fuel, etc. Thus, when this section of the EIR discusses the transport and storage of "hazardous materials," it is referring to the potential transport of bulk products to project locations and to the temporary storage of such materials at project sites prior to repackage and transport to subsequent destinations.

Cortese List: Section 65962.5(a). Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Hazardous Waste and Substances Sites list (Cortese List). The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Release sites include or hazardous materials release sites may include the following:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
- All sites listed pursuant to Section 25356 of the Health and Safety Code.
- All sites included in the Abandoned Site Assessment Program.

The California DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Emergency Services Act. Government Code 8550–8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of California.

State Fire Plan. The State Board of Forestry and the California Department of Forestry and Fire Protection have drafted a comprehensive update of the State Fire Plan for wildland fire protection in California. The planning process defines a level of service measurement, considers assets at risk, incorporates the cooperative interdependent relationships of wildland fire protection providers, provides for public stakeholder involvement, and creates a fiscal framework for policy analysis.

4.8.2.3 City General Plan

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the 2017 General Plan Community Safety, Services and Facilities, Land Use, and Environmental Justice

Elements of the General Plan are related to hazards and hazardous materials, fire safety, and emergency response plans. Geological and seismic hazards are addressed in Section 4.6. Hydrology, water quality, and flood hazards are addressed Section 4.9, *Hydrology and Water Quality*.

Community Safety, Services and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to residents and businesses.

Policies

CS 1.1.31 **Federal/State Laws**. Comply with federal and state laws regarding the management of hazardous waste and materials.

CS 1.1.32 **Hazardous Waste Storage/Disposal**. Identify, assess and mitigate safety hazards from the storage, use and disposal of hazardous materials through the development review process.

CS 1.1.33 **Hazardous Waste Collection**. Encourage and as resources allow, support household hazardous waste collection activities.

CS 1.1.34 **Stringfellow Remediation Site**. Encourage and support state and federal efforts to complete the clean-up the Stringfellow Remediation site and related groundwater and soil contamination.

CS 1.1.35 **Information Dissemination**. Disseminate information to the public on the storage, use, and disposal of hazardous materials.

CS 1.1.23 **Fire Prevention.** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official based on building type, design, occupancy, and use.

b. In addition to the fire safety provisions of the Uniform Building Code and Uniform Fire Codes, apply additional standards for high-risk, high occupancy, hospital and health care facilities, dependent care, emergency operation centers, and other essential or "lifeline" facilities, per County or State standards. These shall include assurance that structural and nonstructural architectural elements of the building will not:
   - impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
   - hinder evacuation from fire, including potential blockage of stairways or fire doors.

c. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by Cal Fire or City Building Official.

CS 1.1.24 **Adjacent Natural Vegetation.** Development that adjoins large areas of native vegetation will require fuel modification with drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.

CS 1.1.25 **Wildfire Hazards.** Encourage, and as resources allow, support Cal Fire and other agency efforts to reduce wildfire hazards and improve fire-fighting capacity in order to successfully respond to multiple fires.

CS 1.1.26 **Gas Shutoff.** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage their installation in all residences.

CS 1.1.27 **Coordination.** During preparation and implementation of the City's capital improvement programs, encourage coordination between Cal Fire and Community Service Districts providing water services in Jurupa Valley to improve firefighting infrastructure, by proposing or requiring, when appropriate:

- Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
- Assessment of impact fees as a condition of development; and
- Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.

CS 1.1.28 **Fire Protection Master Plan.** Continue to utilize the Riverside County Fire Protection Master Plan and Jurupa LHP as the base documents to implement the goals and objectives of the Community Safety Element.

CS 1.1.29 **Water Resources.** Encourage and as resources allow, support efforts to utilize existing water bodies, tanks, and water wells in the City for emergency fire suppression water sources.

CS 1.1.30 **Brush Clearance.** Utilize ongoing brush-clearance fire inspections to educate homeowners on fire prevention tips).

Programs

CS 1.1.1.5 **Fire Safety Planning.** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.

CS 1.1.1.6 **Fire Response Agreements.** Review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the County Fire Protection Master Plan, to keep pace with development and to ensure that:

- Fire reporting and response times do not exceed those listed in the County Fire Protection Master Plan identified for each of the development densities described;
- Fire flow requirements (water for fire protection) are consistent with Insurance Service Office (ISO) recommendations; and
- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development anticipated.

Policies

CS 1.1.36 **Multi-Hazard Functional Plan.** Strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in:

a. clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress;
b. heavy search and rescue;
c. fire suppression;
d. hazardous materials response;
e. temporary shelter;
f. geologic and engineering needs;

g. traffic and crowd control; and
h. building inspection.

CS 1.1.37 **Hazardous Waste Handling.** Require businesses, utilities, and industrial facilities that handle hazardous materials to:

- install automatic fire and hazardous materials detection, reporting and shut-off devices; and
- install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

CS 1.1.38 **Self-Sufficiency.** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:

- maintaining a fire control plan, including an onsite firefighting capability and volunteer fire response teams to respond to and extinguish small fires; and
- identifying medical personnel, employees, or local residents who are capable and certified in first aid and CPR.

CS 1.1.39 **Critical Facilities.** Ensure that critical facilities such as City Hall, Sheriff's Substations, City Fire Stations, electrical substations, and community-service district offices, water and sewer facilities are subject to the following design considerations:

a. Require that special development standards, designs and construction practices be implemented to reduce risk to of compromise in a disaster to acceptable levels for capital improvements, utility projects, and development projects involving critical facilities, large-scale residential development, and major commercial or industrial development. Special standards should be applied through conditional use permits and the subdivision review process and where appropriate, impact fees should be assessed to finance required actions.

b. Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.

c. Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, be designed for easy maintenance, and have redundant back up lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.

d. Review proposed uses of fault setback areas closely to ensure that City infrastructure (roads, utilities, sanitary and storm sewers) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the City for the potential costs of repair.

CS 1.1.40 **Strengthen Utilities/Lifelines.** Encourage the strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of structurally unsound utility structures and public facilities, and the relocation of certain critical facilities where appropriate.

CS 1.1.41 **Alternative Facilities.** Encourage alternatives that improve site safety for the protection of critical facilities, including property acquisition for open space, change in building use or occupancy, or other appropriate measures that can reduce risks posed by hazards.

CS 1.1.42 **Critical Facilities in Inundation Areas.** Discourage development of critical facilities that are proposed in dam failure inundation areas, and apply hazardous materials safety guidelines within such zones.

CS 1.1.43 **Santa Ana River Levees.** Ensure the City's emergency preparedness plans include response protocols for the breaching of the Santa Ana River levees.

CS 1.1.44 **Rebuilding After Disaster.** Allow rebuilding after a disaster consistent with the General Plan allowing exceptions on a case-by-case basis for previously non-conforming uses and structures when such an action would be consistent with public safety goals and in the City's best interests.

Programs

CS 1.1.1.7 **Post-Disaster Recovery.** Develop plans for short-term and long-term post-disaster recovery.

CS 1.1.1.8 Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:

- extend through areas of high liquefaction potential;
- cross active faults; or
- traverse earth cracks or landslides.

CS 1.1.1.9 **Earthquake Drills.** Conduct City earthquake drills and, where appropriate:

- Develop internal scenarios for City emergency response, including emergency drills; and
- test back-up power generators in public facilities and other critical facilities taking part in emergency drills.

CS 1.1.1.10 **Information Dissemination.** Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain:

- Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials;
- real-time information on seismic, geologic, or flood hazards; and the locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities and other lifelines.

Land Use Element

Policies

LUE 3.5 **Residential Compatibility.** Commercial uses abutting residential properties shall be designed to protect the residential use from the impacts of noise, vibration, light, fumes, odors, vehicular traffic, parking, and safety hazards.

LUE 3.18 **Toxic Materials**. Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or which generate unacceptable levels of noise or air pollution.

LUE 4.3 **Locations**. New public facilities shall be located and designed to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, vehicular traffic, and parking and safety hazards.

LUE 5.43 Special Development Requirements for the Policy Area (Stringfellow Remediation Site):

a. Piped water and domestic sewer service shall be provided.

b. Clearance from the appropriate State authorities must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the State to permit development of the site.

c. In general, only commercial and industrial uses, which do not consist of a high concentration of people, shall be permitted within this area. A residence for an onsite caretaker shall not be permitted without clearance from the State.

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.60 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.61 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts.

Environmental Justice Element

EJ 2 Land Use and the Environment

Goal

EJ3 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

Policies

EJ 2.1.8 **Separation of Uses**. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

EJ 2.1.11 **Toxic Emissions**. Ensure that low-income and minority populations understand the effect of projects that may use or generate toxic materials or emissions.

EJ 2.1.17 **Brownfield Sites**. Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.

EJ 4.1.5 **Applicant Responsibilities**. Require applicants of residential remodel and rehabilitation projects to remediate lead-based paint, mold and mildew and any other structural hazards.

4.8.3 Methodology

Evaluation of hazards and hazardous material impacts included a focus on the use, generation, management, transport, and disposal of hazardous or potentially hazardous materials within the planning area. In determining the level of significance, the analysis assumes that implementation of the proposed General Plan would be in compliance with relevant local, state, and federal laws and regulations pertaining to the use, storage, and disposal of hazardous materials.

4.8.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Based on Appendix G of the *CEQA Guidelines*, the proposed project would result in a significant adverse impact with regard to hazards if it were to:

- 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 that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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, result in a safety hazard for people residing or working in the project area;
- For a project located within the vicinity of a private airstrip, result in a safety hazard for people working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation; and/or

Result in the exposure of 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.

4.8.5 Programmatic Impact Evaluation

4.8.5.1 Routine Transport, Use, or Disposal of Hazardous Materials and Reasonably Foreseeable Release of Hazardous Materials

Threshold	Would the project create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials? Would the project create a significant hazard to the public or the environment through reasonably foreseeable release of hazardous materials into the environment?

Programmatic Impacts. There is a possibility that future development in the City, especially industrial projects, could accidentally release hazardous materials within the City during routine use, transport, or disposal. The most likely method of release would be a traffic accident involving one or more vehicles hauling hazardous materials. Additionally, there are many vacant parcels which could be the site of earlier development or unknown dumping of potentially hazardous materials. Many properties in the City have been developed prior to existing federal and state laws and regulations regarding hazardous materials. As these properties are redeveloped in the future, there is a possibility that hazardous materials such as asbestos, lead-based paint, etc. could be encountered.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the 2017 General Plan Community Safety, Services, and Facilities Element, Land Use Element, and Environmental Justice Element of the General Plan are specifically related to routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions (full text of actions are provided in Section 4.8.2.3).

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks from natural and manmade hazards to residents and businesses.

Policies

CS 1.1.31 Comply with federal and state laws regarding hazardous wastes and materials.

CS 1.1.32 Identify, assess and mitigate safety hazards from the use of hazardous materials.

CS 1.1.33 Encourage household hazardous waste collection activities.

CS 1.1.34 Support clean-up of the Stringfellow Site (groundwater and soil contamination).

CS 1.1.35 Provide public information on storage, use, and disposal of hazardous materials.

CS 1.1.36 Strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements.

CS 1.1.37 Require businesses, utilities, and industrial facilities to handle hazardous materials in prescribed safe ways.

Land Use Element

Goals

LUE 3.5 Protect residential properties from hazards related to adjacent non-residential uses.

LUE 3.18 Prohibit the development of uses that use, store, produce, or transport toxic substances, or which generate unacceptable levels of noise or air pollution.

LUE 4.3 Protect sensitive receptors from impacts due to noise, vibration, light, fumes, odors, vehicular traffic, and parking and safety hazards.

Environmental Justice Element

Goals

EJ 2.1.8 Separate sensitive land uses from industrial or other impactful facilities.

EJ 2.1.11 Help the public understand the effects of toxic materials or emissions.

Level of Programmatic Impact Before Mitigation. Enforcement of compliance with applicable local, state, and federal laws, regulations, and standards will ensure that potential impacts associated with the routine transport, use, or disposal of hazardous materials are less than significant. Implementation of the 2017 General Plan will not create or facilitate upset or accident conditions involving the release of hazardous materials into the environment. The 2017 General Plan goals and policies outlined above, plus compliance of individual future projects with applicable hazmat laws and regulations, will provide sufficient protection from hazards and hazardous materials to reduce potential impacts to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified General Plan goals and policies above, in addition to enforcement of compliance with federal and state laws and regulations regarding transport, use, or disposal of hazardous materials, potential hazardous waste impacts to people and the environment from development within the City will be reduced to less than significant levels and no mitigation is required.

4.8.5.2 Located on a List of Hazardous Materials Sites

Threshold	Would the project 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 create a significant hazard to the public or the environment?

Programmatic Impacts. The Community Safety, Services and Facilities Element of the General Plan states the following regarding hazardous materials: “Hazardous materials are those substances, which have the potential to cause harm to humans, animals, or the environment, by themselves or through interaction with other factors (Institute of Hazardous Materials Management). In Jurupa Valley, hazardous materials include petroleum products, solvents, pesticides and other substances used in or generated by commercial, industrial, agricultural, or residential activities. State and federal laws govern the storage, transport, and disposal of hazardous materials.

Contaminated sites are another source of hazardous materials in Jurupa Valley. The Stringfellow Remediation Site near CA-60 and Pyrite Street is perhaps the most well-known contaminated site in

the region. The former hazardous waste disposal site leached toxins into the environment and has been undergoing remediation through the Federal Superfund process. In addition to contaminating the surface and soil, the site leaked toxins into Pyrite Creek and the groundwater basin, which traveled in a southwest-trending 'plume' to the community of Glen Avon and other areas. The remediation effort includes monitoring and remediation of groundwater supplies."

The planning area includes the Stringfellow Remediation Site (see Figure 4.8.1) is a major historical regional source of contamination in the Jurupa Valley. It is listed on many governmental databases regarding hazardous materials (e.g., NPL, CERCLIS, US ENG CONTROLS, ROD, RCRA-SQC, CONCENT, and, PRP databases). According to available public documents, the Stringfellow groundwater contamination plume consists primarily of volatile organic compounds (VOCs) and perchlorate; however, the VOCs extend approximately one mile from the source area in the down-gradient direction with the remainder of the plume consisting of perchlorate.

Evaluation of General Plan Goals and Policies. The following summarized goals and policies in the Community Safety, Services, and Facilities Element and Land Use Element of the 2017 General Plan are specifically related to hazardous materials sites (for full text of measures see Section 4.8.2.3).

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks resulting from natural and manmade hazards to residents and businesses.

Policies

CS 1.1.31 **Federal/State Laws**. Comply with federal and state laws regarding the management of hazardous waste and materials.

CS 1.1.34 **Stringfellow Remediation Site**. Encourage and support State and Federal efforts to complete the clean-up the Stringfellow Remediation site and related groundwater and soil contamination.

Land Use Element

Goal

LUE 5.43 Special Development Requirements for the Stringfellow Remediation Site.

Level of Programmatic Impact Before Mitigation. The Stringfellow Remediation Site an active Superfund clean-up project with all activities heavily regulated by the EPA and other federal and state agencies to protect people and the environment from potential impacts. Enforcement of compliance with federal and state laws and regulations related to hazardous waste sites and implementation of the 2017 General Plan goal and policies above will further reduce the potential for impacts to less than significant.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies above and compliance with local, state, and federal laws and regulations regarding hazardous waste sites would further reduce impacts; mitigation is not required.

4.8.5.3 Within Two Miles of a Private Airport or Within an Airport Land Use Plan or Within Two Miles of a Public Airport

Threshold	For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the proposed project area? Would the project be 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, resulting in a safety hazard for people residing or working in the project area?

Programmatic Impact. Safety zones of two public airports, Riverside Municipal Airport (RMA) and the Flabob Airport, overlap portions of the City of Jurupa Valley. The Flabob Airport is located in the eastern portion of the City just north of the Santa Ana River. The RMA is located south of the eastern portion of the City across the Santa Ana River. Table 4.8.B compares the basic airport safety zone designations with their land use compatibility criteria.

Riverside Municipal Airport (RMA). The RMA is south of the eastern portion of the City across the Santa Ana River. Portions of the City are within RMA's Airport Land Use Compatibility (ALUC) Plan Zone E (see Figure 4.8.2). Zone E within ALUC is considered an area that includes Other Airport Environs. Zone E does not include residential, other land uses, or open space land restrictions. Hazards to flight, including physical, visual, and electronic forms of interference with safety of aircraft operations, are not allowed in Zone E.

Flabob Airport. This airport is located in the eastern portion of the City and some of its safety zones overlap developed uses and vacant land within the City. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium-Density Residential. The Airport Compatibility Areas are shown in Figure 4.8.3, Flabob Airport Zones. Potential land use conflicts could occur primarily in Safety Zones C and In ZoneD, new residential development is limited to one dwelling per five acres, gross; and in Zone D, residential densities are limited to a prescribed density range of no greater than one dwelling per five acres or at least five dwellings per acre.

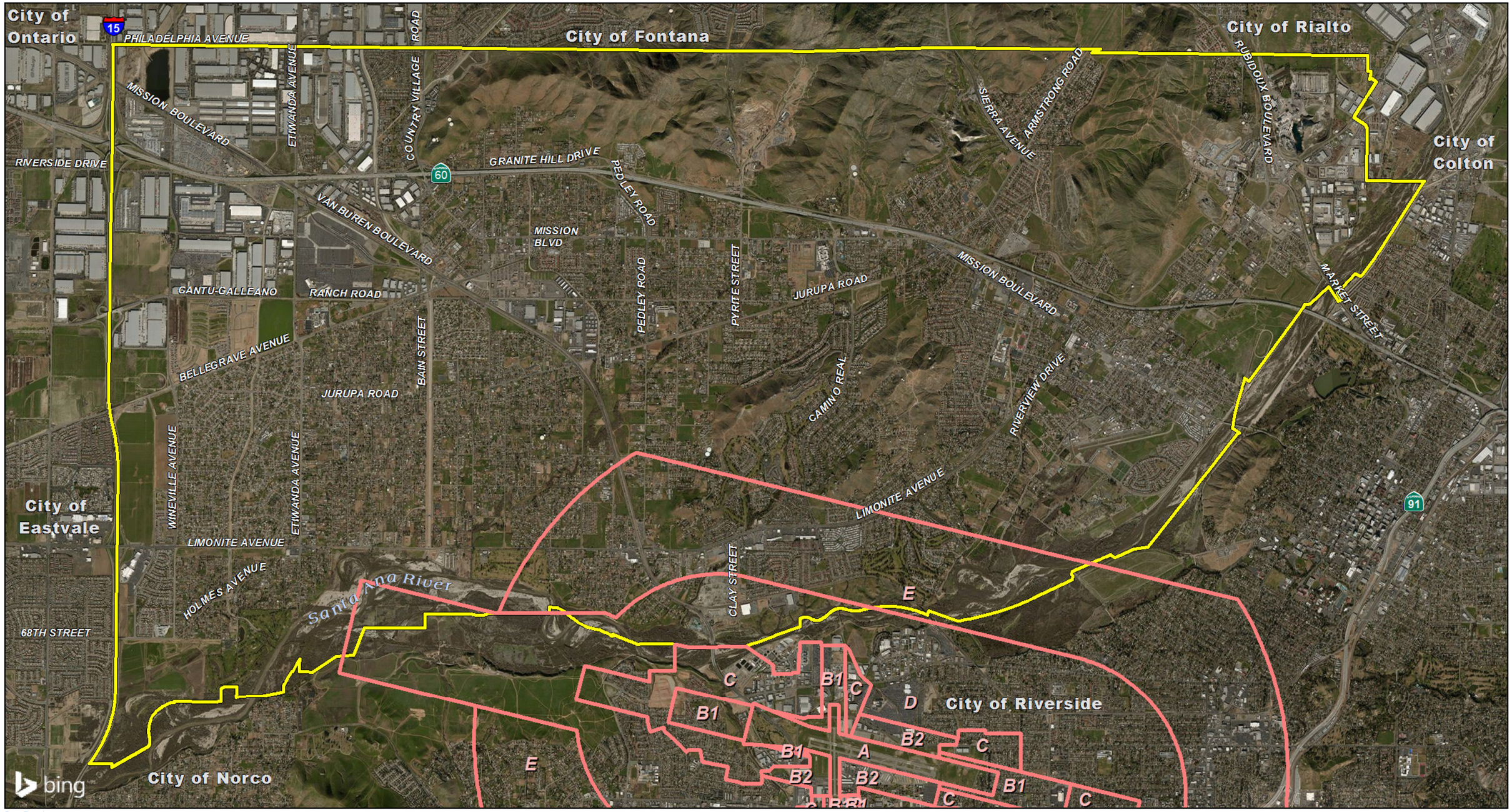
Evaluation of General Plan Goals and Policies. The following policies in the Land Use Element of the 2017 General Plan are specifically related to safety hazards at public and private airports:

Land Use Element

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.



City of Jurupa Valley

Airport Compatibility Zones

Riverside Municipal Airport

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.8.2
Riverside Municipal Airport Compatability Zones

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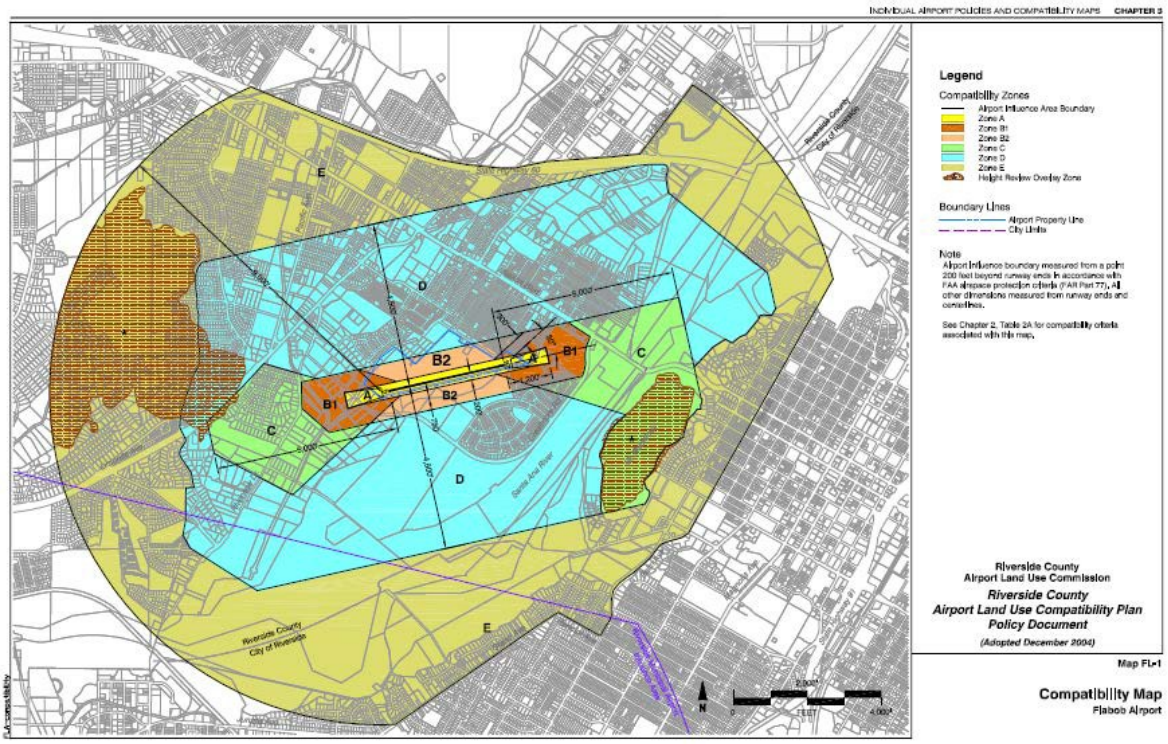
Figure 4.8.3: Flabob Airport Safety Zones



LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.60 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

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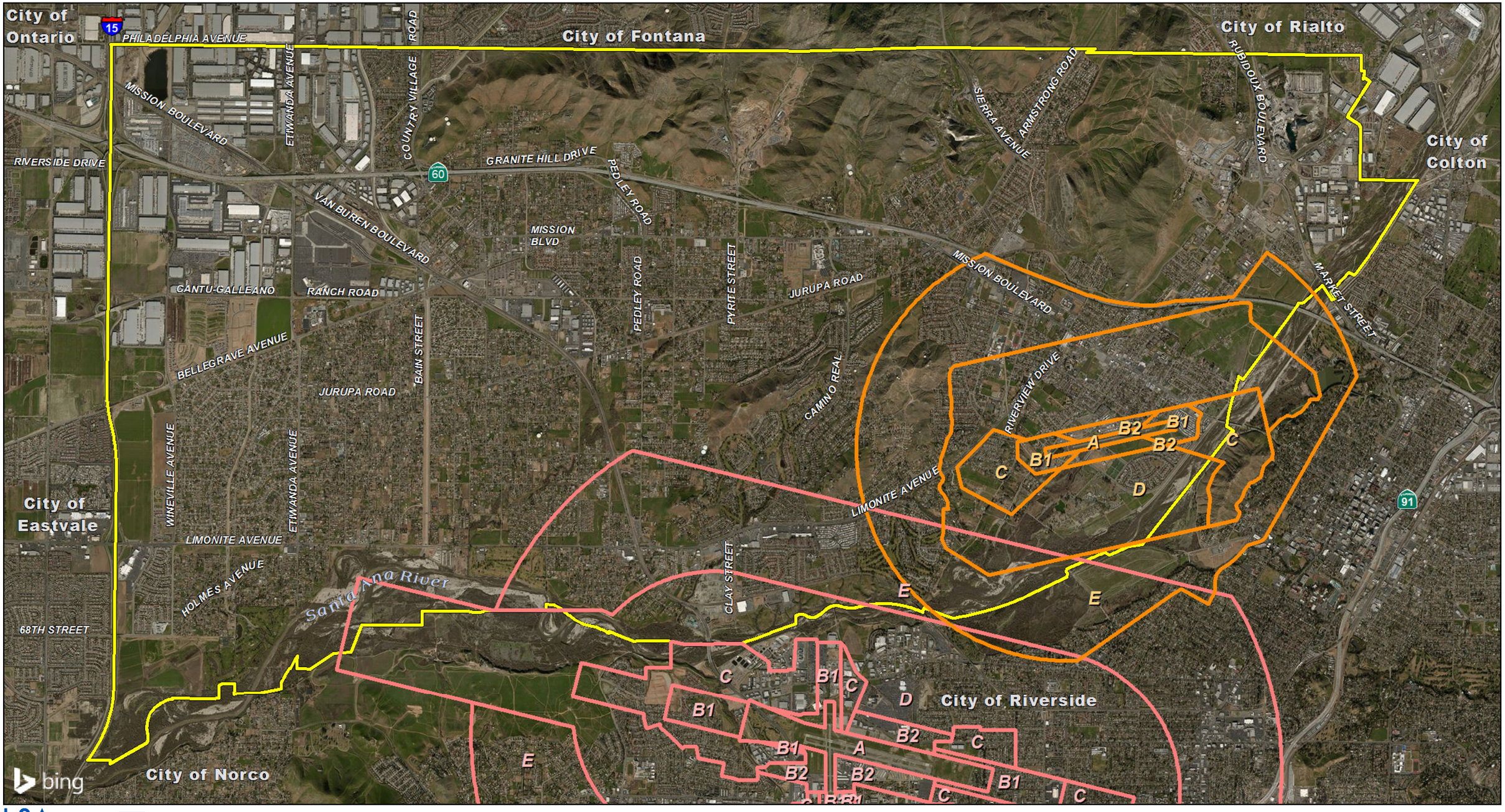

LSA

City of Jurupa Valley

Airport Compatibility Zones

Riverside Municipal Airport

Flabob Airport

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.8.4
Airport Compatability Zones

Table 4.8.B: Airport Safety Zone Criteria

Zone	Locations	Maximum Densities / Intensities: Residential (d.u./ac) [1]	Other Uses (people/ac) [2]: Average [6]	Single Acre [7]	with Bonus [8]	Req'd Open Land [3]	Additional Criteria: Prohibited Uses [4]	Other Development Conditions [5]
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	▸ All structures except ones with location set by aeronautical function ▸ Assemblages of people ▸ Objects exceeding FAR Part 77 height limits ▸ Storage of hazardous materials ▸ Hazards to flight [9]	▸ Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	▸ Children's schools, day care centers, libraries ▸ Hospitals, nursing homes ▸ Places of worship ▸ Bldgs with >2 aboveground habitable floors ▸ Highly noise-sensitive outdoor nonresidential uses [10] ▸ Aboveground bulk storage of hazardous materials [11] ▸ Critical community infrastructure facilities [12] ▸ Hazards to flight [9]	▸ Locate structures maximum distance from extended runway centerline ▸ Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] ▸ Airspace review required for objects >35 feet tall [14] ▸ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	▸ Locate structures maximum distance from runway ▸ Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] ▸ Airspace review required for objects >35 feet tall [14] ▸ Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	▸ Children's schools, day care centers, libraries ▸ Hospitals, nursing homes ▸ Bldgs with >3 aboveground habitable floors ▸ Highly noise-sensitive outdoor nonresidential uses [10] ▸ Hazards to flight [9]	▸ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] ▸ Airspace review required for objects >70 feet tall [15] ▸ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or [16] (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	▸ Highly noise-sensitive outdoor nonresidential uses [10] ▸ Hazards to flight [9]	▸ Airspace review required for objects >70 feet tall [15] ▸ Children's schools, hospitals, nursing homes discouraged [17] ▸ Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	▸ Hazards to flight [9]	▸ Airspace review required for objects >100 feet tall [15] ▸ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [19]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	▸ Airspace review required for objects >35 feet tall [14] ▸ Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Source: Airport Land Use Planning Guide, Riverside County Airport Land Use Commission, 2013.

LUE 5.61 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts

Level of Programmatic Impact Before Mitigation. These policies in the Land Use Element of the 2017 General Plan establish clear parameters for planning and guidance for future development within the City for vacant land or redevelopment of existing land uses in the City that are within the influence areas of the Flabob or Riverside Municipal Airports. For example, Policies LUE 5.53 and 5.56 require new development to comply with the Airport Land Use Compatibility Plan of the affected airport, and Policy 5.54 requires plans to be submitted to the airports for review before City action. With implementation of these policies, new development in the City will have less than significant impacts on the airport facilities and operations.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the General Plan policies above and compliance with local, state, and federal laws and regulations regarding airport compatibility and safety would further reduce impacts, and no mitigation is required.

4.8.5.4 Existing or Proposed School

Threshold	Would the proposed project emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Programmatic Impacts. The City does not have jurisdiction with respect to the location, design, or construction of school facilities, however, the City works cooperatively with the Jurupa Valley Unified School District and the Corona-Norco Unified School District in the design of roads and other public improvements in and around school sites, and is responsible for fire, police, and public safety concerns involving all facilities within the City, including schools.

Evaluation of General Plan Goals and Policies. The following policies from the Land Use Element and the Environmental Justice Element of the 2017 General Plan are specifically related to the protection of sensitive land uses such as schools.

Land Use Element

Policy

LUE 4.3 **Locations**. New public facilities shall be located and designed to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, vehicular traffic, and parking and safety hazards.

Environmental Justice Element

Policy

EJ 2.1.8 **Separation of Uses**. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

Level of Programmatic Impact Before Mitigation. At a programmatic level, implementation of the General Plan will not result in the increased use of hazardous materials or create hazardous emissions near schools. Enforcement of compliance with federal and state laws and regulations related to hazardous waste and implementation of the 2017 General Plan policies above regarding the separation of new public facilities and sensitive land uses will reduce potential impacts to less than significant. Future development will be carefully planned based on the guidelines established in the General Plan which will help assure hazardous facilities and activities do not have significant impacts on local schools.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan policies listed above, along with compliance with local, state, and federal laws and regulations regarding hazardous material impacts on schools would be reduced to less than significant levels, and no mitigation is required.

4.8.5.5 Conflict with Emergency Response Plans

Threshold	Would the project impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Programmatic Impacts. As development occurs in the future within the City, additional traffic may create congestion on local streets and intersections to the degree that emergency response by local police and fire vehicles is delayed. This could be a significant impact if local roads and intersections are not planned to accommodate projected traffic. At a programmatic level, the General Plan must have goals, policies, and programs in place to assure the City will have adequate emergency response in the future as growth occurs. This does not necessarily mean that roads and intersections must be widened to accommodate all traffic at Level of Service A (i.e., no congestion) but rather than streets and intersection size, design, etc. do not contribute to excessive delay or congestion such that emergency vehicles cannot access all areas of the City within prescribed response time standards.

The Community Safety, Services and Facilities Element of the 2017 General Plan states the following regarding emergency response plans: “The City has an Emergency Operations Plan (EOP) that addresses how the City will respond to emergency situations ranging from minor incidents to large-scale disasters. The plan addresses four primary phases of emergency operation including Preparedness, Response, Recovery, and Mitigation. The plan discusses the activation and management of the City’s Emergency Operations Center (EOC), which may be set up during an emergency to manage the event and coordinate with other EOCs such as the Riverside County EOC. The EOC also coordinates the sharing of resources under the California Mutual Aid Agreement.”

Under a state-declared disaster, the coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of California.

Evaluation of General Plan Goals and Policies. The following policy from the Community Safety, Services, and Facilities Element of the 2017 General Plan is specifically related to emergency response plans.

Community Safety, Services, and Facilities Element

Policy

CS 1.1.36 **Multi-Hazard Functional Plan.** Strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in:

a. clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress;
b. heavy search and rescue;
c. fire suppression;
d. hazardous materials response;
e. temporary shelter;
f. geologic and engineering needs;
g. traffic and crowd control; and
h. building inspection.

In addition, the **Mobility Element** contains numerous goals, policies, and programs to help assure the City has a safe and efficient road network, which will facilitate safe and efficient emergency travel throughout the City.

Level of Programmatic Impact Before Mitigation. Implementation of the General Plan policy above and compliance with the California Emergency Services Act will facilitate the protection of health and safety and preserve the lives and property of City residents and businesses, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the General Plan policy above and compliance with the California Emergency Services Act will facilitate the protection of health and safety and preserve the lives and property of the people of California; mitigation is not required.

4.8.5.6 Wildland Fire Risks

Threshold	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?

Programmatic Impact. Future development within the City, especially in areas of moderate to high fire risk, may expose future residents and businesses to the threat of wildland fires. Isolated upland areas in the east-central portion of the City have a high fire danger. The Community Safety, Services and Facilities Element of the 2017 General Plan states the following regarding fire risks: “The State passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in Figure 4.8.5, Jurupa Valley contains several areas within moderate, high and very high fire severity zones, which are located in SRAs. These include areas of the state in which responsibility of preventing and suppressing fires is primarily the responsibility of the Department of Forestry and Fire Protection, also known as CalFIRE.” The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection (CalFIRE), provides full service municipal and wildland fire protection, emergency medical response, technical rescue services and response to hazardous materials discharges in Jurupa Valley. The Department operates 97 fire stations throughout the County of Riverside with four of those located in Jurupa Valley.

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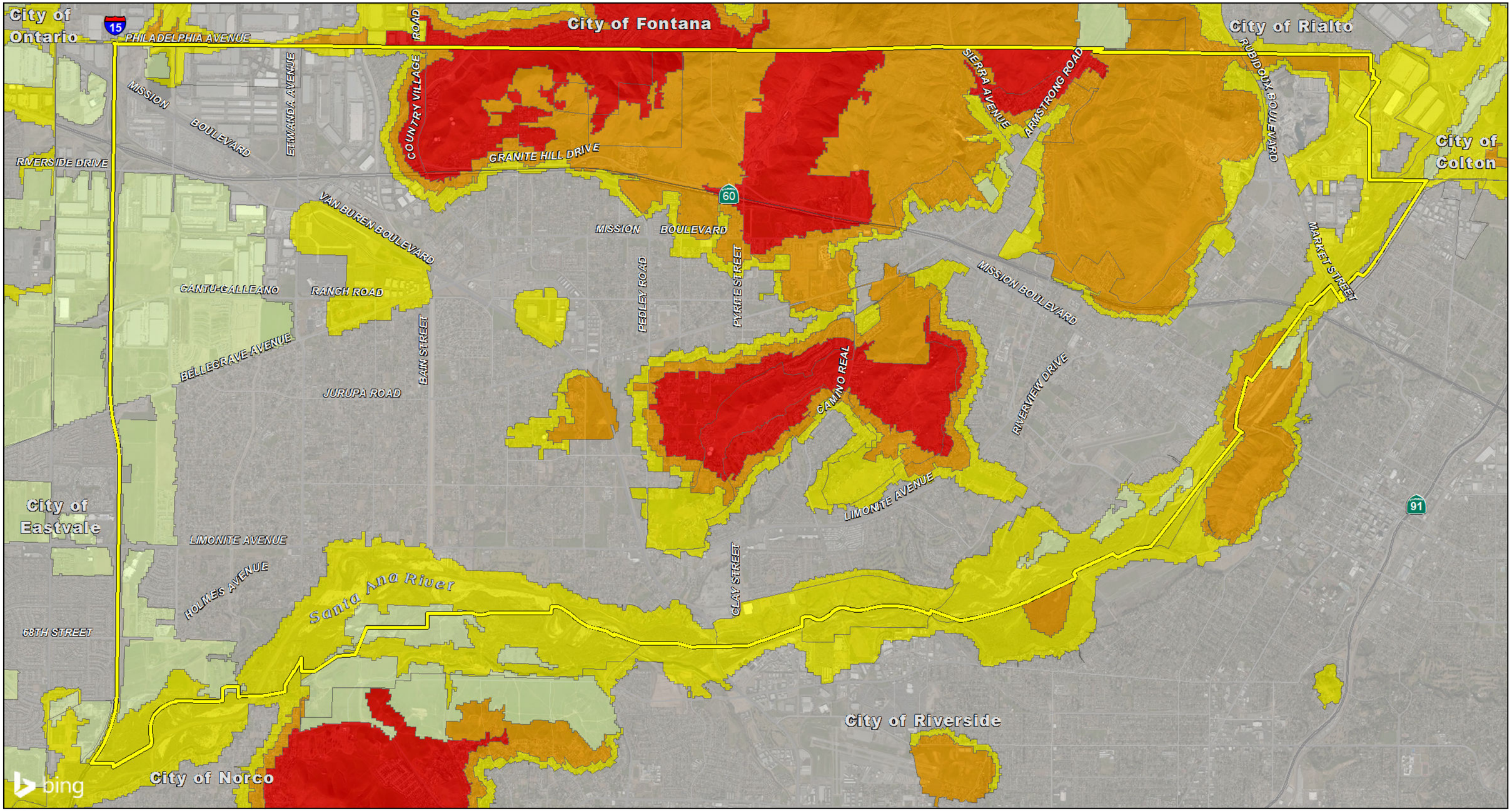

LSA

City of Jurupa Valley

Fire Hazard

- Very High
- High
- Moderate
- Urban Unzoned
- Non-Wildland/Non-Urban

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016; General Plan adopted 2003, updated 2015.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.8.5

Wildfire Severity Zones in Jurupa Valley

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Evaluation of General Plan Goals and Policies. The following policies from the Community Safety, Services, and Facilities Element of the 2017 General Plan are specifically related to wildland fire risks.

Community Safety, Services, and Facilities Element

Policies

CS 1.1.24 **Adjacent Natural Vegetation.** Development that adjoins large areas of native vegetation will require fuel modification with drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.

CS 1.1.25 **Wildfire Hazards.** Encourage, and as resources allow, support Cal Fire and other agency efforts to reduce wildfire hazards and improve fire-fighting capacity in order to successfully respond to multiple fires.

CS 1.1.28 **Fire Protection Master Plan.** Continue to utilize the Riverside County Fire Protection Master Plan and Jurupa LHP as the base documents to implement the goals and objectives of the Community Safety Element.

CS 1.1.29 **Water Resources.** Encourage and as resources allow, support efforts to utilize existing water bodies, tanks, and water wells in the City for emergency fire suppression water sources.

CS 1.1.30 **Brush Clearance.** Utilize ongoing brush-clearance fire inspections to educate homeowners on fire prevention tips).

Programs

CS 1.1.1.5 **Fire Safety Planning.** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.

CS 1.1.1.6 **Fire Response Agreements.** Review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the County Fire Protection Master Plan, to keep pace with development and to ensure that:

- Fire reporting and response times do not exceed those listed in the County Fire Protection Master Plan identified for each of the development densities described;
- Fire flow requirements (water for fire protection) are consistent with Insurance Service Office (ISO) recommendations; and
- The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development anticipated.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan policies and programs above will reduce potential wildland fire hazards in the City to less than significant levels.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan policies and programs above will reduce risks of wildland fire to less than significant levels and no mitigation is required.

4.8.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for impacts related to hazards would be the City but also western Riverside County for hazmat incidents or wildland fires. The use of hazardous materials in the City of Jurupa Valley is controlled and permitted by Riverside County Department of Environmental Health Hazardous Materials Branch (Branch), a State-designated CUPA, whose responsibilities include: inspecting hazardous material handlers and hazardous-waste generators to ensure compliance with laws and regulations; ensuring the preparation and implementation of Business Plans, emergency response plans, and accident prevention plans for businesses that handle hazardous materials; providing 24-hour response to emergency incidents involving hazardous materials or wastes; and conducting investigations and taking enforcement action as necessary against anyone who disposes of hazardous waste illegally or otherwise manages hazardous materials or wastes in violation of Federal, State, or local laws and regulations.

The hazardous materials control and safety programs and available emergency-response resources of the Branch reduce the potential risk of upset and exposure to hazardous materials in the planning area. Development of projects within the City of Jurupa Valley would require adherence to General Plan policies and to the existing laws and regulations regarding the use, storage, transport, or disposal of hazardous materials and waste. Implementation of the proposed General Plan would not result in safety hazards related to nearby airports, airstrips, adopted emergency response plans, or wildland fire hazards and would not make a significant contribution to cumulatively considerable impacts related to hazardous materials, hazardous waste, or the creation of any health hazards.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the hydrologic conditions in and around the City as they relate to various water-related environmental issues such as runoff/drainage, flooding, surface and groundwater quantity and quality. The analysis contained in this section is also based on the following reference documents:

- *Urban Water Management Plan, Jurupa Community Services District.* Albert A. Webb Associates, June 27, 2016.
- *Urban Water Management Plan, Rubidoux Community Services District.* Krieger and Stewart, Engineering Consultants. July 2016.
- *2009 Construction Best Management Practices (BMP) Handbook,* California Stormwater Quality Association (CASQA), July 1, 2010.
- *Santa Ana Region Basin Plan. Santa Ana Regional Water Quality Control Board. 2008.*
- *Watershed Action Plan, Riverside County, Santa Ana Region. May 29, 2014.*
- *City of Jurupa Valley, General Plan, June 2011.*
- *Conservation and Open Space Element, 2017 General Plan, (draft), December 2016.*
- *Community Safety, Services, and Facilities Element, 2017 General Plan, (draft), July 2016.*
- *Water Quality Management Plan: A Guidance Document for the Santa Ana Region of Riverside County. October 22, 2012.*
- *National Engineering Handbook, Chapter 7: Hydrologic Soil Groups.* Natural Resources Conservation Service. January 2009.*2010 Urban Water Management Plan*, Jurupa Community Services District. May 2011.

4.9.1 Existing Setting

4.9.1.1 Drainage and Flooding

The City is located in the Santa Ana River Basin Watershed. The Santa Ana Region consists of connected inland basins and open coastal basins drained by surface streams flowing southwestward toward the Pacific Ocean. The City, in general, slopes to the south toward the Santa Ana River which forms much of the southern boundary of the City.

The Conservation and Open Space Element says the following about water resources drainage and flood-related conditions in the City…

> "Riverside County includes four major watershed areas in which river systems, numerous lakes and reservoirs, and natural drainage areas are located. The City and County's supply of water is limited by its arid climate, agricultural practices, projected population growth and its associated demand and development, and the dependence on low quality imported water. Further, the availability of imported surface water has been reduced due to extended period of drought in California, and changing regulations, despite an ever-increasing water demand. In Jurupa Valley, contamination from Stringfellow Acid Pits, mining and other human activities has affected groundwater quality such that its use requires treatment. Management of the amount of water available (local and imported) and its quality, is an important response to the gap between supply and demand. Policies in this section seek to protect and enhance Jurupa Valley's water resources and to meet future water needs. These policies also address broad water planning issues, and their relationship to land use decisions."

Watercourses and their floodways are usually the focus of construction and control; while fertile, flat and "reclaimed" floodplain lands are typically used for other activities, such as agriculture, commerce, and residential development. These areas form a complex physical and biological system that not only supports a variety of natural resources, but also provides natural flood and erosion control. In addition, the floodplain represents a natural filtering system, with water percolating back into the ground and replenishing groundwater. When a watercourse is separated from its floodplain with levees and other flood control facilities, then natural, built-in benefits are lost, altered, or significantly reduced. The floodway fringe is that portion of the floodplain between the floodway and the limits of the existing 100-year floodplain.

The City follows Riverside County's adopted methods of using the USGS "blue line stream" overlay as its major form of mapping watercourses in its boundaries (see Figure COS-10, the Land Use Element, and Area Plan Maps). Also, see the Flood and Inundation Hazard Abatement section of the Safety Element). The conventional assumption that flooding can be completely eliminated has meant not only an unrealistic reliance on manufactured flood protection, but also the development of a flood control system that squeezes rivers into artificially narrow channels, adds steeply sloped levees (devoid of riparian vegetation), and eliminates historic floodplains, all in the interest of reclamation, flood protection and urban growth. Unfortunately, this highlights the fact that floods have been viewed for far too long as everything except part of the natural life cycle of rivers and floodplains.

Flooding is part of the dynamic nature of healthy rivers and ecosystems. High flows and floodwaters are needed to cleanse the channels of accumulated debris, build stream banks, import gravels for aquatic life, thin riparian forests and create riparian habitat.

The open space of floodplains adjacent to rivers and streams helps store and slowly release floodwaters, thus reducing flood flow, peaks, and their subsequent impacts during small and frequent flood events. Further, riparian habitat within floodplains is of great value to resident and migratory animal species, as it provides corridors and linkages to and from the City's wildlife corridors.

Wetlands typically occur in low-lying areas that receive fresh water at the edges of lakes, ponds, streams, and rivers. Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. Wetlands in Jurupa Valley may include riverbanks, vernal springs and pools, and desert washes.

In addition, the Community Safety, Services, and Facilities Element of the 2017 General Plan states the following about flood-related conditions in the City:

"…the Santa Ana River is tremendous asset to the City, providing open space, environmental, recreational, and visual amenities. It also presents the potential for flood hazards and inundation. Throughout the years, flooding events on the Santa Ana River have resulted in the loss of livestock, infrastructure, property, and even lives. To manage and minimize the risk of flooding, the Riverside County Flood Control and Water Conservation District was formed in 1945 to reduce the risks and damage due to flooding in western Riverside County. The District's responsibilities include the maintenance and construction of flood control structures and facilities and regulating development in and near floodplains. Despite major improvements in flood management methods and planning, portions of Jurupa Valley are still at risk of flooding during major events. It continues to be in the City's best interest to regulate and monitor development in floodplain and flood prone areas.

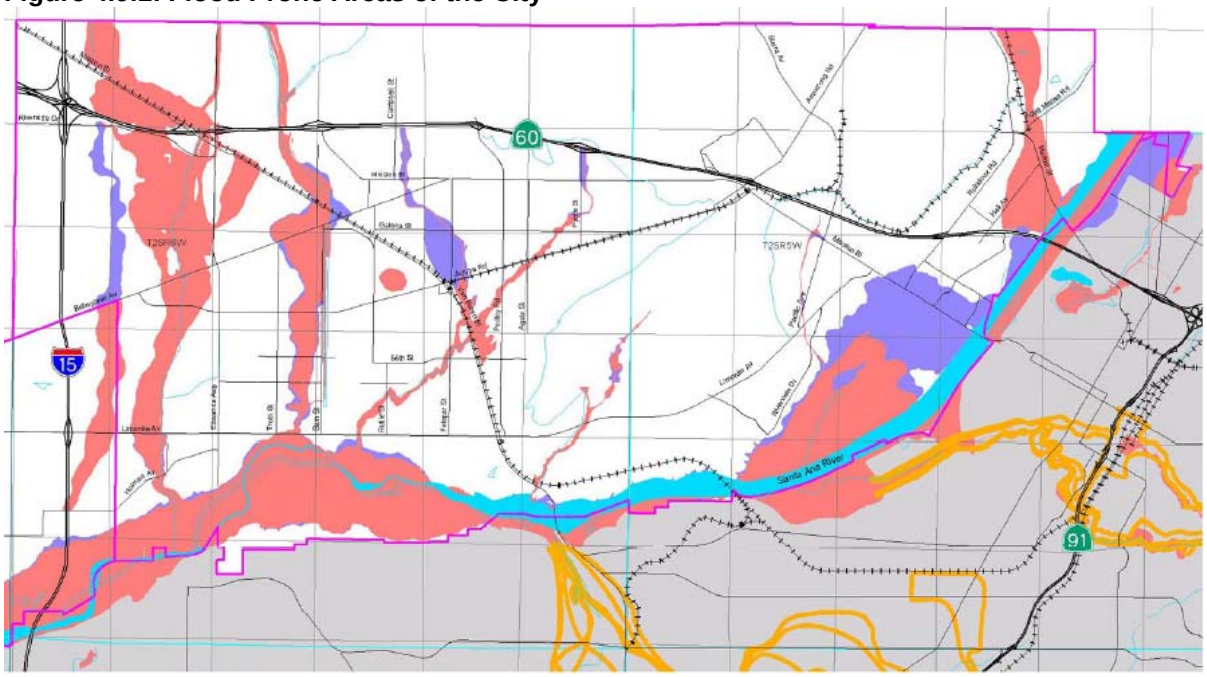
The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps, or FIRM maps, to graphically show areas prone to flooding during 100-year and 500-year frequency

floods. Figure CS-10, identifies the flood prone portions of Jurupa Valley based on FIRM maps. In addition to the Santa Ana River, the Riverside Basin (northeast of the Interstate 15/State Route 60 interchange), and those areas bordering the Etiwanda Flood Control Channel, Pyrite Channel, and the Riverside Canal are part of the 100-year floodplain. Most of these areas are also where a substantial amount of development exists or is intended to occur. Many techniques may be used to address the danger of flooding, such as preventing or limiting development in floodplains, reducing urban runoff, maintaining floodways, using special building techniques, elevating foundations and structures, and enforcing building setbacks.

One effective technique for maintaining floodways and reducing flood hazards is controlling the spread of Arundo donaxor Giant Reed which is a highly invasive, non-native aquatic plan that grows in the Santa Ana River and other local drainage courses. The plant is hazardous from a flooding perspective because it grows quickly, clogs channels, and increases flood risks. Left unchecked, the plant can easily take over riparian areas, excluding native plants and damaging natural habitat. However, the Santa Ana Watershed Project Authority (SAWPA), the County of Riverside and other agencies have been working to eliminate Arundo donax from the Santa Ana River Watershed and restore natural habitat."

Figure 4.9.1 shows the locations of flood-prone areas in the City, Figure 4.9.2 shows the flood areas indicated in the Flood Insurance Rate Maps (FIRMs) for the City, and Figure 4.9.3 shows the existing floodways and drainages in the City.

Figure 4.9.1: Flood Prone Areas of the City



Source: Figure CS-9: Flood-Prone Portions of Jurupa Valley

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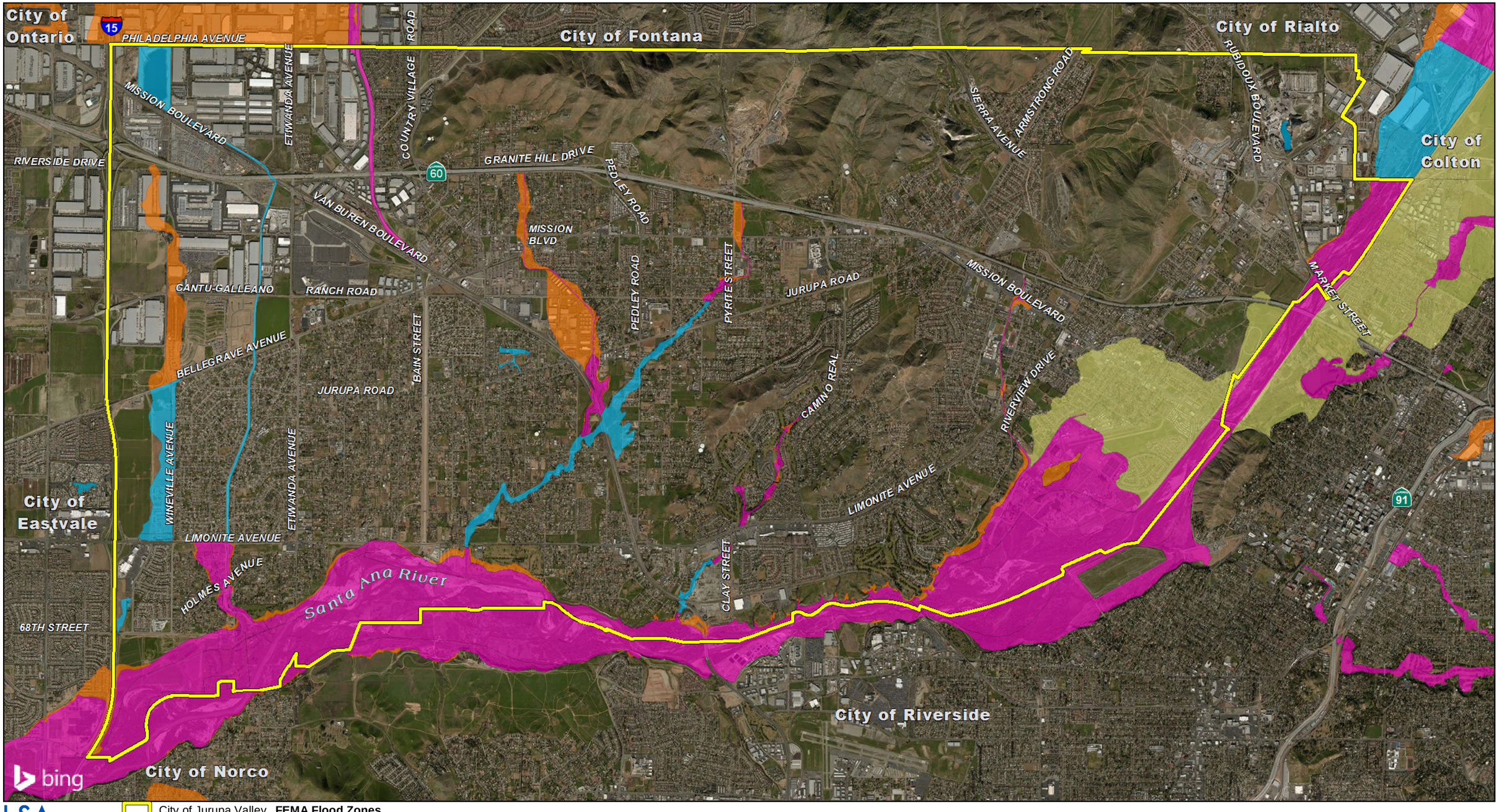

LSA

City of Jurupa Valley

FEMA Flood Zones

- 500-Year Floodplain
- 100-Year Floodplain
- 100-Year Floodplain for which BFEs* have been determined
- X Protected by Levee

*BFE: Base Flow Elevation

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001; FEMA DFIRM Data, 2009.

0 2,000 4,000 Feet

I:\CJV1502\Reports\EIR\fig4-9-2_Flood.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.9.2
FEMA Flood Zones

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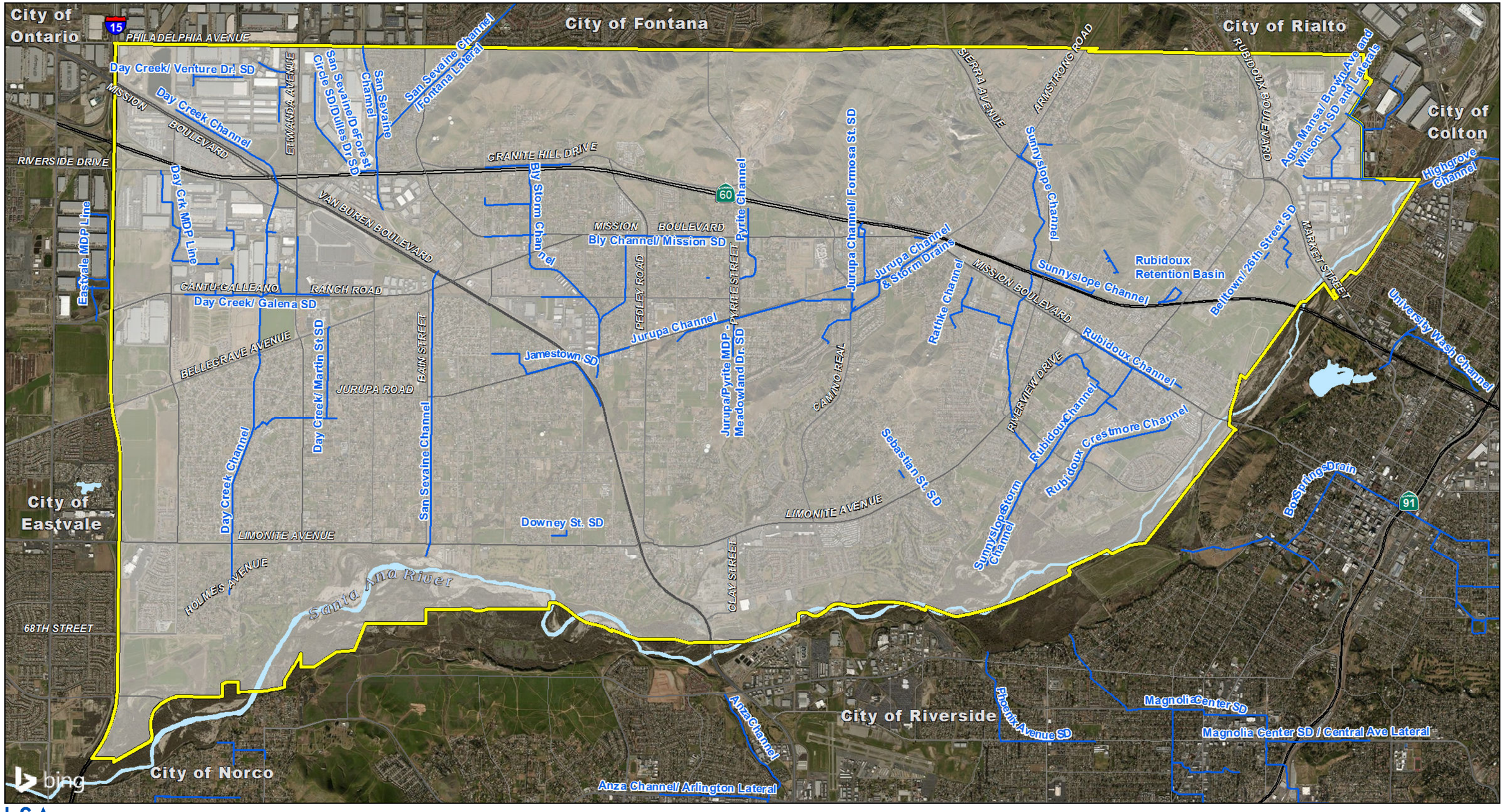

LSA

City of Jurupa Valley

Existing Floodways and Drainage Facilities

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2004.

0 2,000 4,000 Feet

I:\CJV1502\Reports\EIR\fig4-9-3_ExistFlloodways.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.9.3
Local Drainages: Existing Floodways and Drainage Facilities

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4.9.1.2 Water Quality

The Conservation and Open Space Element says the following about water quality in the City…

> "Water quality problems that have occurred in Jurupa Valley have related to Stringfellow runoff, inadequate subsurface sewage disposal, waste disposal management in the Santa Ana River and floodway, and pollution due to urban storm water system runoff. Regional Water Quality Control Boards for Region 8 provides state-level water quality policy for the City and Riverside County. Further, the National Pollutant Discharge Elimination System mandates Best Management Practices in order to effectively minimize the adverse effects of pollution and protect water quality and groundwater resources.
>
> Groundwater resources, or "aquifers," are defined by their quality as well as quantity. Most groundwater basins store local and imported water for later use to meet seasonal and drought-year demands. Under current groundwater recharge programs, groundwater is artificially replenished in wet years with surplus imported water. Water is then extracted during drought years or during emergencies. Groundwater recharge that may also involve the recharge of reclaimed water enhances the City's ability to meet water demand during years of short supply and increases overall local supply reliability. The following policies are intended to provide local guidance for the protection and maintenance of water quality and groundwater resources."

The project area is within the Santa Ana Region of the State Regional Water Quality Control Board (SARWQCB), which covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. The Santa Ana Regional Board's Basin Plan (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (a) designates beneficial uses for surface and ground waters; (b) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; and (c) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

The Basin Plan is a resource for the Santa Ana Regional Board and others who use water and/or discharge wastewater in the Santa Ana Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Basin Plan is reviewed and updated as necessary. Following adoption by the Regional Board, the Basin Plan and subsequent amendments are subject to approval by the State Board, the State Office of Administrative Law (OAL), and the United States Environmental Protection Agency (USEPA).

According to the Santa Ana Region Basin Plan, water quality in the Jurupa Valley is affected by a number of factors including but not limited to wastewater discharge, consumptive use, import of water high in dissolved solids, runoff from urban and agricultural areas, and the recycling of water within the basin. The most serious water-related problem identified by the Basin Plan was water supply; the region uses twice as much water as is available from local sources. The Basin also faces pollutant and toxicity concerns. The Santa Ana River is a discharge dominated river, receiving most of its inputs from treated wastewater. As a result of human discharges, some of the key pollutants in the river and watershed are Total Inorganic Nitrogen (TIN) and Total Dissolved Solids (TDS).[1]

Three of the receiving waters were identified by the WQMP as being in the most recent Federal Clean Water Act (CWA) Section 303(d) list of impaired water bodies:

- Santa Ana River (Reach 3) for pathogens, metals (copper and lead);

[1] http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/basin_plan/docs/2006_AWQ.pdf accessed October 17, 2015

- Prado Flood Control basin for nutrients and pathogens; and
- Santa Ana River (Reach 2) for pathogens.

Future development within the City is subject to the Riverside County Water Quality Management Plan for Urban Runoff (RCWQMP) requirements under the "Significant Development" category. According to the RCWQMP, "Significant Development" means “a land-disturbing activity that result in the creation, addition, or replacement of 5,000 square-feet or more of impervious surface area on an existing vacant site”. Tables 3.B and 3.C indicate that future development in the City may convert a maximum of 2,691 acres of land to residential uses and 765 acres to non-residential uses. If those future uses build out assuming present conditions[1], an additional 46 million square feet (over 1,000 acres) of impervious surfaces could be added to the City in the future. This could represent potentially significant impacts in terms of flooding and water quality as development occurs.

As indicated in Tables 4.9.A and 4.9.B, each of the receiving waters has multiple designated beneficial uses. These designations provide a description of how the water is used and what beneficial purposes it serves. Table 4.9.A provides a description of each of these beneficial water uses, while Table 4.9.B shows the specific locations of the various beneficial use designations. Note that in addition to the beneficial uses shown in Table 4.9.A, the Prado Flood Control Basin area is described as a wetland in the Basin Plan Figure 3-1. Located approximately seven miles southwest of the City, it contains wetlands initially created by the construction of the Prado Dam. These wetlands are now utilized as constructed wetlands by the Orange County Water District to remove nitrate from Santa Ana River waters[2]. The Santa Ana River represents a regionally significant water resource, and much of the southern boundary of the City of Jurupa Valley is immediately adjacent to the northern bank of the river.

Table 4.9.A: Descriptions of Beneficial Uses of the Santa Ana River

Designated Beneficial Use	Description of Beneficial Use
Agricultural Supply (AGR)	Waters used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
Groundwater Recharge (GWR)	Waters used for natural or artificial recharge of groundwater proposed for future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
Warm Freshwater Habitat (WARM)	Waters that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
Wildlife Habitat (WILD)	Water that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl.
Rare and Endangered Species Habitat (RARE)	Waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under State or Federal law as rare, threatened, or endangered.
Water Contact Recreation (REC1)	Waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.

1 Assumes impervious surfaces could represent 25% lot coverage for residential uses and 50% lot coverage for non-residential uses.

2 http://www.ocwd.com/Environment/PradoWetlands.aspx accessed October 23, 2015

Table 4.9.A: Descriptions of Beneficial Uses of the Santa Ana River

Designated Beneficial Use	Description of Beneficial Use
Non-contact Water Recreation (REC2)	Waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
Spawning, Reproduction, and Development (SPWN)	Waters that support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.

Source: Chapter 3: Beneficial Uses. Current Santa Ana Basin Plan. Viewable at (website address below): http://www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/docs/chapter3.pdf

Table 4.9.B: Locations of Beneficial Uses

Designated Beneficial Use	Santa Ana River Reach 3	Prado Flood Control Basin
Groundwater Recharge (GWR)	Present	--
Warm Freshwater Habitat (WARM)	Present	Present
Wildlife Habitat (WILD)	Present	Present
Rare and Endangered Species Habitat (RARE)	Present	Present
Water Contact Recreation REC1	Present	Present
Non-contact Water Recreation REC2	Present	Present
Spawning, Reproduction, and Development (SPWN)	--	--

Notes: Santa Ana River Reach 3 is from Prado Dam upstream to Mission Blvd. in Riverside.
Source: Table 3-1, Beneficial Uses. Current Santa Ana Basin Plan. Viewable at (website address below): http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml

4.9.1.3 Water Sources

The Conservation and Open Space Element says the following about water sources for the City…

> "Although Jurupa Valley receives all of its potable water from groundwater supplies, regional and statewide water demands and on-going drought conditions require continued conservation efforts and careful monitoring of water supplies to ensure adequacy for future growth. The overall County water supply is uncertain for two reasons: water apportionments from northern California have been reduced as part of the CALFED Bay-Delta Program, as well as decreased supplies to California from the Colorado River. Additionally, most of the County's sources of water are currently at capacity. Water storage to meet peak demand, or a two-day to one-day supply, is provided by many local water agencies within Riverside County. However, long-term storage of large quantities of water is provided only in the Metropolitan Water District (MWD) and California Department of Water Resources (DWR) facilities. Total storage capacity in the existing reservoir system is 871,000-acre feet (AF). Three of these storage facilities are located in Riverside County: Lake Mathews, Lake Skinner, and Lake Perris. Together, these facilities have 342,300 AF of storage capacity. Diamond Valley Lake triples this capacity with an additional 800,000 AF of storage, bringing the total storage capacity available within Riverside County to 1,142,300 AF Even though the creation of Diamond Valley Lake has allowed for three times the current storage of water, there is no increase in the total amount of water available to the County that can be identified.
>
> This increase in water storage will benefit the whole South Coast region, which includes other significant jurisdictional water users, such as San Diego County, as well as Riverside County.

Currently, approximately 3/8 of existing storage capacity may be used to meet seasonal demand. The remaining 5/8 is reserved for emergency needs such as severe droughts and/or use when a natural disaster, such as an earthquake, makes it impossible to meet demand through usual supply facilities. Projected 2020 water use and population levels indicate an expected water shortage for the two hydrologic regions that comprise Riverside County: the South Coast and Colorado River regions. Though these regions include most of southern California, and not just Riverside County, they are each representative of the types of supply and demand within the County. The two regions are defined as follows:

- South Coast Region: Basins draining into the Pacific Ocean from the southeastern boundary of Rincon Creek Basin in western Ventura County, south to the Mexican border. Jurupa Valley is part of the South Coast Region.
- Colorado River Region: Basins south and east of the South Coast and South Lahontan regions; areas that drain into the Colorado River, the Salton Sea, and other closed basins north of the Mexican border.

The DWR produces a California Water Plan every five years that not only includes a statewide water budget but also regional watershed water budgets. These water budgets are based on California Department of Finance population projections and indicate clearly that demand for water will exceed supply in 2020 whether or not a drought condition exists at that time. Most of the State's regions, except for the North Coast and San Francisco Bay Regions, experience average-year and drought-year shortages now, and are forecasted to experience increased shortages in 2020. The largest average-year shortages are forecasted for the South Coast Region, which heavily relies on imported water. Future average-year shortages in the South Coast Region reflect forecasted population growth plus lower Colorado River supplies as California reduces its use of Colorado River water to the State's basic apportionment. To help bridge the projected gap between water supply and demand, water conservation must be a priority."

Water service to the majority of the City is provided by the Jurupa Community Services District (JCSD), a special district that provides water, sewer, and street light services in newly incorporated areas of the City of Jurupa Valley and the City of Eastvale. A portion of the City's water and sewer needs are met through the Rubidoux Community Service District. While Western Municipal Water District (WMWD) is a wholesaler in the region, JCSD currently depends on groundwater from the Chino Groundwater Basin. The Chino Basin is the largest groundwater basin in the Upper Santa Ana River Watershed, and underlies portions of San Bernardino, Riverside, and Los Angeles County. The JCSD uses a combination of its own wells and purchases from the Chino Desalter Authority to extract water from the Basin. In addition, the JCSD receives a small portion of its supplies from the Rubidoux Community Services District.

These underground reservoirs are tapped throughout the year according to the demand for water. Groundwater conditions in the Basin are influenced by natural hydrologic conditions such as percolation of precipitation, groundwater seepage from adjacent basins, and infiltration of surface flow within the watershed areas. Water supply reliability in the Chino Basin is supplemented by artificial recharge facilities that use stormwater, State Water Project water, and recycled water to recharge the basin. Currently, the Inland Empire Utilities Agency[1] and Chino Basin Watermaster 2010 Recharge Master Plan Update[2] do not identify any major groundwater recharge areas within the City or immediate surrounding area.

Private development projects that exceed 500 residential units or the equivalent in non-residential development are required to prepare a Water Supply Assessment (WSA) in order to determine the sufficiency of water supply, pursuant to the requirements of SB 610.

[1] http://www.watereuse.org/sites/default/files/u8/Inland_Chapter Campbell.pdf accessed October 23, 2014.
[2] http://rmp.wildermuthenvironmental.com/final-rmpu.html

4.9.1.6 NOP/Scoping Comments

There were no public comments received during the NOP review period regarding impacts on local drainage, localized flooding, groundwater, or water quality. One comment letter was received from the Jurupa Community Services District which said they wished to review any data on water or sewer services for the portion of the City within the District.

4.9.2 Regulatory Framework

In the past, the effort to control the discharge of storm water has focused on managing the quantity of storm water (e.g., flood control) and only to a limited extent on managing the quality of storm water. In recent years, awareness of the need to improve water quality has increased. With this awareness, an extensive body of federal, state, and local laws and regulatory programs has been established to pursue the goal of reducing pollutants contained in storm water discharges to waterways. The emphasis of these programs is to promote the concept and the practice of preventing pollution at the source, before it can cause environmental harm.

4.9.2.1 Federal Regulations

Clean Water Act. The CWA was amended in 1972 to prevent discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p), which establishes the NPDES, a permitting system for the regulation of discharges of any pollutant into waters of the United States. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. In November 1990, the EPA published final regulations that establish application requirements for storm water permits. The regulations require NPDES permits for discharges of storm water from industrial/construction and Municipal Separate Storm Sewer Systems (MS4s). To comply with the permits, storm water pollution controls must be implemented for construction and industrial activity that discharges either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested and successfully implemented throughout the past decades, such as detention basins and sediment traps, during both the construction period and the operational phases of a project.

Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the NPDES General Permit No. CAS000002 applies to all construction activities that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater. General Permit No. CAS000002 is issued by the SWRCB as part of the Federal delegation responsibilities under this section of the CWA. The RWQCB regulates hydromodification[1] as well as surface and groundwater quality through adoption of water quality plans and standards, and issuance of water quality permits and waivers. The NPDES permit deals with both the construction phase and operational phase of development projects. For the construction phase of a project, the NPDES permit identifies the preparation of an SWPPP.

The implementation of NPDES permits ensures that the state's mandatory standards for the maintenance of clean water and the Federal minimum standards are met. Coverage under an NPDES permit regulates sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP establishes a process whereby the operator evaluates potential pollutant sources at the site and implements Best Management Practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff.

[1] Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for each proposed phase of the project. Examples of such BMP control measures include but are not limited to the following:

- Temporary detention basins for runoff and silt containment;
- Regular street-sweeping and truck washing prior to exiting construction areas;
- Covering of soil hauling trucks to minimize dust generation (and silt buildup on project roads;
- Dirt rockers at project exits to reduce soil transported out of construction areas;
- Monitoring of runoff and protection devices during storm events;
- Use of silt fencing, gravel bags, and/or straw bales to channel runoff to temporary basins; and
- Identification of emergency procedures in case of hazardous materials spills.

The project proponent will be required to obtain a construction NPDES permit prior to any site grading. In addition, the NPDES permit will require the identification of post-construction BMPs to be incorporated into the project WQMP and any subsequent site-specific WQMP. The WQMP identifies measures to control the post-construction entry of contaminants into storm flows.

In addition, pursuant to Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met. A project-specific discussion regarding Section 404 issues is provided in Section 4.4, *Biological Resources*, of this EIR.

National Flood Insurance Program. The National Flood Insurance Program (NFIP) is a relatively recent Federal program. The Federal government has been actively involved in flood control since 1927 following major floods on the Mississippi River. Beginning with the Flood Control Act of 1936, Congress assigned the USACE the responsibility for flood control engineering works and later for floodplain information services. Flood control was provided through the construction of dams and reservoirs. Despite these programs and rapidly rising Federal expenditures for flood control, flood losses continued to rise. In 1968, Congress passed the National Flood Insurance Act, which created the NFIP. The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by Federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994. In 1994, the National Flood Insurance Program Reform Act went through its first major revision since its inception. Included in this revision were provisions that if a lender were to escrow an account and if the structure were in the floodplain, then the lender *must* escrow for flood insurance. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving Federal

disaster assistance. If the flood insurance policy were not maintained, in the event of another disaster, no disaster assistance would be made available for that structure.

Executive Order 11988, Floodplain Management. Executive Order 11988 requires the USACE to provide leadership and to take action to:

- Reduce the hazards and risk associated with floods;
- Minimize the impact of floods on human health, safety, and welfare; and
- Restore and preserve the natural and beneficial values of the current floodplain.

To comply with Executive Order 11988, the policy of the USACE is to develop projects that, to the extent possible, avoid or minimize adverse effects associated with use of the floodplain and that avoid development (or the inducement of development) in an existing floodplain unless there is no practicable alternative.

4.9.2.2 State Regulations

Porter-Cologne Water Quality Control Act. The California Water Code (CWC) is the principal state law regulating water quality in California. The CWC contains provisions regulating water and its use. This portion of the CWC, Division 7 (Porter-Cologne Act), establishes a program to protect water quality and beneficial uses of the State water resources and includes groundwater and surface water. The SWRCB is the principal State agency responsible for control of water quality. It establishes waste discharge requirements, water quality control planning and monitoring, enforcement of discharge permits, and ground and surface water quality objectives. It also prevents waste and unreasonable use of water, and adjudicates water rights.

Pursuant to requirements of the SWRCB, the NPDES Construction General Permit (CGP) No. CAS000002 applies to all construction activities in the Santa Ana River Basin that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater. The CGP is issued by the SWRCB as part of the Federal delegation responsibilities under Section 402 of the CWA. For all projects subject to the CGP, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP) to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. The purpose of a SWPPP is to:

1) Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use / activity (storm water discharges) from the property site;
2) Identify non-storm water discharges;
3) Identify, construct, implement and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site; and
4) Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

California Fish and Game Code. The California Fish and Game Code has provisions to prevent unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life. The California Department of Fish and Wildlife (CDFW), through provisions of the California Fish and Game Code (§1601 through §1603), is empowered to regulate any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. The presence of a channel bed and banks, and at least an intermittent flow of water define streams (and rivers), is one of the most important factors in establishing CDFW jurisdiction. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW. Discussion of jurisdictional waters and riparian/wetland resources is provided in Section 4.4, *Biological Resources*, of this EIR.

California Code of Regulations. The California Code of Regulations (CCR) contains administrative procedures for the State and the nine Regional Water Quality Control Boards (RWQCBs) in Title 23, and for water quality for domestic uses, wastewater reclamation, and hazardous waste management in Title 22.

Health and Safety Code. The Health and Safety Code provides for protection of ground and surface waters from hazardous waste and other toxic substances.

Groundwater Management Act (AB 3030) [Sections 10750–10756 of the California Water Code]. The availability of groundwater and issues involving the adequacy of recharge capability are regional in nature. The Groundwater Management Act[1] (AB 3030) provides a systematic procedure for an existing local agency to develop a groundwater management plan. AB 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Cobey-Alquist Flood Plain Management Act (California Water Code Section). This Act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide state assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this Act and not create flooding impacts on new occupied land uses.

California Toxics Rule. On May 18, 2000, the State Environmental Protection Agency (CalEPA) promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the State of California. The CalEPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in California to protect human health and the environment. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. Thus, the State of California has been without numeric water quality criteria for many priority toxic pollutants as required by the CWA, necessitating this action by CalEPA. These Federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA.

SB 610 and SB 221. Senate Bills 610 and 221 amended state law in 2002 to include water supply assessment as part of land use planning decisions made by cities and counties[2]. Both statutes require that information regarding water availability be made available to decision makers prior to approval of a large development project. The two bills complement each other in facilitating this process. Under SB 610, water assessments for certain projects (as defined in Water Code 10912 [a]) must be made available to local governments as part of environmental documentation prepared pursuant to the California Environmental Quality Act (CEQA). SB 221 requires that a written

[1] Sections 10750–10756 of the California Water Code.
[2] Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001, California Department of Water Resources. Accessed on October 17, 2014: http://www.water.ca.gov/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf

verification of sufficient water supply be made by a city or county in order to approve certain residential subdivisions.

4.9.2.3 Local Regulations

Municipal Separate Storm Sewer System (**MS4**) **Permit System.** The City is a Co-Permittee under the NPDES MS4 Permit No. CAS 618033 (OrderR8-2010-0033), issued by the Santa Ana Regional Board 2010. The NPDES MS4 permit is intended to regulate the discharge of urban runoff from the MS4 within Riverside County. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable BMPs outlined in the Water Quality Management Plan for the Santa Ana Region of Riverside County.

The 2010 MS4 Permit mandates a Low Impact Development (LID) approach to storm water treatment and management of runoff discharges. A project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs should be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices. A project must ensure that runoff does not create a hydrologic condition of concern. The RWQCB continuously updates impairments as studies are completed.

Ordinance No. 2012.07. The intent of this Ordinance is to protect and enhance the water quality of County/City watercourses, water bodies, ground water, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Santa Ana Region Order No. R8-201O-0033, NPDES No. CAS 618033 regulated by the State of California, California Regional Water Quality Control Board, parented by the Federal Clean Water Act (Title 33 U.S.C. §§ 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code §§ 13000 et seq.), any applicable state or federal regulations promulgated thereto, and any re1ated administrative orders or permits issued in connection therewith.

4.9.2.4 City General Plan

The Conservation and Open Space Element of the 2017 General Plan contains the following goals, policies, and programs that are applicable to water resources:

Conservation and Open Space Element

Goals

COS 3.1 Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture. Measures to help meet water needs include requiring conservation measures such as drought-tolerant landscaping and water saving fixtures in new homes.

COS 3.2 Protect and maintain water quality in aquifers, Santa Ana River, streams and wetlands that help support beneficial uses, including domestic and commercial/industrial uses, agricultural uses, and wildlife habitat.

COS 3.3 Protect and improve the quality of local water sources, including groundwater and the Santa Ana River.

COS 3.4 Encourage JCSD and RCSD to retain and where possible, expand the capacity of wells, aquifers and other groundwater reserves.

COS 3.5 Preserve natural floodways, floodplains and wetlands, and avoid actions that adversely affect waterways or riparian areas, or that increase flood hazards to urban uses.

Water Resources Policies

COS 3.1.1 **Water use planning**. Adopt and strive for the most efficient available water conservation practices in the City's operations and planning and encourage community service districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.2 **Multi-Use Consideration**. Consider in planning, land use decisions, and municipal operations, the effects of water supply on urban growth, wildlife habitat, agriculture and stream flows, and seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.1.3 **Water Quality.** Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.4 **Water Conservation Systems.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.

COS 3.1.5 **Site Water Collection and Retention.** Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,

COS 3.1.6 **Landscaping with Native Plants.** Encourage the use of California Native Plants for drought-resistant landscape planting.

COS 3.1.7 **Edible Landscaping.** Encourage the use of edible landscaping in residential areas, streetscapes, public spaces, and parks, including vegetable gardens, herbs and fruit trees in lieu of large expanses of lawn or other more water-demanding plantings.

Programs

COS 3.1.1.1 **Public Information.** Promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits and water-saving technologies in conjunction with water providers, Riverside County, community services districts, and other entities.

COS 3.1.1.2 **Regional Cooperation.** Monitor and participate in regional activities addressing water resources, groundwater and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.

Water Quality Policies

COS 3.1.8 **Wastewater Treatment.** Encourage the use of innovative and creative techniques for wastewater treatment.

COS 3.1.9 **Pollution Discharge.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

COS 3.1.10 **Regional Cooperation.** Support efforts to create additional water storage where needed, in cooperation with federal, state, community service districts, Riverside County Flood Control District, and other water authorities. Additionally, support

and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

COS 3.1.11 **Aquifer Protection**. Require that aquifer water-recharge areas are preserved and protected.

COS 3.1.12 **Drainage Systems in Development Projects.** Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.

COS 3.1.13 **Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

COS 3.1.14 **Natural Channels.** Collaborate with the Riverside County Flood Control District to promote natural approaches to managing streams and avoid lined, non-porous channels to the maximum extent possible where groundwater recharge is likely to occur.

COS 3.1.15 **Water Retention Incentives.** Consider granting incentives to landowners to preserve natural ground water recharge areas, through measures such as density averaging..

Programs

COS 3.1.1.3 **Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

A. Groundwater quality would be reduced,

B. Available groundwater aquifers are full, or

C. Rising water tables threaten the stability of existing structures.

Flood-Related Policies

COS 3.1.16 **Floodway Modification.** Encourage other agencies to limit floodway modification or channelization only as a "last resort," and limit the alteration to:

a. That necessary for the protection of public health and safety, only after all other options are exhausted

b. Essential public service projects where no other feasible construction method or alternative project location exists,

c. Projects where the primary function is improvement of fish and wildlife habitat, or

d. Private development entitlements shall be required to design floodplain and river edge treatments to simulate and ultimately regenerate natural terrain and riparian habitat, using techniques such as covering and re-planting over rip-rap embankments, utilizing gentle contoured slopes that do not exceed 8:1 slope ratio, etc.

COS 3.1.17 **Environmental Mitigation.** Encourage, and where possible, require substantial modifications of a floodplain to be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

a. Stream scour

b. Erosion protection and sedimentation

c. Wildlife habitat and linkages

d. Groundwater recharge capability

e. Adjacent property

f. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.

COS 3.1.18 **Setbacks.** Based upon site-specific study, all development shall be set back from the designated floodway boundary or top of bank, whichever is most appropriate, a distance adequate to address the following issues:

a. Public safety

b. Erosion

c. Riparian or wetland buffer

d. Wildlife movement corridor or linkage, and

e. Slopes

COS 3.1.19 **Trails.** Consider designating floodway setbacks to accommodate greenways, trails, and recreation opportunities and allowing such uses within floodways, where appropriate.

COS 3.1.20 **Riparian Area Preservation.** Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural watercourses. Zoning incentives, such as averaging of development rights, should be used to the maximum extent possible.

COS 3.1.21 **Ecotones.** Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.

Programs

COS 3.1.1.4 **Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions:

A. Encourage preparation of an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts.

B. Encourage revegetation of disturbed areas using native plants.

C. Eliminate sources of water pollutants and improper water diversions.

D. Remove invasive, non-native species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species.

E. Discourage the placement and where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans.

F. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to wildlife movement (such as appropriately sized culverts under arterial streets, highways and other major roads).

G. Discourage or prevent camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation.

H. Remove trash, debris, and contaminants, using methods that minimally disrupt the open-space resources.

I. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs and responsibilities.

J. Enlist the help of volunteers, youth and service groups, and academic programs in restoring and monitoring habitat health.

In addition, the Community Safety, Services, and Facilities Element of the 2017 General Plan contains the following goals, policies, and programs related to flooding and water-related planning:

Community Safety, Services, and Facilities Element

Policies

CS 1.1.6 **Flood Risk.** In reviewing new construction and substantial improvements within the 100-year floodplain, the City shall disapprove projects that cannot minimize the flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA. The City shall:

a. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood; and

b. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan, which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100- year flood discharge.

CS 1.1.7 **Floodway Alteration.** Require that any alterations of the floodway utilize naturalized edge treatments as outlined in the Conservation and Open Space Element (Policies 3.1.14 and 3.1.17).

CS 1.1.8 **Building Codes.** Enforce provisions of the Building Code in conjunction with the following guidelines:

a. Critical facilities shall not be permitted in floodplains unless the project design ensures that there are at least two routes for emergency ingress and egress, and minimizes the potential for debris or flooding to block emergency routes.

b. Development using, storing, or otherwise involved with substantial quantities of onsite hazardous materials shall not be permitted, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.

c. Specific flood-proofing measures that may be required include, but are not limited to: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. Fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of walls.

CS 1.1.9 **Permanent Structures.** Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without

property damage or risk to public safety. Agricultural, recreational, or other similar, non-habitation uses are allowable if flood control and groundwater recharge functions are maintained.

CS 1.1.10 **Floodway Alteration.** Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or unless alternative methods are already utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat preservation requirements, and as applicable to provide incentives for natural watercourse preservation. Preservation incentives may include density transfer programs as may be adopted.

CS 1.1.11 **Modification of Water Courses.** Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.

CS 1.1.12 **Flood Control Improvements.** Direct flood-control improvement measures toward the protection of existing and planned development.

CS 1.1.13 **Environmental Protection.** Ensure that any substantial modification to a watercourse is accomplished in the least environmentally damaging manner possible to maintain adequate wildlife corridors and linkages and maximize groundwater recharge

CS 1.1.14 **Ability to Withstand Flooding.** Require development within the floodplain to be capable of withstanding flooding and to minimize use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, flood heights, erosion backwater effects, or concentrations of flows.

CS 1.1.15 **Regional Storm Drain System.** All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.

CS 1.1.16 **Neighboring Jurisdictions.** Encourage neighboring jurisdictions to require development occurring adjacent to the City to consider the impact of flooding and flood control measures on properties within the City.

CS 1.1.17 **Hazardous Materials Storage.** Require that facilities storing substantial quantities of hazardous materials within designated 100- or 500-year flood zones shall be adequately flood-proofed and that hazardous materials containers be anchored and secured to prevent flotation and contamination.

CS 1.1.18 **Lifeline Facilities.** Require that all lifeline and dependent care facilities, such as convalescent homes, group housing, police stations, fire stations and emergency operation centers in designated flood zones be flood-proofed and to maintain and rehearse inundation response plans.

CS 1.1.19 **Open Space Tools.** Utilize various means of land acquisition tools and land use measures, such as density credit for open space, dedication of flood plain areas to the Riverside Conservation Agency, etc., to create open space zoning in designated flood zones that are likely to be developed or redeveloped with uses that are more intensive.

CS 1.1.20 **Risk Assessment.** Continue to assess and upgrade inundation risk and protection in the City.

CS 1.1.21 **Flood Hazard Zones.** Encourage periodic reevaluation of the 500-year, 100-year and 10-year flood hazard zones by state, federal, County, and other sources and use

such studies to improve existing protection, review flood protection standards for new development and redevelopment, and to update emergency response plans.

CS 1.1.22 **Specific Plans.** Encourage the use of specific plans to allow increased densities in certain areas of a proposed development and to transfer density to locate residential, commercial, industrial and public facility uses outside of natural hazard areas; and to direct appropriate uses to these areas, such as open space, passive recreational uses, or other uses compatible with these hazards.

Programs

CS 1.1.1.3 **Property Acquisition.** Take an active role in acquiring property in high-risk flood zones and designating the land as open space for public use or wildlife habitat.

CS 1.1.1.4 **Giant Cane**. Encourage and as resources allow, support the efforts of SAWPA, the County of Riverside and other agencies to remove Giant Cane (*Arundo donax*) from the Santa Ana River corridor and restore native riparian habitat.

Policies

CS 2.1.43 **Grey Water Systems.** Facilitate the utilization of grey water systems.

CS 2.1.44 **Drought-Tolerant Landscaping.** Require the use of drought-tolerant landscaping in all new development.

CS 2.1.45 **Reclaimed Water.** Encourage the development and use of reclaimed water for landscape irrigation and other uses.

CS 2.1.46 **Public Education.** Support public education efforts to promote water conservation throughout the community.

CS 2.1.47 **Water Storage.** Encourage local water purveyors to expand local domestic water storage and recycling capabilities.

CS 2.1.48 **Public Education/Outreach.** Continue providing education and community outreach on water conservation options and methods.

Programs

CS 2.1.1.5 **Urban Water Management Plan**. Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure the Plan is updated as needed.

CS 2.1.1.6 **Alternative Water Resources.** Explore the feasibility of desalinization and other regional projects as an alternative resource to reduce the City's dependency on imported water.

CS 2.1.1.7 **Water Conservation Ordinance.** Implement and enforce the City's Landscape Water Conservation ordinance.

4.9.3 Methodology

The existing conditions within the City regarding potential dam inundation, flooding, groundwater quantity and quality, and overall water resources will be examined in light of future needs for protection of new housing and businesses that would be built, and the need for adequate surface and groundwater supplies as appropriate. The proximity to the Santa Ana River has a major influence on all water-related issues facing the City.

It is assumed that future development will be required to comply with the following hydrology, flooding, and water quality requirements:

- All drainage facilities will be designed and constructed in accordance with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) standards and specifications.
- Drainage facilities will be subject to the review and approval of the City of Jurupa Valley and, as applicable, RCFC&WCD.
- Jurupa Community Services Department (JCSD) and the Rubidoux Community Services District (RCSD) will review the design of drainage facilities in conjunction with their review of the sewer and water facilities to ensure that there are no design conflicts between the proposed utilities.
- The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to City of Jurupa Valley, Jurupa CSD, Rubidoux CSD, RCFC&WCD, a Homeowners Association (if private system), or Community Facilities District (CFD) for maintenance and operations.
- New development will be required to prepare Water Quality Management Plans (WQMPs) and Storm Water Pollutant Prevention Plans (SWPPPs) in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards.
- All projects proposing construction activities including: clearing, grading, excavation that results in the disturbance of at least one acre total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development less than one-acre are required to manage storm water drainage and retention during construction pursuant to the California Green Building Standards Code. All development within the specific plan boundaries shall be subject to future requirements adopted by the City to implement the NPDES program. Project-specific mitigation measures may include, but not be limited to: on-site detention; water quality basins; covered storage of all outside facilities; vegetated swales; monitoring programs; etc.

4.9.3.1 Pollutants of Concern and Assessment Methodology

The pollutants of concern for the water quality analysis have been identified based on the previously described regulations and the pollutants identified by regulatory agencies that potentially could be generated by urban runoff from the proposed project. The potential pollutants associated with the project are reflected in Table 4.9.C which describes these pollutants (bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash & debris, and oil & grease) and their general impact on water quality and aquatic habitat (primarily the Santa Ana River and downstream receiving basin). Pollutants of most concern from urban runoff include pathogens, nutrients, sediments, and toxicity.

Table 4.9.C: Pollutants and General Water Quality Impacts

Pollutant	Water Quality Impact
Bacterial Indicators	May result in water body impairments, can exceed public health standards for water contact recreation, creating a harmful environment. Can alter the aquatic habitat and create a harmful environment for aquatic life.
Metals	Bio-available forms of trace metals are toxic to aquatic life, potential of groundwater contamination, bio-accumulation in aquatic life, affect beneficial uses of a water body.
Nutrients	Elevated nutrient levels in surface waters cause algal blooms, excessive vegetative growth, and dissolved oxygen levels, which is detrimental to aquatic life.
Pesticides	Elevated levels can indirectly or directly constitute a hazard to life or health. During cleaning activities, these compounds can be washed off into storm drains creating runoff containing toxic levels of the pesticides active component. Dirt, grease, and grime may adsorb concentrations that are harmful or hazardous to aquatic life.

Table 4.9.C: Pollutants and General Water Quality Impacts

Pollutant	Water Quality Impact
Toxic Organic Compounds	May contain levels that are harmful or hazardous to aquatic life.
Sediments	Excessive sediment can be detrimental to aquatic life by interfering with photosynthesis, respiration, growth, and reproduction.
Trash and Debris	Detrimental effect on recreational value of a water body and aquatic habitat; interferes with aquatic life respiration and can be harmful or hazardous to aquatic animals that mistakenly ingest floating debris.
Oil and Grease	Can accumulate in aquatic life from contaminated water, sediments, and food and are toxic at low concentrations. Can persist in sediments for long periods of time and result in adverse impacts on the diversity and abundance of existing bio-communities and can affect the aesthetic value of a water body.

Source: Santa Ana Basin Plan.

4.9.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to hydrology and water quality are based on Appendix G of the *CEQA Guidelines*). A project would have a significant impact on surface hydrology, water quality, and/or groundwater if it would:

- Result in violations of any water quality standards or waste discharge requirements of the City of Jurupa Valley or the Regional Water Quality Control Board;
- 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;
- 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, siltation on site or off site;
- 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 which would result in on-site or off-site flooding;
- 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; and/or
- Expose people or structures to inundation by seiche, tsunami, or mudflow.

4.9.5 Programmatic Impact Evaluation

4.9.5.1 Dam Inundation Impacts

Threshold	Would the project expose people or structure to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Programmatic Impacts. Prior to completion of the Prado Dam in 1941, the Santa Ana River historically flooded along various portions of its length from the Santa Ana Mountains to the Pacific Ocean. Particularly destructive were the floods of 1938 which highlighted the need for the dam which now protects the lower stretch of the river. In 1969 severe flooding occurred along the portion of the river upstream of Prado Dam that killed between 90–100 people. In 2001, the Army Corps of Engineers completed the Seven Oaks Dam in Mentone to protect the upper stretch of the river. Seven oaks is a "dry" dam that almost exclusively provides flood protection for Orange, San Bernardino, and Riverside Counties, including Jurupa Valley. Since completion of the Seven Oaks Dam, the lower portion of the Santa Ana River has not experienced severe flooding and is not expected to be subject to flooding under expected future conditions. The City is not located in a currently mapped dam inundation area. The nearest dam to the City is the Prado Dam, located ten miles downstream to the southwest.

Due to the presence of the Seven Oaks Dam, future development, residents, or businesses within the City would not subject to risk of loss, injury, or death involving flooding as a result of failure of a nearby dam or other water retention facility.

Evaluation of General Plan Goals and Policies. Since completion of the Seven Oaks Dam, the City is no longer subject to flooding along the Santa Ana River. The following summarized goal, policies, and programs in the 2017 General Plan Community Safety, Services, and Facilities Element (for the full text of measures see Section 4.9.2.2):

Community Safety, Services, and Facilities Element

Goal

CS 1	Minimize risks from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.5	Require projects to mitigation onsite geologic and related hazards.
CS 1.1.6	Require new development to protect structures/persons in the 100-year floodplain.
CS 1.1.9	New development shall convey expected flood flows safely without damage or risk.
CS 1.1.10	Do not alter floodways unless other methods of protection are not feasible.
CS 1.1.11	Do not modify drainages unless it can be done safety and without impacts.
CS 1.1.12	Flood-control improvements must protect existing and planned development.
CS 1.1.14	Development in the floodplain must withstand flooding and minimize the use of fill.
CS 1.1.15	New development shall integrate into local and regional storm drain systems.
CS 1.1.16	Coordinate with neighboring jurisdictions regarding flood protection.
CS 1.1.18	Protect lifeline facilities from potential flooding.
CS 1.1.19	Use creative land use solutions to reduce or eliminate development in floodplains.
CS 1.1.20	Assess and upgrade inundation risk and protection in the City.
CS 1.1.21	Evaluate 500-year, 100-year, and 10-year flood hazard zones to improve safety.

CS 1.1.22 Use specific plans to transfer density if needed for flood protection improvements.

Programs

CS 1.1.1.3 Acquire property in high-risk flood zones and designating the land as open space.

CS 1.1.1.4 Support efforts to remove *Arundo donax* from the Santa Ana River corridor and restore native riparian habitat.

Policy CS 1.1.6 addresses flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., the 100-year flood zone). In addition, Policy CS 1.1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City. With implementation of these flood-related goals, policies, and programs, the proposed 2017 General Plan will have less than significant impacts regarding dam inundation, and no mitigation is needed.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding dam inundation and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding dam inundation and no mitigation is required.

4.9.5.2 Seismic-Related Impacts

Threshold	Would the project expose people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Programmatic Impacts. A tsunami is a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. Lakes in seismically active areas such as Lake Perris are at risk from seiches. A mudslide (also known as a mudflow) occurs when there is fast-moving water and a great volume of sediment and debris that surges down a slope, stream, canyon, arroyo, or gulch. Mudslides are similar to flash floods and can occur suddenly without time for adequate warning. Mudflows can ruin substantial improvements with the force of the flow itself and the burying or erosion of improvements by mud and debris.

The City is not at risk of inundation by a tsunami as it is located approximately 33 miles inland from the Pacific Ocean. The City is also not located downstream of or near any enclosed body of water and could be subject to a seiche during a seismic event. There are several small reservoirs and water tanks in the City, and residences or businesses immediately down slope may be impacted by seiche events or standing waves within the enclosed water facility if they were to fail during a large seismic event. However, this would likely be an isolated event and it is not considered a substantial risk to public health or safety. Given these factors, impacts associated with seiche events are less than significant for the 2017 General Plan.

Jurupa Valley has a number of rolling hills and variable topography that gently slopes from the north to the south, from the Jurupa Hills toward the Santa Ana River. There are some areas with steep slopes and rock outcrops especially in the northern portion of the City, north of the SR-60 Freeway, in the Jurupa Hills. It is possible some of these areas could potentially become unstable during a seismic event. However, Section 4.6.5.3 discusses impacts associated with landslides, rockfalls, or

mudslides and determined that potential impacts to new development in the future would be less than significant with implementation of the 2017 General Plan, and no mitigation was recommended.

Evaluation of General Plan Goals and Policies. The 2017 General Plan Community Safety, Services, and Facilities Element contains the following summarized policies to address potential seismic-related impacts that are related to water resources (for the full text of measures see Section 4.9.2.2):

Community Safety, Services, and Facilities Element

Goal

CS 1 Minimize risks from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.2 Require geotechnical studies for new development to identify potential hazards.

CS 1.1.5 Require projects to mitigation onsite geologic and related hazards.

These policies plus others specifically related to geotechnical hazards (see Section 4.6.5) will help assure the 2017 General Plan will effectively minimize risks and seismically induced impacts on water resources.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding seismic impacts related to water resources, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding inundation by seiche, tsunami, or mudflow and no mitigation is required.

4.9.5.3 Groundwater

Threshold	Would the proposed project 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?

Programmatic Impacts. Jurupa Valley does not rely on imported water to provide its domestic needs but rather uses local groundwater from the Santa Ana River Basin. Three agencies provide potable water to the City of Jurupa Valley. They are the Jurupa Community Services District, the Rubidoux Community Services District, and the Santa Ana River Water Company.

Jurupa Community Services District (JUSD). A large portion of the City is within the service area of the Jurupa Community Services District (JCSD) which owns, operates, and maintains its own water system. The water supply available to the JCSD in 2009 was 23,660 acre feet. Water sources for the JCSD come primarily from the Chino Groundwater Basin and the Chino Basin Desalter Authority, with the remainder made up of transfers from the Rubidoux Community Services District. The JCSD estimates that its customers average 3.6 persons per household for single family units and 3.1 persons for multi-family units. Single family water usage averages 0.5 to 0.6 acre feet per year, while multi-family averages 0.26 acre feet per dwelling per year.

In May of 2011, the JCSD adopted its *2010 Urban Water Management Plan* (UWMP), which details the JCSD's current and future water supply. The document found that with all of its existing and

planned supplies, the JCSD can meet 100 percent of projected demand through 2035, even with a repeat of a severe drought.

At present, the 2010 Urban Water Master Plan (UWMP) for the JCSD estimates that per capita consumption within its service area is approximately 197.6 gallons per person per day (JCSD 2010). The JCSD's UWMP is designed to help ensure that local groundwater resources are conserved and groundwater overdraft does not occur, based on projections of future growth and expected water supply conditions. The UWMP projects the water consumption demands of existing and future development based on rates of growth assumed by regional planning organizations (i.e., SCAG) and estimates water demand versus available supply under different water supply scenarios (e.g., multiple dry years). Currently, the JCSD does not purchase imported water, but there are plans to do so in the future (Year 2020) to accommodate growth in the area. In addition, JCSD receives water from the Chino Basin, which is in part recharged using water purchased from Metropolitan Water District (MWD). Since JCSD currently indirectly benefits from State Water Project (SWP) water, and plans to purchase SWP water from MWD in the future discussion of the reliability of state water supplies is appropriate. In addition, the UWMP addresses conservation, local supplies and reliability of imported supplies. Table 4.9.D identifies the JCSD's past, present, and projected water potable supplies and demand. Note that one of the goals of the City is to help organize preparation of a joint UWMP for the entire City.

Table 4.9.D: JCSD Potable Water Supplies and Demand for Average Year Hydrology

	2015	2020	2025	2030	2035
JCSD Water Supplies					
Supply Source	**acre-feet per year**				
Supplier Produced Potable Groundwater from Chino Basin	13,805	13,748	12,819	11,920	10,491
Desalination from Chino Desalination Authority	11,500	11,500	11,500	11,500	11,500
Transfer from Metropolitan/Western MWD	-	5,000	6,500	8,000	10,000
Transfers from Rubidoux CSD	1,500	1,500	1,500	1,500	1,500
Total	**26,805**	**31,748**	**32,319**	**32,920**	**33, 491**
JCSD Water Demands					
Demand Source	**acre-feet per year**				
Residential	18,028	21,227	21,597	21,986	22,356
Commercial	2,757	3,227	3,281	3,339	3,393
Industrial	1,182	1,383	1,407	1,431	1,454
Institutional	802	939	955	971	987
Landscape	2,841	3,326	3,382	3,442	3,497
Total	**25,610**	**30,102**	**30,622**	**31,169**	**31,687**

Source: *JCSD 2010 Urban Water Management Plan*, May 2011 (Tables 2-3 and 3-1).

Rubidoux Community Services District (RCSD). The RCSD serves the northeastern portion of City located around SR-60 at Rubidoux Boulevard (see Figure 4.9.4). RCSD is a retail water supplier serving more than 3,000 water service connections and more than 3,000 acre-feet of water per year, it meets the definition of an "urban water supplier" and must prepare an Urban Water Management Plan (UWMP) every five years and submit it to the California Department of Water Resources. The RCSD water supply and distribution system can provide over 8.0 million gallons a day of potable water. The construction of a manganese removal plant and a nitrate treatment plant has afforded the District the opportunity to provide the community with water from existing groundwater supplies. The District delivers 2.0 million gallons a day to the Regional Wastewater Treatment Plant located in the City of Riverside. Note that one of the goals of the City is to help organize preparation of a joint

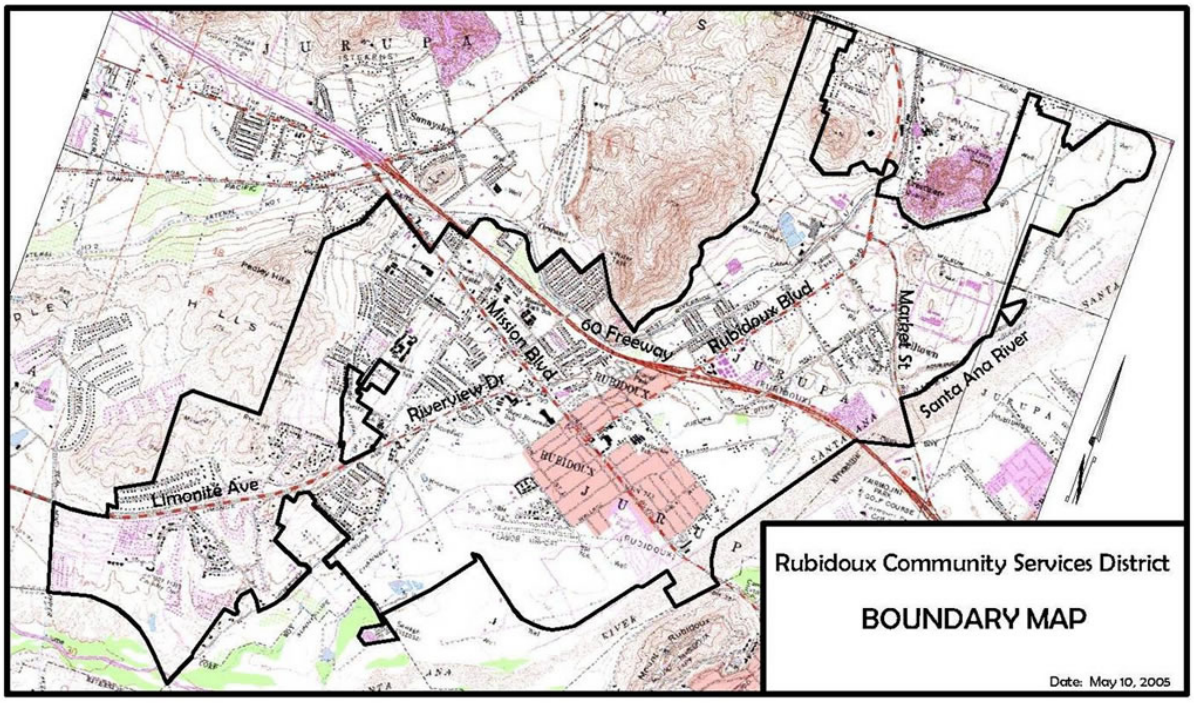
UWMP for the entire City. The District's UWMP states it will continue to rely on local groundwater supplies and needs to develop additional groundwater extraction and groundwater treatment facilities to ensure a continuous and adequate water supply for its service area. In addition, the District has an emergency interconnection with JCSD and Western Municipal Water District which would provide lifeline water service in the event of a catastrophic outage. Table 4.9.E summarizes the water demand and supply conditions projected within the RCSD at present.

Table 4.9.E: RUSD Projected Water Supply and Demand Conditions (AF/yr)

Water Condition	2020	2025	2030	2035	2040
Projected Normal Year					
Supply Total	17,000	17,000	17,000	17,000	17,000
Demand Total	10,397	11,045	11,754	12,465	13,202
Difference	6,603	5,955	5,246	4,535	3,798
Projected Single Dry Year					
Supply Total	17,000	17,000	17,000	17,000	17,000
Demand Total	10,397	11,045	11,754	12,465	13,202
Difference					
Projected Multiple Dry Years					
Supply Total	17,000	17,000	17,000	17,000	17,000
Demand Total	10,397	11,045	11,754	12,465	13,202
Difference	6,603	5,955	5,246	4,535	3,798

Source: RCSD UWMP, Tables 6-2 through 6-7, Krieger & Stewart, July 2016 AF/yr = acre-feet per year

Figure 4.9.4: Rubidoux Community Service District Boundaries



Source: RCSD website, accessed July 21, 2016

Santa Ana River Water Company (SARWC). The SARWC is a mutual water company that serves portions of "Old Mira Loma" which is now in the City of Jurupa Valley. This water company does not have enough connections to qualify as a retail water supplier (i.e., serving more than 3,000 water service connections and more than 3,000 acre-feet of water per year). It does not meet the definition of an “urban water supplier” so it has not prepared an Urban Water Management Plan (UWMP). Note that one of the goals of the City is to help organize preparation of a joint UWMP for the entire City.

State Water Supply Reliability. The water suppliers in the City do not currently rely on imported water, however, long-term regional water supplies are supported by water imported from Northern California, and reductions in state project water supplies could ultimately affect water use in Jurupa Valley.

The Water Allocation analysis released by the California Department of Water Resources (DWR) on March 22, 2010, export restriction could reduce Metropolitan deliveries by 150 to 200 thousand acre-feet (TAF) under mean hydrologic conditions, and operations could remain restricted until a long-term solution is found to improve the stability of the Bay-Delta region.

The State Water Project (SWP) and Central Valley Project (CVP) are the responsible partners for operation of the DWR and Bureau of Reclamation (Reclamation), respectively. In November 1986, DWR and Reclamation signed the Coordinated Operations Agreement (COA). The COA was subsequently authorized and approved by the California State Legislature and Congress. Under COA, DWR and Reclamation agree to operate the SWP and CVP in a balanced manner to coordinate releases from upstream reservoirs and unregulated flows to meet Sacramento Valley in-basin and in-Delta uses, including water quality standards established by the SWRCB.

Reclamation, as a federal agency is required to consult with National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Federal Endangered Species Act (FESA) to determine if a federal action that they authorize, fund, or implement could jeopardize the continued existence of a listed species in the wild, or destroy or modify the species’ critical habitat. Because the SWP and CVP are operated in a balanced manner, the findings under Section 7 of the FESA affect operations of both the SWP and CVP.

The initial biological opinions related to long-term operations of the SWP and CVP were issued in 1993 by NMFS for protection of the winter-run Chinook salmon and by USFWS for protection of delta smelt. Operations of the SWP and CVP were modified to reduce potential adverse impacts to these species primarily through:

1) Increased storage volumes of water in upstream reservoirs to provide adequate flows with appropriate temperatures for the winter-run Chinook salmon and adequate flows in the Delta for both species;
2) Flows released from upstream reservoirs to provide adequate in-Delta flows and Delta outflows for these species; and
3) Modification of periods of time when water can be diverted at the SWP and CVP south Delta intakes to reduce the potential for reverse flows, reduce the potential for high salinity in the south Delta, and reduce the potential for entrainment and entrapment of fish in the SWP and CVP south Delta intake facilities.

The biological opinions were modified as DWR and Reclamation modified operations of the SWP and CVP and new information related to aquatic resources became available. During this period, NMFS re-designated the Sacramento River winter-run Chinook salmon as “endangered” and designated two species as “threatened” (i.e., Central Valley spring-run Chinook salmon and Central Valley steelhead). Therefore, the consultations under Section 7 of the FESA were modified and new biological opinions were issued between 2000 and 2004. In 2005, the Department of the Interior was sued with respect to the 2004 biological opinion issued by USFWS. Subsequently, USFWS re-issued the biological opinion in 2005; however, the Department of the Interior was sued in 2005 with respect

to the reissued biological opinion. The 2005 USFWS biological opinion was invalidated and the United States District Court for the Eastern District of California (the Court) ordered a new biological opinion and issued interim operations orders to protect delta smelt until a new biological opinion could be issued in 2008. The interim operations criteria included limitations for operation of the SWP and CVP south Delta intakes to protect delta smelt.

In response to these actions, Reclamation requested consultation with USFWS and NMFS in August 2008 with respect to the coordinated long-term operation of the SWP and CVP. In December 2008, the USFWS issued a new biological opinion on the coordinated long-term operation of the SWP and CVP on the effects to delta smelt. In June 2009, the NMFS issued a new biological opinion on the coordinated long-term operation of the SWP and CVP on the effects to currently listed species (e.g., Central Valley spring-run Chinook salmon, Central Valley steelhead, Southern District Population Segment of North American green sturgeon, and Southern Resident killer whale). Reclamation provisionally accepted and then implemented the Reasonable and Prudent Alternatives included in these biological opinions. The operational criteria included in the Reasonable and Prudent Alternatives resulted in changes to operations of upstream reservoirs, stream flows, Delta outflow, and SWP and CVP south Delta intakes.

Several lawsuits were filed in the Court related to various aspects of the USFWS and NMFS biological opinions, and to the acceptance and implementation of the associated Reasonable and Prudent Alternatives by Reclamation. Between 2009 and 2010, the Court ruled that Reclamation failed to conduct an environmental analysis under the National Environmental Policy Act (NEPA) of potential impacts to the human environment before provisionally accepting and implementing the Biological Opinion Reasonable and Prudent Alternatives. In 2010, the Court found certain portions of the USFWS biological opinion to be arbitrary and capricious, and remanded those portions of the biological opinion to the USFWS. The Court ordered Reclamation to review the biological opinion and Reasonable and Prudent Alternative in accordance with NEPA. In 2011, the Court remanded the biological opinion to the NMFS.

Reclamation has continued the consultation with USFWS and NMFS for modification of the biological opinions, and has initiated the NEPA process through publication of the Notice of Intent on March 28, 2012. The Court order required completion by Reclamation of the Environmental Impact Statement (EIS) and the USFWS biological opinion related to delta smelt by December 1, 2013. The Court order also required completion by Reclamation of the EIS and the NMFS biological opinion related to Central Valley spring-run Chinook salmon, Central Valley steelhead, Southern District Population Segment of North American green sturgeon, and Southern Resident killer whale by February 1, 2016. The Court did not vacate the biological opinions, and therefore, SWP and CVP operations are analyzed each year with respect to the Reasonable and Prudent Alternatives.

The most recent Metropolitan Regional Urban Water Management Plan (RUWMP) (Metropolitan November 2010, page 1-18) indicates that operational constraints similar to the most recent biological opinions and associated Reasonable and Prudent Alternatives would likely be continued until future long-term plans, such as the Bay Delta Conservation Plan (BDCP), would be implemented.

To address potential constraints on the SWP, Metropolitan has developed near and long-term action plans to increase water supply reliability. Metropolitan is also working with stakeholders throughout the state to develop and implement long term solutions to the problem in the Bay Delta. The BDCP developed by State and Federal resource agencies, aimed at addressing ecosystem needs and securing long-term operating permits for the SWP. A working draft of the BDCP was released in November of 2010 and reflects significant progress toward consensus on a plan to restoring the Bay-Delta ecosystem and associated sensitive species and provides for improved water supply and reliability.

Drought Restrictions. On April 1, 2015, the Governor issued Executive Order B-29-15. Key provisions include ordering the State Water Resources Control Board to impose restrictions to achieve a 25 percent reduction in potable urban water usage through February 28, 2016. The Governor's drought declaration also calls upon local urban water suppliers and municipalities to implement their local water shortage contingency plans immediately in order to avoid or forestall outright restrictions that could become necessary later in the drought season.

As a result of the Governor's Executive Order issued on April 1, 2015, the State Water Resources Control Board's (State Water Board) updated Emergency Water Conservation regulations went into effect on May 18, 2015. The Jurupa Community Services District (JCSD) and its customers are mandated to meet a total 28% district-wide reduction in potable water usage. Development within the City is required to comply with the following Level 3 Water Use Restrictions per the JCSD in the event drought conditions are in effect at the time development contemplated by the General Plan commences to be occupied:

- Ornamental landscape and turf irrigation will be limited to 3 days per week for no more than 10 minutes per station per day
- Irrigating landscape will be limited to the hours between 8 p.m. and 8 a.m.
- Odd addresses (last digit is an odd number) may irrigate Monday, Wednesday, and Friday.
- Even addresses (last digit is an even number) may irrigate Tuesday, Thursday, and Saturday.

Violation of these mandatory water- conservation restrictions are subject to administrative, civil, and criminal penalties.

In response to the State of California's mandated water conservation emergency regulation, the Rubidoux Community Services District adopted Resolution 2015-820 implementing a modified Stage 2 water restrictions. Effective immediately, RCSD customers are asked to reduce their water use. The City is required to comply with the following Water Use Restrictions per the RCSD in the event drought conditions are in effect at the time development contemplated by the General Plan commences to be occupied:

1. No outdoor watering between 10:00 AM - 6:00 PM;
2. Don't water more than 20 minutes per station;
3. Outdoor watering limited to 2 days per week;
4. No watering during or within 48-hours of measurable precipitation;
5. No watering of outdoor landscapes that cause runoff;
6. No using hoses without shut-off nozzles;
7. No using water in a fountain or water feature, unless the water is recirculated; and
8. No washing of driveways and/or sidewalks.

Evaluation of General Plan Goals and Policies. The 2017 General Plan Conservation and Open Space Element contains the following summarized goals and policies to address potential water supply and groundwater-related impacts (for the full text of measures see Section 4.9.2.2):

Conservation and Open Space Element

Goals

COS 3.1 Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture. Measures to help meet water needs include requiring conservation measures such as drought-tolerant landscaping and water saving fixtures in new homes.

COS 3.2	Protect and maintain water quality in aquifers, Santa Ana River, streams and wetlands that help support beneficial uses, including domestic and commercial/industrial uses, agricultural uses, and wildlife habitat.
COS 3.3	Protect and improve the quality of local water sources, including groundwater and the Santa Ana River.
COS 3.4	Encourage JCSD and RCSD to retain and where possible, expand the capacity of wells, aquifers and other groundwater reserves.

Policies

COS 3.1.8	Encourage the use of innovative and creative techniques for wastewater treatment.
COS 3.1.9	Minimize pollutant discharge into storm drains, natural drainages, and aquifers.
COS 3.1.10	Support efforts to create additional regional water storage where needed.
COS 3.1.11	Require that aquifer water-recharge areas are preserved and protected.
COS 3.1.12	Require natural drainage systems be incorporated into development projects.
COS 3.1.13	Retain storm water to allow percolation into local groundwater supplies.
COS 3.1.14	Promote natural drainages and avoid lined, non-porous channels when possible.
COS 3.1.15	Consider incentives to landowners to preserve natural ground water recharge areas.

In addition, the 2017 General Plan Community Safety, Services, and Facilities Element contains the following summarized policies and programs to address potential water supply and groundwater-related impacts (for the full text of measures see Section 4.9.2.2):

Community Safety, Services, and Facilities Element

Goal

CS 1	Minimize risks from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.9	New development shall convey expected flood flows safely without damage or risk, including groundwater recharge facilities.
CS 1.1.13	Carefully plan any modifications to watercourses to maximize groundwater recharge.
CS 2.1.43	Encourage installation of grey water systems.
CS 2.1.44	Require new development install drought-tolerant landscaping.
CS 2.1.45	Encourage the use of reclaimed water for landscape irrigation and other uses.
CS 2.1.46	Support public education efforts to promote water conservation.
CS 2.1.47	Encourage local water purveyors to expand local domestic water storage.
CS 2.1.48	Continue community outreach on water conservation options and methods.

Programs

CS 2.1.1.5	Work with local water purveyors to prepare a unified Urban Water Management Plan.
CS 2.1.1.6	Explore desalinization and other regional projects as an alternative water source.
CS 2.1.1.7	Implement and enforce the City's Landscape Water Conservation ordinance.

This goal and these policies and programs address potential impacts related to both groundwater and to some degree surface water supplies and quality, since local potable supplies or local groundwater recharge may be augmented with imported water in the future. Water conservation and source augmentation (e.g., grey water) are key aspects of these policies. This emphasis is consistent with directives from the state regarding the ongoing state drought and the possibility it may continue for some time into the future. Additional analysis is provided in Section 4.17.5 regarding water

infrastructure, but this section has addressed the programmatic issue of groundwater and attendant surface water supply issues for the foreseeable future. Based on this analysis, new development in the future is not expected to interfere with groundwater recharge activities or groundwater supplies, either directly or through the use of imported water.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts on groundwater supplies or quality, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding groundwater supply or quality, and no mitigation is required.

4.9.5.4 100-Year Flooding-Related Impacts

Threshold	Would the proposed project place within a 100-year flood hazard area structures that would impede or redirect flood flows?
	Would the proposed project 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?

Programmatic Impacts. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) identify areas subject to flooding during the 100-year flood.[1] The one percent annual, or 100-year flood, is the flood that has a one percent chance of being equaled or exceeded in any given year. As shown in Figures 4.9.1 and 4.9.2, there are several identified flood zones in the City, including areas within the 100-year flood zone adjacent to the Santa Ana River and in the western portions of the City. Future development in the City in these flood zones could be significantly impacted by flooding, especially during a 100-year event.

Evaluation of General Plan Goals and Policies. Since completion of the Seven Oaks Dam, the City is no longer subject to catastrophic flooding along the Santa Ana River. The following summarized goal, policies, and program in the 2017 General Plan Community Safety, Services, and Facilities Element address flooding concerns including areas within the 100-year flood zone (for the full text of measures see Section 4.9.2.2):

Community Safety, Services, and Facilities Element

Goal

CS 1	Minimize risks from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.6	Require new development to protect structures/persons in the 100-year floodplain.
CS 1.1.9	New development shall convey expected flood flows safely without damage or risk.
CS 1.1.10	Do not alter floodways unless other methods of protection are not feasible.
CS 1.1.11	Do not modify drainages unless it can be done safety and without impacts.
CS 1.1.12	Flood-control improvements must protect existing and planned development.

[1] The term "100-year" is a measure of the size of the flood, not how often it occurs. The "100-year flood" is a flooding event that has a one percent chance of occurring in any given year.

CS 1.1.14	Development in the floodplain must withstand flooding and minimize the use of fill.
CS 1.1.15	New development shall integrate into local and regional storm drain systems.
CS 1.1.16	Coordinate with neighboring jurisdictions regarding flood protection.
CS 1.1.18	Protect lifeline facilities from potential flooding.
CS 1.1.19	Use creative land use solutions to reduce or eliminate development in floodplains.
CS 1.1.20	Assess and upgrade inundation risk and protection in the City.
CS 1.1.21	Evaluate 500-year, 100-year, and 10-year flood hazard zones to improve safety.
CS 1.1.22	Use specific plans to transfer density if needed for flood protection improvements.

Program

CS 1.1.1.3	Acquire property in high-risk flood zones and designating the land as open space.

Policies CS 1.1.6 and CS 1.1.21 address flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., the 100-year flood zone). In addition, Policy CS 1.1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City. Implementation of these flood-related goals, policies, and programs, the proposed 2017 General Plan will adequately address potential flooding issues within the City.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding flooding and 100-year flood zones, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding flooding and 100-year flood zones, and no mitigation is required.

4.9.5.5 Construction-Related Water Quality Impacts

Threshold	Would the proposed project violate any water quality standards or waste discharge requirements during construction phases of the project in form of increased soil erosion, sedimentation, or storm water discharges?

Programmatic Impacts. Grading of now vacant land to support future development in the City will require temporary disturbance of surface soils and removal of vegetative cover, which could potentially result in erosion and sedimentation, major visible water quality impacts attributable to construction activities. Stockpiles and excavated areas would be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation in local watercourses, including the Santa Ana River.

By volume, sediment is the principal component in most storm runoff. The delivery, handling, and storage of construction materials and wastes, as well as the use of on-site construction equipment will also introduce a risk for storm water contamination. Spills and leaks could occur from the use of construction equipment and could originate from construction staging areas. Once released, substances such as fuels, oils, paints, and solvents can be transported to nearby surface waterways and/or to groundwater in storm water runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The anticipated and potential pollutants in storm water or urban runoff for various land uses are reflected in previously referenced Table 4.9.D.

Short-term storm water pollutant discharges from each development site within the project area will be mitigated through compliance with the required NPDES permits, resulting in a less than significant impact. The NPDES permit program was established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges, from point sources to U.S. waters. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. An NPDES permit specifies an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria) and the permittee selects an appropriate process or technology to achieve that level. Some permits, however, do contain certain generic *"Best Management Practices", or BMPs*. Table 4.9.F lists possible construction site BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction phases of the proposed project. These construction site BMPs are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed.

Table 4.9.F: General Construction Site Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
• Minimize clearing • Preserve natural vegetation • Stabilize drainage ways • Install check dams • Install diversion dikes	• Install perimeter controls (e.g., silt fences) • Install sediment trapping devices (e.g. straw wattles, hay bales, gravel bags) • Inlet protection (e.g. check dams) • Install fiber rolls	• Stabilize exposed soils (e.g., hydroseed, soil binders) • Protect steep slopes(e.g., geotextiles, compost blankets) • Cover stockpiles with blankets • Complete construction in phases	• Create waste collection area • Put lids on containers • Clean up spills immediately

Source: National Pollutant Discharge Elimination System, *Construction Site Storm Water Runoff Control*, http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm, site accessed April 20, 2012.

The implementation of NPDES permits, including the General Construction permit, ensures that the federal and state standards for clean water are met. Enforcement of required NPDES permit requirements will prevent sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES General Construction permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to a specific development site; (2) descriptions of BMPs for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. The SWPPP establishes a plan whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed specifically to prevent or control the discharge of the identified pollutants into storm water runoff.

For sites less than one-acre is size which are not required to prepare a SWPPP to manage construction storm water runoff, those sites to manage storm water drainage and retention during construction pursuant to the California Green Building Standards Code.

Evaluation of General Plan Goals and Policies. The following summarized goal and policies in the 2017 General Plan Conservation and Open Space Element address construction-related water quality issues in the City (for the full text of measures see Section 4.9.2.2):

Conservation and Open Space Element

Goal

COS 3.2 Protect/maintain water quality in aquifers, Santa Ana River, streams and wetlands.

Policies

COS 3.1.9 Minimize pollutant discharge into storm drains, natural drainages, and aquifers.

COS 3.1.11 Require that aquifer water-recharge areas are preserved and protected.

COS 3.1.12 Require natural drainage systems be incorporated into development projects.

COS 3.1.13 Retain storm water for percolation into the local groundwater supply.

COS 3.1.14 Promote natural drainages and avoid lined, non-porous channels where possible.

Although construction is a project-level impact, this goal and these policies of the Conservation and Open Space Element provide a framework within which to plan and regulate future development in ways that will control, reduce, or eliminate potential water pollution from construction-related activities. There are also a number of federal, state, regional, and local regulations in place for the evaluation and control of short-term water pollution from construction.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies will not have significant impacts regarding construction-related water quality, and no mitigation is required.

Programmatic Mitigation Measures. None needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies, compliance with NPDES requirements (preparation of SWPPPs and WQMPs, and site-specific drainage control measures required by the California Green Building Standards Coce on new development will prevent short- or long-term significant impacts regarding construction water quality, and no mitigation is required.

4.9.5.6 Operational-Related Water Quality Impacts

Threshold	Would the proposed project violate any water quality standards or waste discharge requirements during the operational phases of the project in the form of increased soil erosion, sedimentation, or urban runoff?

Programmatic Impacts. During the operational phase of any urban use, the major source of pollution in storm water runoff will be contaminants that have accumulated on the land surface over which runoff passes. Storm runoff from the roadways, parking lots, and commercial and residential buildings can carry a variety of pollutants such as sediment, petroleum products, commonly utilized construction materials, landscaping chemicals, and (to a lesser extent) trace metals such as zinc, copper, lead, cadmium, and iron, which may lead to the degradation of storm water in downstream channels. Runoff from landscaped areas may contain elevated levels of phosphorus, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in storm water runoff.

Pollutant concentrations in urban runoff are variable depending on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area that reaches receiving waters. Pollutant concentrations are typically highest during the first major rainfall event after the dry season, known as the “first-flush.” Most new development is required to prepare a Water Quality Management Plan (WQMP) which identifies pollutants and hydrologic conditions of concern that may be associated with the implementation of a particular development project.

The pollutants associated with the operations of future land uses include pathogens, metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oxygen demanding substances, and oil and grease. Based on a WQMP, downstream receiving waters to which a project directly or indirectly discharges have been identified. The selection of treatment controls for a project is based primarily on the potential pollutants associated with the project that are also present in impaired receiving waters. Potential project pollutants that are also a concern in receiving waters are pathogens, nutrients, sediments, toxic compounds.

A WQMP prepared for a project identifies Best Management Practices (BMPs) to be implemented that will minimize a project's effects on site hydrology, urban runoff flow rates, and pollutant loads. Site specific WQMPs are required to use the methodology outlined in the programmatic WQMP for the Santa Ana Region of Riverside County. This comprehensive water quality approach will be implemented for future development within the City which establishes a three-tier program for achieving water quality goals through the enforcement of site design, source control, and treatment control BMPs. Typical kinds of project-specific site design, source control, and treatment control BMPs are listed below.

Site Design BMPs. Site design BMPs are implemented to create a hydrologically-functional project design that attempts to mimic the natural hydrologic regime. In accordance with the Riverside County WQMP guidelines for the Santa Ana Region, projects shall implement site design concepts that achieve each of the following:

1. Preserve Existing Drainage Patterns

    a. Where possible, conform the site layout along natural landforms, avoid excessive grading and disturbance of vegetation and soils, and preserve or replicate the site's natural drainage features and patterns. Set back development from creeks, wetlands, and riparian habitats. Use both existing and proposed site drainage patterns as a natural design element, rather than using expensive impervious conveyance systems. Use depressed landscape areas, vegetated buffers, and bioretention areas as amenities and focal points within the site and landscape design.

    b. Concentrate development on portions of the site with less permeable soils, and preserve areas that can promote infiltration.

2. Minimize Impervious Area

    a. Limit overall coverage of paving and roofs. This can be accomplished by designing compact, taller structures, narrower and shorter streets and sidewalks, clustering buildings and sharing driveways, smaller parking lots (fewer stalls, smaller stalls, and more efficient lanes), and indoor or underground parking. Examine site layout and circulation patterns and identify areas where landscaping can be substituted for pavement, such as for overflow parking. Inventory planned impervious areas on a site plan. Identify where permeable pavements, such as crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt could be substituted for impervious concrete or asphalt paving. This will help minimize the amount of runoff that may need to be addressed through Stormwater BMPs. Consider green roofs. Green roofs are roofing systems that provide a layer of soil/vegetative cover over a waterproofing membrane. A green roof mimics pre-development conditions by filtering, absorbing, and evapotranspiring precipitation to help mitigate the effects of an otherwise impervious rooftop. Green roofs with growing media 4 inches or deeper are considered 'self-retaining areas' and do not produce increased runoff or runoff pollutants (i.e., any runoff from a green roof requires no further treatment or hydrograph controls).

3. Disperse Runoff to Adjacent Pervious Areas

    a. Direct roof runoff into landscaped areas such as medians, parking islands planter boxes, etc. and/or areas of pervious paving. Instead of having landscaped areas raised above the surrounding impervious areas, design them as depressed areas that can receive stormwater from adjacent impervious pavement. For example, a lawn or garden depressed 3"-4" below surrounding walkways or driveways provides a simple but quite functional landscape design

element. Detain and retain runoff throughout the site. On flatter sites, Stormwater BMPs may be interspersed in landscaped areas among the buildings and paving. On hillside sites, drainage from upper areas may be collected in conventional catch basins and piped to landscaped areas and Low Impact Development (LID) BMPs in lower areas. Low retaining walls may also be used to create terraces that can accommodate LID BMPs. Wherever possible, direct drainage from landscaped slopes offsite and not to impervious surfaces like parking lots.

b. Reduce curb maintenance and provide for allowances for curb cuts.

Source Control BMPs. Source control BMPs are implemented to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural.

- Non-structural operational source control BMPs include:
  - Education for property owners and visitors;
  - Activity restrictions;
  - Irrigation system and landscape maintenance;
  - Common area litter control;
  - Street sweeping streets and parking lots; and
  - Drainage facility inspection and maintenance.
- Permanent Structural source control BMPs include:
  - MS4 stenciling and signage;
  - Landscape and irrigation system design; and
  - Protect slopes and channels.

Treatment Control BMPs. Treatment control BMPs supplement the pollution prevention and source control measures by treating the water to remove pollutants before it is released from future development sites. Since landscaped areas are located downstream of developed areas, the project design allows for the use of surface infiltration BMPs. The treatment control BMP strategy for the project is to select LID BMPs that promote infiltration of runoff, including the construction of infiltration basins and infiltration trenches. Where infiltration BMPs are not appropriate, bioretention, and/or biotreatment BMPs (including extended detention basins, bioswales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration may be utilized. Harvest and use BMPs (i.e., storage pods) may be used as a treatment control BMP to store runoff for later non-drinkable uses.

Evaluation of General Plan Goals and Policies. The following summarized goal and policies in the 2017 General Plan Conservation and Open Space Element address construction-related water quality issues in the City (for the full text of measures see Section 4.9.2.2):

Conservation and Open Space Element

Goal

COS 3.2 Protect/maintain water quality in aquifers, Santa Ana River, streams and wetlands.

Policies

COS 3.1.9 Minimize pollutant discharge into storm drains, natural drainages, and aquifers.

COS 3.1.11 Require that aquifer water-recharge areas are preserved and protected.

COS 3.1.12 Require natural drainage systems be incorporated into development projects.

COS 3.1.13 Retain storm water for percolation into the local groundwater supply.

COS 3.1.14 Promote natural drainages and avoid lined, non-porous channels where possible.

Although operational water quality is a project-level impact, this goal and these policies of the Conservation and Open Space Element provide a framework within which to plan and regulate future development in ways that will control, reduce, or eliminate potential water pollution once projects have been occupied over the long-term. There are also a number of federal, state, regional, and local regulations in place for the evaluation and control of long-term water pollution.

By volume, sediment is the principal component in most urban storm runoff. Substances such as fuels, oils, paints, and solvents can be transported to nearby surface waterways and/or to groundwater in storm water runoff, potentially reducing the quality of the receiving waters. Implementation of a Water Quality Management Plan (WQMP) as part of the NPDES permit program, established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges, from point sources to U.S. waters. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. An NPDES permit specifies an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria) and the permittee selects an appropriate process or technology to achieve that level. Some permits, however, do contain certain generic BMPs.

Development sites must be designed to prevent offsite runoff that could contaminate local surface or groundwater supplies. The goal and policies outlined above will help assure future development is designed to prevent long-term water quality problems from urban runoff.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies will substantially reduce potential impacts regarding long-term water quality, however, the long-term control of sediment from large parking areas is not addressed in the Plan.

Programmatic Mitigation Measures. The following mitigation measure is recommended to help the City protect local surface and groundwater quality over the long-term. This measure shall be made a standard condition of approval in the City.

4.9.5.6A Upon issuance of an occupancy permit, all non-residential development shall be required to mechanically sweep its truck and vehicular parking areas at least once every two weeks to reduce particulate materials that can contribute to degradation of local surface and groundwater quality. This measure may also be applied to institutional uses on a discretionary basis depending on the amount of parking area required.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies, compliance with NPDES requirements (preparation of WQMPs, and site-specific drainage control measures on new development, and Mitigation Measure 4.9.5.6A will prevent long-term significant impacts regarding water quality.

4.9.5.7 Drainage Pattern and Capacity-Related Impacts

Threshold	Would the proposed project substantially alter the existing local drainage patterns of the site and substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on site or off site? Would the proposed project 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?

Programmatic Impacts. As shown in the previous Figures 4.9.1 and 4.9.2, there are several areas in the City within identified flood zones, including areas adjacent to the Santa Ana River and in the western portions of the City. Future development in the City in these areas may affect local runoff patterns or local drainages, some of which flow into the Santa Ana River. Since completion of the Seven Oaks Dam, the City is no longer subject to catastrophic flooding along the Santa Ana River. However, many areas in the City are adjacent to or affected by small ephemeral drainages, and future development may cause or be impacted by changes in runoff patterns or the capacity of local drainages.

Evaluation of General Plan Goals and Policies. The following summarized policies in the 2017 General Plan Community Safety, Services, and Facilities Element address drainage-related issues (for the full text of measures see Section 4.9.2.2):

Conservation and Open Space Element

Goal

CS 1	Minimize risks from natural and manmade hazards to its residents and businesses.

Policies

CS 1.1.9	New development shall convey expected flood flows safely without damage or risk.
CS 1.1.10	Do not alter floodways unless other methods of protection are not feasible.
CS 1.1.11	Do not modify drainages unless it can be done safety and without impacts.
CS 1.1.12	Flood-control improvements must protect existing and planned development.
CS 1.1.14	Development in the floodplain must withstand flooding and minimize the use of fill.
CS 1.1.15	New development shall integrate into local and regional storm drain systems.
CS 1.1.16	Coordinate with neighboring jurisdictions regarding flood protection.
CS 1.1.19	Use creative land use solutions to reduce or eliminate development in floodplains.
CS 1.1.20	Assess and upgrade inundation risk and protection in the City.
CS 1.1.21	Evaluate 500-year, 100-year, and 10-year flood hazard zones to improve safety.
CS 1.1.22	Use specific plans to transfer density if needed for flood protection improvements.

Program

CS 1.1.1.3	Acquire property in high-risk flood zones and designating the land as open space.

Policies CS 1.1.9 and CS 1.1.11 address impacts on local drainages by requiring the review of new construction and substantial improvements that could affect these drainages or overall runoff patterns in general. In addition, Policy CS 1.1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City. Implementation of these flood-related goals, policies, and programs, the proposed 2017 General Plan will adequately address potential flooding issues within the City.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding flooding and 100-year flood zones, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will not have significant impacts regarding flooding and 100-year flood zones, and no mitigation is required.

4.9.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for water-related impacts relative to the City's General Plan would be the portion of western Riverside County drained by the Santa Ana River. Cumulatively, continued development within the Jurupa Valley will put additional pressure on water supplies from the Chino Basin. However, the groundwater basin is adjudicated so the Basin Watermaster will manage groundwater supplies in the basin consistent with the UWMPs for the various serving agencies that utilize these sources of groundwater.

Cumulatively, development within the watershed will result in a substantial increase in impervious surfaces (+46 million square feet or 1,056 acres) in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City and throughout the Santa Ana RWQCB will be required to comply with the requirements of the NPDES permit program. Continued growth is anticipated to occur in the City and surrounding areas and all new development and significant redevelopment will be required to minimize its individual impacts to water quality and pollutant transport by retaining storm water and through implementation of BMPs. Therefore, since all new developments will be required to mitigate for impacts to water quality, a less than significant cumulative impact to water quality is anticipated.

Future development will generate urban pollutants but site-specific water quality Best Management Practices and compliance with the California Green Building Standards Code as discussed above, will help ensure that future development in the City will not make a significant contribution to any cumulatively considerable regional water quality impacts.

In summary, the 2017 General Plan will not make a significant contribution to any cumulatively considerable water-related impacts on a local or regional basis.

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4.10 LAND USE AND PLANNING

This section of the EIR addresses the land use impacts that will result from implementation of the proposed 2017 General Plan. The analysis contained in this section is based on the following reference documents:

- *Land Use Element, City of Jurupa Valley General Plan*, (draft) December 2016;
- *Housing Element, City of Jurupa Valley General Plan*, (draft) December 2016;
- *Municipal Code*, City of Jurupa Valley, codified through August 2016;
- *Final Sustainable Communities Strategies Plan,* Southern California Association of Governments (SCAG), April 2012;
- *Final Regional Comprehensive Plan*, SCAG, adopted May 2012;
- *Regional Transportation Plan 2012-2035 Sustainable Communities Strategy*, SCAG, adopted April 4, 2012; and
- *Draft SCAG Data/Map Book for the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS),* SCAG. November 2013.

4.10.1 Existing Setting

The City of Jurupa Valley comprises a broad alluvial valley along the north side of the Santa Ana River and is bounded by the Jurupa Hills on the north and the I-15 Freeway and the City of Eastvale on the west (see Figure 4.10.1) in western Riverside County. The City is comprised of nine (9) distinct communities, four are predominantly suburban or small town neighborhoods (Rubidoux, Bell Town, Jurupa Hills, and Indian Hills), while the other five (Mira Loma, Pedley, Glen Avon, Sunnyslope, and Crestmore Heights) are more semi-rural and low density in character. Pedley is considered the most diverse with a combination of old style small town neighborhoods and large lots with animal keeping (see Figure 4.10.2). The Land Use Element of the 2017 General Plan states:

> "The Land Use Element is an essential tool in achieving Jurupa Valley's goals. It is one of 10 chapters, or "elements" that comprise the 2017 General Plan. Traditionally, the Land Use Element is considered the General Plan's most important policy document because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed-use, industrial, open space, recreation, and public uses. In combination with the other elements, the Land Use Element guides how we plan, arrange, develop, and conduct these land uses and serves as a key tool in ensuring a high quality of life for all Jurupa Valley citizens. Land use decisions have the potential to add value to our community in terms of safety, convenience, environmental quality, aesthetics, and economic benefits."
>
> To help guide land use and development-related decisions, this Element provides:
>
> 1) A Land Use Plan that graphically depicts where different types of land uses are allowed;
> 2) A description of Land Use Designations that comprise the Land Use Plan, including density and development intensity standards;
> 3) A summary of population and employment build-out estimates for the City;
> 4) Goals and policies that help guide public and private land use actions; and
> 5) More detailed policies and programs for individual communities and Overlay areas.

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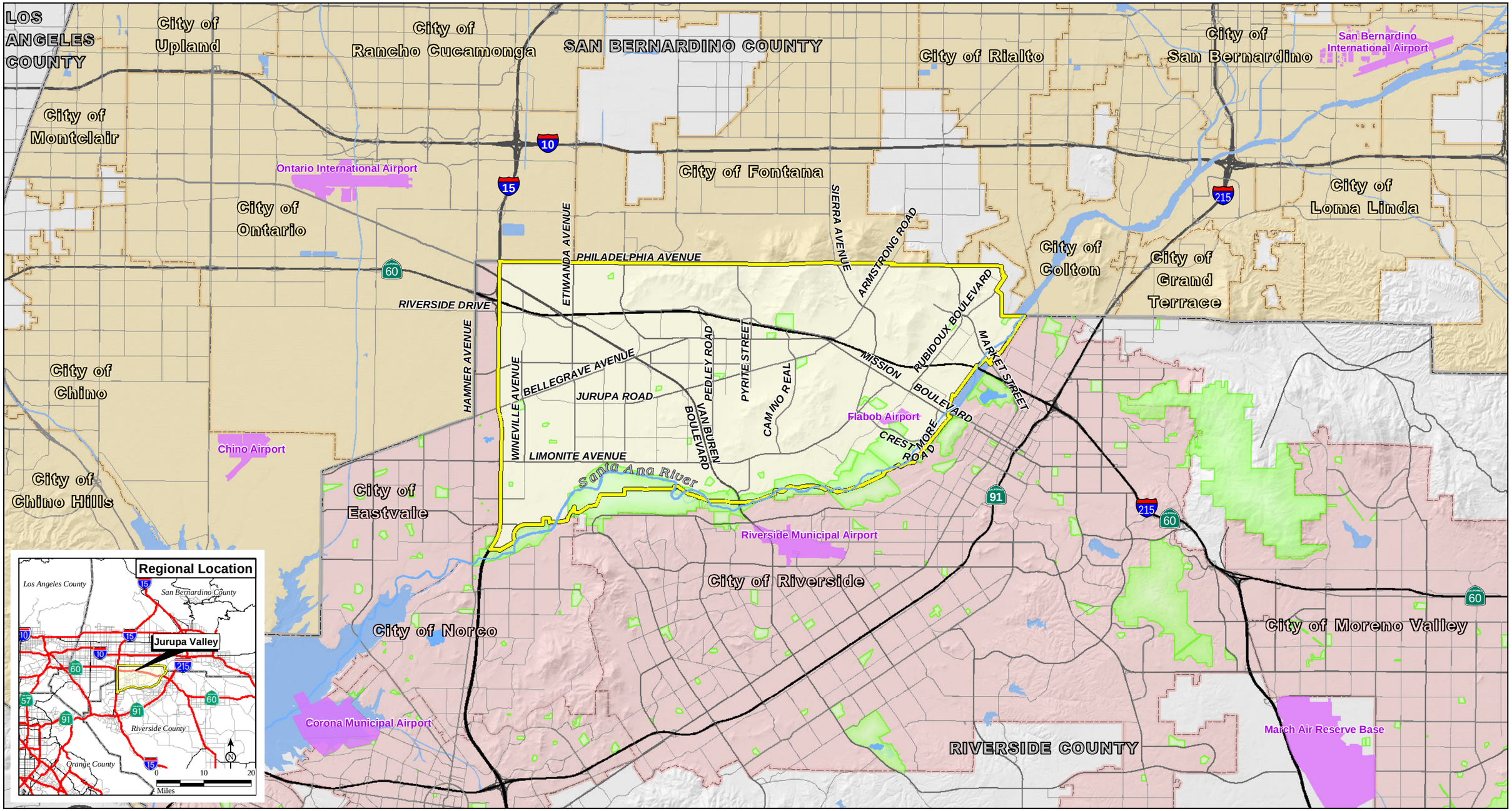

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- County Boundary
- Parks
- Airports

SOURCE: Riverside County 7/2015

0 5,000 10,000 Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.10.1
Surrounding Cities

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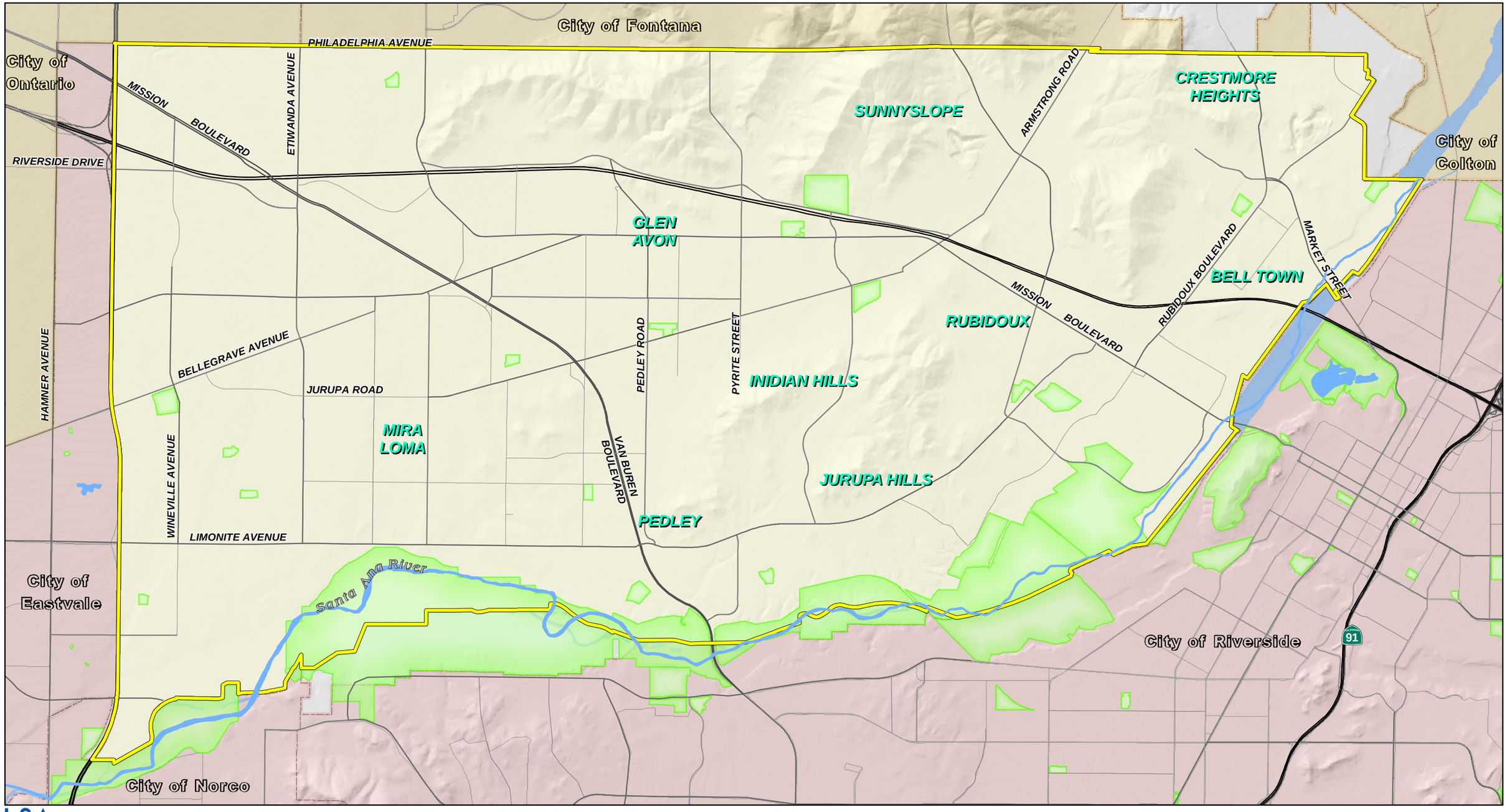

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- Parks

SOURCE: Riverside County 7/2015; City of Jurupa Valley, 2014

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.10.2
City of Jurupa Valley Communities

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To prepare its 2017 General Plan, the City formed a General Plan Advisory Committee (GPAC) that developed the following primary goal and two value statements about the City based on extensive public involvement and discussion with the community:

> ***Primary Goal:*** *"To be a city which maintains and enhances its unique, small-town character and equestrian-friendly neighborhoods while promoting economic opportunities and prosperity for all. The City will accomplish this goal by preserving its semi-rural character and by re-aligning its mix of land uses to help provide the housing, shopping, employment and cultural opportunities its residents desire while improving the quality and compatibility of land uses within each community.*
>
> ***"Small-Town Feel.*** *Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting," and*
>
> ***"Community of Communities****. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities," we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life."*

The primary community issues identified by the GPAC were:

1) preserving and enhancing community character;
2) achieving balanced land uses and healthy, safe neighborhoods;
3) maintaining large-lot semi-rural or "equestrian" lifestyles;
4) attracting much-needed community-serving uses such as medical services, quality retail and restaurants, higher education and job training facilities, civic center, cultural, arts, entertainment and recreation uses;
5) allowing mixed use development where appropriate;
6) removing and preventing "blight," and
7) allowing high-quality multifamily housing where appropriate.

Additional community issues identified by GPAC were:

8) promoting Jurupa Valley as a destination city;
9) expanding and preserving trails and open spaces within the City;
10) correcting and preventing illegal construction and land uses or activities;
11) providing community centers at various locations throughout the City;
12) preventing incompatible uses or providing "buffers" between incompatible uses and
13) addressing the effects of commercial truck traffic on streets, neighborhoods, and public safety.

In response to GPAC recommendations and the input received during eight public workshops on the General Plan, the *primary land use issues* identified were:

a. **Warehousing** – Address warehousing location, design, and potential impacts, including traffic, noise, and streets.
b. **Vacant Land** – Many large, vacant parcels that may be suitable for development.

c. **Freeway Access and Visibility** – Good freeway access and visibility from Interstate 15 (I-15) and State Route 60 (SR 60).

d. **Regional Connection** – Regional Metro link Station linking Jurupa Valley with larger urban centers.

e. **Flabob Airport** – Local airport with potential community benefits as a historic, cultural, and recreational hub.

f. **Recreation Facilities and Open Space** – Community has many attractive and well-used recreational facilities, including community parks, Community Center, Nature Center, Discovery Center, campground, and sports park and include several large open space areas.

g. **Scenic Valley and Agricultural Setting** – The Community's scenic backdrop, with distinctive rocky hills, riparian woodlands, farmed land and long views of the San Bernardino Mountains helps define Jurupa Valley's character and contributes to its quality of life.

4.10.1.1 Existing Land Uses

According to the Land Use Element…

> "In 2016, the young city is experiencing significant residential and industrial growth and has a mix of medium and low-density residential development, equestrian and agricultural activities, and a mix of retail commercial, office, and industrial uses. In particular, the City is experiencing significant development interest for more industrial warehousing, and the Inland Empire's booming transportation/logistics industry has resulted in industrial and warehouse uses encroaching into historically residential and rural neighborhoods. This trend has also limited opportunities for development in the retail commercial, office, and job-rich manufacturing sectors. Two primary transportation corridors traverse the Jurupa Valley area: I-15, which runs north and south and SR 60, which runs east and west. It has been in recent years that residential development and economic activity has increased, in particular in the areas adjacent to the I-15 and SR 60. The City has significant capacity for expansion of both residential and commercial development activity in the future."

Table 4.10.A summarizes existing land uses within the City and provides a comparison of land uses as currently classified by the County to the proposed 2017 General Plan classifications. Figure 4.10.3 shows the existing land uses within the City and 4,258 acres or approximately 15.3 percent of the City land is currently vacant. The City existing land uses are primarily single-family residential (31 percent) and industrial Land (11 percent). Undeveloped areas contribute to the City's semi-rural, "country" character and include permanent open space areas, such as the Santa Ana River and most of the Jurupa Mountains, public parks and campgrounds, and land designated for urban uses but not yet developed.

Table 4.10.A: County vs. City Land Use Designations

Land Use* (Category/Designation)	Total Acres		Existing Land Uses (acres)		
	County	City	Developed	Vacant	%Vacant
Residential Uses					
Rural Residential (RR)	103.6	103.6	73.5	30.1	29.1%
Estate Residential (EDR)	338.5	338.5	259.5	79.0	23.3%
Rural Community-Low Density Residential** (RC-LDR)	5,492.0	--	--	--	--
Very Low Density Residential (VLDR)	71.0	97.4	93.1	4.3	4.4%
Low Density Residential (LDR)	1,694.2	7,062.2	6,331.7	730.5	10.3%

Table 4.10.A: County vs. City Land Use Designations

Land Use* (Category/Designation)	Total Acres		Existing Land Uses (acres)		
	County	City	Developed	Vacant	%Vacant
Medium Density Residential (MDR)	3,465.7	3,901.1	2,224.1	1,677.0	43.0%
Medium High Density Residential (MHDR)	732.0	793.0	619.3	173.7	21.9%
High Density Residential (HDR)	285.0	292.9	219.5	73.4	25.1%
Very High Density Residential (VHDR)	85.6	88.8	31.6	57.2	64.4%
Highest Density Residential (HHDR)	19.8	212.0	171.3	40.7	19.2%
Sub-Total Residential Uses	12,287.4	12,889.5	10,023.6	2,865.9	22.2%
Non-Residential Uses					
Commercial Retail (CR)	1,070.3	1,105.7	733.6	372.1	33.7%
Commercial Tourist (CT)	--	122.6	1.9	120.7	98.5%
Commercial Neighborhood (CN)	--	43.3	39.1	4.2	9.7%
Commercial Office (CO)	14.9	14.9	12.0	2.9	19.5%
Business Park (BP)	910.5	673.8	478.7	195.1	29.0%
Business Park-Specific Plan (BP-SP)	--	514.4	297.9	216.5	42.1%
Light Industrial (LI)	3,334.6	3,076.8	2,503.1	568.4	18.5%
Heavy Industrial (HI)	1,108.4	736.9	588.9	148.0	20.1%
Agriculture** (A)	20.4	--	--	--	--
Sub-Total Non-Residential Uses	6,459.1	6,288.4	4,660.5	1,627.9	25.9%
Public Uses					
Open Space-Recreation (OS-R)	1,501.4	1,452.2	1,452.2	0.0	NA
Open Space-Rural (OS-RUR)	1,131.6	1,131.6	1,131.6	0.0	NA
Open Space-Conservation (OS-C)	547.7	683.5	683.6	0.0	NA
Open Space-Conservation Habitat (OS-CH)	867.6	971.1	971.1	0.0	NA
Open Space-Mineral Resources (OS-MIN)	446.5	300.7	300.7	0.0	NA
Open Space-Water (OS-W)	837.4	884.1	884.1	0.0	NA
Railroad (Rail)	--	168.5	168.5	0.0	NA
Roadways/Other	3,229.2	2,549.7	2,549.7	0.0	NA
Public Facilities/Institutional (PF)	538.5	527.0	527.0	0.0	20.2%
Sub-Total Public Uses	9,099.9	8,668.5	8,668.5	0.0	1.1%
TOTAL CITY (43.5 sq. mi.)	**27,846.4**	**27,846.4**	**23,352.6**	**4,493.8**	**16.1%**

Source: GP DEIR Table 3.A

* The City's Interim General Plan eliminated the County's agriculture and rural community-low density residential designations and added commercial tourist, neighborhood commercial, business park-specific plan, and railroad designations.

** City re-designated land in the old agriculture category to very low density residential, and re-designated rural community-low density residential to low density residential

NA = Not Applicable (open space uses have no development potential)

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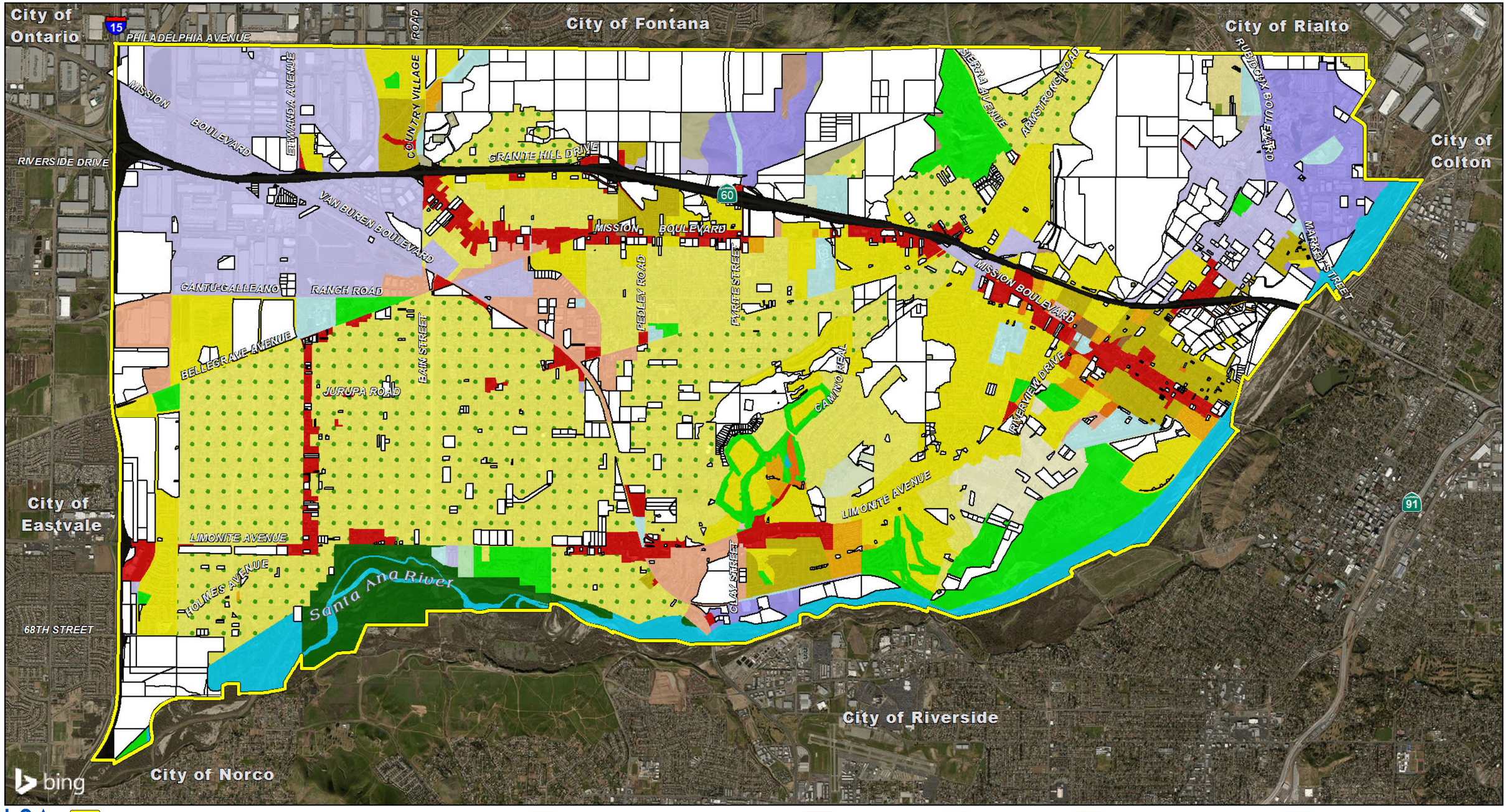

LSA

City of Jurupa Valley
Vacant Land

Existing General Plan LU

- Estate Residential (<2 du/ac)
- Very Low Density Residential (0.5-1 du/ac)
- Low Density Residential (1-2 du/ac)
- RC-LDR (2-5 du/ac)
- Medium Density Residential (2-5 du/ac)
- Medium High Density Residential (5-8 du/ac)
- High Density Residential (<14 du/ac)
- Very High Density Residential (<20 du/ac)
- Highest Density Residential (20+ du/ac)
- Commercial Retail
- Commercial Office
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Rural Residential
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural (< .05 du/ac)
- Water
- Mineral Resources
- CITY
- Freeway

SOURCE: Bing Aerial, 2015; Riverside County 7/2015; General Plan adopted 2003, updated 2015.

0 2,000 4,000
Feet

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.10.3
Riverside County Existing General Plan Land Use with Vacant Land

I:\CJV1502\Reports\EIR\fig4-10-3_GenPlan_LU_vacant.mxd (12/21/2016)

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4.10.1.4 NOP/Scoping Comments

No public comments were made at the scoping meeting about land use. No public or agency letters were received during the NOP period that commented on land use.

4.10.2 Regulatory Framework

The Land Use Element contains the following three primary land use objectives:

1. Preserve small-town character and equestrian lifestyle;
2. Provide sustainable prosperity by expanding housing strengthening the employment base; and
3. Create a more balanced range of land uses that meet the needs and values of the wider community, and ensure vacant land resources are used wisely.

The existing pattern of land use and development has resulted in a homogenous employment base that should be strengthened with skilled labor, professional and management job opportunities. Moreover, new housing and retail-commercial opportunities have lagged behind those of other nearby cities. The City's relatively high percentages of Single-family Residential, Vacant, and Industrial Land when compared with Commercial and Services, Offices and Public Facilities suggest an imbalance in providing sufficient land designated for retail-commercial, professional business and public services needs in the City. As a result, recent economic studies by Kosmont Company show significant retail "leakage" to shopping areas in neighboring cities. In addition, virtually no land is designated for multi-family housing, visitor- or traveler-oriented uses, such as hotels, motels, conferencing, travel centers, and other similar uses. Right now residents must leave the City for many services such as dining and entertainment. Consequently, the planned Land Use strategy expands the areas to be devoted to retail commercial sales and services, visitor-oriented uses, professional offices and business parks, and multi-family housing while maintaining adequate land resources for Industrial and Open Space/Agricultural uses.

During public meetings, Jurupa Valley's residents emphasized the need for a more "balanced" community. To that end, the focus of the 2017 General Plan is to preserve those aspects of Jurupa Valley that residents treasure most, and to improve and expand land uses and public facilities to promote long-term economic vitality and quality of life.

The Land Use Element of the City's proposed 2017 General Plan contains the following goals, policies, and programs designed to protect and provide compatibility and consistency between various land uses within the City:

Land Use Element

Goals

LUE 1 Encourages attractive, safe, and well-maintained residential neighborhoods that offer a range of high quality housing opportunities that "fit" the community in which they are to be located;

LUE 2 Attracts high quality commercial, office and industrial areas offering a range of retail, service and employment uses that complement rather than compete with one another;

LUE 3 Enhances Jurupa Valley's equestrian lifestyle, with equestrian-friendly features such as extensive multi-use trails and a mix of passive and active recreational areas;

LUE 4 Protects open space and natural resource areas for solitude and a relief from urban stresses, recreation and views, diverse and healthy natural habitats for a variety of plant and animal life and distinct community edges; and

LUE 5 Supports diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities and improved access to recreational, cultural, historic and social amenities and resources.

LUE 1 Open Space

Policies (Resource Designations)

LUE 1.1 **Compatible Structures.** Require that structures be designed and operated in a manner, which preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.

LUE 1.2 **Agency Cooperation.** Cooperate with the California Department of Fish and Wildlife (CDFG), United States Fish and Wildlife Service (USFWS), and any other appropriate agencies to conserve non-MSHCP habitat.

LUE 1.3 **Prime Farmland.** Encourage conservation of designated Prime Farmland and productive agricultural lands.

LUE 1.4 **Right-To-Farm.** Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with legally-established agricultural activities.

Policies (Recreation Designations)

LUE 1.5 **County Facilities.** Encourage the County to continue to develop and maintain regional park facilities in Jurupa Valley that provide recreational opportunities for residents and visitors.

LUE 1.6 **Accessibility.** Require that open space recreation facilities be accessible to the community, regardless of age, physical limitation, or income level.

LUE 1.7 **Compatible Structures.** Require that structures be designed and operated in a manner, which preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.

LUE 1.8 **Parkland Requirements.** Require that new development meet the parkland requirements as established in the Quimby Act and City enabling ordinances.

Policies (Rural Designations)

LUE1.9 **Compatible Structures.** Require that structures be designed and operated in a manner, which preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.

LUE 1.10 **Siting and Grading.** Require that development be sited and designed to blend with a site's undeveloped natural contours and to avoid a padded, unvaried, unnatural, or manufactured appearance.

LUE 1.11 **Adequacy of Services**. Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity, and storm drainage exist to meet the demands of the proposed land use.

LUE 1.12 **Rural Character.** Ensure that development does not adversely impact the open space, rural character and environmental sustainability of the surrounding area.

LUE 1.13 **Parcel Consolidation.** Encourage parcel consolidation.

LUE 1.14 **Agriculture**. In the OS-R designation, agricultural uses shall be allowed.

Programs

LUE 1.1.6 **Incentives.** Provide programs and incentives that encourage Open Space-Rural areas to be maintained in a manner that enhances their existing and desired visual character.

LUE 1.1.7 **Mineral Extraction Controls.** Establish a zoning overlay zone to designate open space areas in the OS-RUR that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers and forests, are not adversely affected.

Open Space-Mineral Resource (OS-MIN) - The Open Space-Mineral Resource land use designation allows for mineral extraction and processing facilities designated based on the Surface Mining and Reclamation Act (SMARA) of 1975 classification. The extraction of mineral resources is conditionally permitted, subject to an approved surface mining permit, if the proposed project can be undertaken in a manner that preserves and protects threatened or endangered species, sensitive habitat, scenic resources, and views from residential neighborhoods and major roadways. Areas held in reserve for future mining activities also fall under this designation. Ancillary structures or uses may be permitted, which assist in the extraction, processing, or preservation of minerals. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Policies (Mineral Designations)

LUE 1.14 **SMARA Compliance.** Require that surface mining activities and lands containing mineral deposits of statewide or of regional significance comply with City ordinances and the SMARA.

LUE 1.15 **Encroachment.** Protect lands designated as Open Space-Mineral Resource from encroachment of incompatible land uses through buffer zones or visual screening.

LUE 1.16 **Road Access.** Protect road access to mining activities and prevent or mitigate traffic conflicts with surrounding properties.

LUE 1.17 **Reclamation.** Require the recycling and reclamation of mineral extraction sites to open space, recreational, or other uses that are compatible with the surrounding land uses.

LUE 1.18 **Reuse Plan.** Require an approved reclamation and reuse plan prior to the issuing of a permit to operate an extraction operation.

Program

LUE 1.1.8 **Mineral Extraction Controls.** Establish a zoning overlay zone to designate open space areas in the OS-RUR that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers and forests, are not adversely affected.

LUE 2 Residential

Policies

LUE 2.1 **Residential Development.** Accommodate the development of single-family and multifamily residential units in areas appropriately designated by the General Plan, specific plans, Equestrian Lifestyle Protection Overlay, and community and village plans land use maps.

LUE 2.2 **Higher Density Residential.** Accommodate higher density residential development near major transportation corridors, concentrated employment areas and community and village centers, and to promote the development of high quality apartments and condominiums that will encourage local investment and pride of ownership.

LUE 2.3 **Infrastructure.** Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses.

LUE 2.4 **Housing Variety.** Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

LUE 2.5 **Connectivity.** Integrate residential development with a continuous network of parks, open space, public areas, bicycle trails, equestrian trails, public transit routes, and pedestrian paths to connect neighborhoods and communities with key nodes. Key nodes include parks and recreation facilities, schools, village and neighborhood centers, and other in-city communities and surrounding cities and points of interest.

LUE 2.6 **Buffering.** Require setbacks and other design elements to buffer residential units from the impacts of abutting agricultural, roadway, commercial, and industrial uses, to the maximum extent possible.

LUE 2.7 **Reduced Street Widths.** Allow for reduced widths for local streets to minimize impacts of traffic on neighborhood safety and character, in accordance with Cal Fire standards.

LUE 2.8 **Supportive Uses.** Accommodate activity centers or nodes within or near residential neighborhoods that allow such services as child or adult-care, recreation, public meeting rooms, convenience commercial uses, and similar facilities, where appropriate.

LUE 2.9 **Design Compatibility.** Ensure that new residential developments are designed to be compatible with their surroundings and to enhance visually the appearance of neighborhoods and adjacent structures.

LUE 2.10 **Special Needs Housing.** Require that special needs housing, such as transitional or group housing, is designed to enhance and be compatible with adjacent uses, structures, and neighborhoods.

Programs

LUE 2.1.1 **Regional Housing Needs.** Within one year of adoption of the 2017 General Plan, the City will amend the Zoning Ordinance density standards for the R-6 to allow a base density up to 25 dwelling units per acre, and amend the Zoning Map to show the locations of about 34 acres of additional R-6 zoning to help meet Regional Housing Needs (RHNA).

LUE 3 Commercial, Industrial and Business Park

Policies

LUE 3.1 **Commercial Development.** Accommodate the development of commercial uses in areas designated by the General Plan, specific plans, community and village plan land use maps.

LUE 3.2 **Accessibility.** Commercial buildings and centers should be sited along or easily accessible from public sidewalks, pedestrian areas, neighborhoods, and bicycle routes and include amenities that encourage walking and biking.

LUE 3.3 **Community Facilities.** Accommodate community-oriented facilities, such as public meeting rooms, day care facilities, public transit, public buildings (e.g., government-owned buildings, community service district facilities with public services), and cultural uses.

LUE 3.4 **Transit and Housing.** Locate commercial uses near transit facilities and residential areas, and require the incorporation of facilities such as bus turnout lanes and bus shelters to promote use of public transit.

LUE 3.5 **Residential Compatibility.** Commercial uses abutting residential properties shall be designed to protect the residential use from the impacts of noise, vibration, light, fumes, odors, vehicular traffic, parking, and safety hazards.

LUE 3.6 **Infrastructure.** Adequate parking, transportation facilities and utilities, including sidewalks and trails, street trees, water resources, sewer and storm water facilities and other utilities shall be available to serve new and existing commercial development in addition to meeting the needs of existing residents and businesses.

LUE 3.7 **Mixed Uses.** Allow mixed-use projects to develop in commercially designated areas in accordance with the Design Guidelines of the Village Center Overlay and Mixed Use Overlays, and with consideration of potential impacts to adjacent uses.

LUE 3.8 **Architectural Compatibility.** Commercial development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping and site improvements. Architectural styles that reflect the City's small town rural, agricultural history shall be utilized in the design of new commercial developments in or near the Village Centers, consistent with the applicable design guidelines.

LUE 3.9 **Maintenance.** Commercial areas and uses shall be properly maintained by property owners and tenants to ensure they reflect community expectations for a quality environment and remain competitive with commercial facilities located outside of the City.

LUE 3.10 **Pedestrian, Bicycle, and Transit Access.** Commercial projects should be designed to promote convenient access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

LUE 3.11 **Environmental Compatibility and Quality.** We require commercial districts and uses to be compatible with their environmental setting, promote City environmental goals and be designed and operated to avoid or mitigate environmental impacts.

Programs

LUE 3.1.1 **Broaden and Refine Commercial Zones.** During the next three years, the zoning code will be amended to provide for office parks, large-scale shopping centers, specialized commercial such as medical clusters, tourist commercial, entertainment complexes, etc. and add a zoning classification for heavy commercial uses such as auto body shops.

Industrial and Business Park Area Plan Land Use Designations

Policies

LUE 3.13 **Industrial and Business Park Development.** Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and village plan land use maps.

LUE 3.14 **Commercial Trucks.** Manage commercial truck traffic, access, loading and parking to minimize potential impacts on adjacent residential and commercial properties.

LUE 3.15 **Encroachment.** Protect industrial and business park designated areas from encroachment by incompatible or noise-sensitive uses that could be impacted by industrial activity, such as housing and schools.

LUE 3.16 **Locations.** Concentrate industrial and business park uses near major transportation facilities and utilities and along public transit corridors. Avoid siting such uses in close proximity to residentially zoned neighborhoods or well they will route truck traffic through residential neighborhoods.

LUE 3.17 **Employee Facilities.** Encourage the inclusion of daycare, onsite lunch areas, showers, meeting rooms, and other employee-oriented facilities for new industrial and business park development.

LUE 3.18 **Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or which generate unacceptable levels of noise or air pollution.

LUE 3.19 **Infrastructure.** Adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities and other utilities shall be available to serve new and existing industrial and business park development in addition to meeting the needs of existing residents and businesses.

LUE 3.20 **Architectural Compatibility.** Industrial and business park development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping and site improvements.

LUE 4 Public Facility/Institutional

Policies

LUE 4.1 **Public Facility Development.** Accommodate the development of public facilities and services in areas designated by the General Plan, specific plans, community and village plan land use maps.

LUE 4.2 **Encroachment.** Protect major public facilities, such as Flabob Airport, publicly owned buildings, landfill, and solid waste disposal sites, from the encroachment of incompatible uses.

LUE 4.3 **Locations.** New public facilities shall be located and designed to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, vehicular traffic, and parking and safety hazards.

LUE 4.4 **Infrastructure.** Adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities and other utilities shall be available to serve new and existing Public Facility development in addition to meeting the needs of existing residents and businesses.

LUE 4.5 **Architectural Compatibility.** Public Facility development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping and site improvements.

LUE 4.6 **Public Utilities, Easements,** and Rights-of-Way. New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements whose true land use is that of Public Facilities. This policy will ensure that the “public facilities” designation governs what otherwise may be inferred from large-scale, general plan maps.

LUE 4.7 **Consideration of Scale.** Due to the scale of General Plan maps and the area of the City, utility easements and linear rights-of-way may not be shown on General Plan, specific, and community plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

LUE 4.8 **Impact Mitigation of New Public Facilities.** Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, flood control channels, etc., shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.

LUE 5 Land Use Overlays

Policies

LUE 5.1 **Application.** The Equestrian Lifestyle Protection Overlay is applied to those areas where equestrian uses, facilities, trails and accessory uses are encouraged, as shown in *Figure LUE-24,* and includes both equestrian Core and Support areas.

LUE 5.2 **Land Use and Circulation Planning.** Within the Overlay, land use and transportation/public facilities planning shall give priority consideration to preserving, facilitating and improving equestrian uses, access and safety, trails and other facilities and facilities.

LUE 5.3 **Land Use Compatibility.** Within the Core area, equestrian uses and facilities shall be allowed by right, subject to appropriate standards for horse density and well-being, setbacks, access, sanitation and safety. Horse-keeping and equestrian activities shall be conditionally allowed in land use designations where it is compatible and can meet appropriate standards. New land use entitlement applications, whether for residential, commercial, industrial, or institutional uses, shall be designed such that there will be no interference with surrounding equestrian neighborhoods.

LUE 5.4 **Residential Development.** New residential neighborhoods proposed near existing equestrian neighborhoods shall be designed to be equestrian friendly and integrate the new neighborhoods with the existing equestrian lifestyle as an asset to future residents. Land within the Equestrian Lifestyle Protection Overlay shall be developed to promote and protect the semi-rural equestrian lifestyle within it.

LUE 5.5 **Development Review.** New development in the Core area should accommodate horse-keeping, horse facilities and equestrian activities, where feasible and appropriate. Within the Support area, equestrian uses, trails and facilities are encouraged.

LUE 5.6 **Special Mobility Considerations.** In mobility and streets planning, the City will do the following:

a. Designate local streets within the Overlay as "equestrian routes," provide attractive signs that designate semi-rural neighborhood streets as equestrian-priority over motor vehicles, require waste bins to be removed from the street right-of-way, and allow equestrians to use entire street rights-of-way, where appropriate, to link key trails, facilities or open spaces, as designated in the City's Streets Master Plan and Trail Plan.

b. Provide grade-separated crossings where equestrian routes and equestrian trails meet arterial streets, wherever feasible. Where this is not feasible, equestrian crossings shall be signalized and use two-tiered signal activation and special signage and pavement markings, overhead lighting and/or paving annunciators.

c. Equestrian trails along and within public rights-of-way shall include appropriate railing, signage, lighting and trail surface material to protect public and equestrian safety.

LUE 5.7 **Incentives.** Provide development incentives to encourage equestrian-friendly development and to help preserve communities' equestrian lifestyle, including residential cluster development, transfer of development rights (TDR) programs, density bonus associated with innovative land use planning and priority planning application and permit processing.

LUE 5.8 **Residential Density.** Development of Rural Residential, Estate Density, Very-Low and Low-Density housing shall be allowed. Higher densities may be allowed if equestrian-friendly and upon the City Council finding that the project will provide significant, overall benefits to equestrian uses and lifestyle.

LUE 5.9 **Incompatible Uses.** Discourage the encroachment of incompatible land uses that impact the feasibility or safety of equestrian trails and lifestyle in the Core Area.

Programs

LUE 5.1.1 **Zoning Update.** Update the Zoning Ordinance to protect and encourage equestrian uses and facilities within the ELO and to remove obstacles and disincentives.

LUE 5.1.2 **Transfer of Development Rights.** Consider a TDR program to provide incentives for open space preservation and equestrian uses.

LUE 5.1.4 **Public Awareness.** In coordination with community service districts, equestrian groups and non-profit agencies, help improve public awareness of equestrian uses, rules, responsibilities, routes and activities to help improve public safety, enjoyment and sense of community.

LUE 5.1.5 **Funding.** Consider an assessment district, joint-powers agreement with JARPD or the County, or other funding mechanism for the acquisition of rights-of-way and the construction and maintenance of multipurpose trails within the Overlay Area.

Community Development Overlay (CDO)

Two Community Development Overlay areas are included as a part of the 2017 Land Use Element. These two overlay areas are commercial corridors on major segments of Etiwanda and Mission:

a. Etiwanda Avenue Commercial Corridor. This overlay is applied to the east side of Etiwanda between Limonite Avenue and Bellegrave Avenue. The properties that abut the street are designated for retail commercial land use. The Etiwanda Commercial Corridor overlay will provide for the City Council to change the zoning to low or medium density residential for mid-block properties consistent with the General Plan. This option creates the opportunity to generate an economic stimulus for the existing and future retail along the corridor.

b. Mission Boulevard Commercial Corridor. This overlay is applied to the commercial designated area on Mission Boulevard between Country Village Road and Valley Way. The properties that abut the street are designated for retail commercial land use. The Mission Commercial Corridor overlay will provide for the City Council to change the zoning to low or medium density residential for mid-block properties consistent with the General Plan. This option creates the opportunity to generate an economic stimulus for the existing and future retail along the corridor.

Policies

LUE 5.10 **Purpose.** The CDO Overlay shall be applied to specific areas and properties to encourage new development and strategic land use changes through additional planning studies and public participation in future General Plan amendments and/or Zoning Map changes.

LUE 5.11 **Application.** CDO shall be applied to sites, corridors or areas where land use changes are anticipated or encouraged that cannot be accommodated under existing General Plan land use designations. The specific goals, issues and incentives, where applicable, shall be described when the CDO overlay is applied.

LUE 5.12 **Incentives.** Areas within a CDO overlay may include development incentives, such as the ability to apply for land use changes (including rezoning) in advance of a General Plan amendment, provided certain minimum standards (e.g., minimum lot area) and procedures are met.

Village Center Overlay (VCO)

Policies

LUE 5.13 **Village Center Development.** In areas designated as Village Center Overlay, development should be compact, pedestrian-oriented and designed to accommodate a broad range of uses, including commercial, residential, and public facility uses, consistent with the Community's historic character.

LUE 5.14 **Locations.** The Village Center Overlay is applied to the historic community centers of downtown Rubidoux, downtown Glen Avon and downtown Pedley; and may be applied to other areas determined to be consistent with the intent and policies of this section.

LUE 5.15 **Development Standards.** Require areas within Village Center Overlay designations to develop in accordance with the land use standards for Village Centers as detailed in the Village Center Design Standards and Rubidoux Area Design Standards of the Zoning Regulations.

LUE 5.16 **Incentives.** Provide incentives, such as density bonuses and relaxation of development standards, as appropriate, to facilitate the development of village centers as designated on the Land Use Plan, *Figure LUE-7*.

LUE 5.17 **Mixed Uses.** Accommodate the development of structures and sites with a mix of housing, retail, commercial office, cultural, public/quasi-public, and recreational uses in areas designated as "Village Centers" on the General Plan, specific plan, community and village plan land use maps.

LUE 5.18 **Allowed Uses.** Areas designated as Village Centers shall be planned and designed with a list of allowed and conditionally allowed land uses that are appropriate to the specific village area.

LUE 5.19 **Open Space.** Provide open space areas within village centers, such as plazas or parklets, to provide visual relief from the urban environment, form linkages to other portions of the City and to serve as buffers from incompatible uses.

LUE 5.20 **Community-Oriented Uses.** Accommodate community-oriented facilities, such as public meeting rooms, day care facilities, public transit, public buildings (e.g., government-owned buildings, community-service district facilities with public services), public art, and cultural uses in village centers.

LUE 5.21 **Public Transit.** Locate village centers along public transit routes and other major circulation facilities, where possible, to enhance accessibility and promote transit ridership.

LUE 5.22 **Infrastructure.** Adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities and other utilities shall be available to serve Village Center development in addition to meeting the needs of existing residents and businesses.

LUE 5.23 **Public Entrances.** Orient public building entrances in village centers to the public street and locate parking in the rear or to the side of the building.

LUE 5.24 **Shared Parking.** Allowed shared parking and reduced parking standards in village centers, where appropriate.

LUE 5.25 **Connectivity.** Integrate pedestrian, equestrian, and bicycle-friendly street and trail networks connecting village centers with surrounding land uses.

LUE 5.26 **Compatibility.** Require that mixed-use developments be designed to enhance compatibility with adjacent uses and, mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash and recycling storage, deliveries, truck and automobile access and parking.

LUE 5.27 **Architectural Compatibility.** Require that village center development be designed to be architecturally compatible with its surroundings and visually enhance the character of the surrounding neighborhood and designated scenic highways or public view corridors.

Programs

LUE 5.1.6 **Village Center Master Plans.** The City will prepare a master plan for each of its three village centers to establish a consensus and a vision that is shared by the stakeholders and the City Council. The master plans will be prepared in the following order of priority:

1. Pedley Village Center
2. Glen Avon Village Center
3. Rubidoux Village Center

LUE 5.1.7 **Village Center Standards.** The City will prepare Village Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new Standards.

Pedley Village Center

Policies

LUE 5.28 **Semi-Truck Traffic.** Semi-truck traffic generated by uses shall be limited to a maximum of 15 trucks per day, Monday through Friday.

LUE 5.29 **Limonite Avenue Improvements.** Proposed development applications, or applications to bring existing uses into conformity with City requirements, shall provide for improvements to Limonite Avenue, which may include, but are not limited to, street widening in accordance with General Plan right-of-way width, access limitations (not more than one driveway), provision of right-of-way for an access/deceleration lane, and pavement improvements.

Rubidoux Village Center

Policies

LUE 5.30 **Allowed Uses.** The Rubidoux Village Policy Area is intended to be redeveloped with a variety of pedestrian-oriented, compact residential, retail commercial and service uses appropriate for a village center.

LUE 5.31 **Architectural Theme.** The entire Rubidoux Village Policy Area shall be subject to an architectural theme, as illustrated in the Rubidoux Village Design Workbook

LUE 5.32 **Infill Development Priority.** In an attempt to revitalize the commercial area, infill development of vacant and deteriorated properties and the expansion and improvement of existing businesses shall receive the highest priority.

LUE 5.33 **Signage.** All signage within the Rubidoux Village Policy Area shall be subject to the Rubidoux Village Sign Program prepared specifically for the area. The sign program shall be implemented through the Zoning Ordinance.

LUE 5.34 **Shared Parking.** Provide special consideration for parking through the establishment of a shared parking program designed specifically for the Rubidoux Village Policy Area as outlined in the County Land Use Ordinance.

LUE 5.35 **Residential Buffering.** Require projects adjacent to residential lots to provide mitigation measures so as to buffer the impacts of the commercial development from the residential uses. These mitigation measures shall include, but not be limited to, landscaping, noise berms, and operation hours.

LUE 5.36 **Flexible Development Standards.** Permit modification of development standards stated in the design workbook for architectural features when a project applicant can demonstrate that, due to the design of the existing building(s) and/or structure(s), it would be architecturally infeasible to incorporate the specific architectural design(s). Modifications shall be subject to the approval of the Planning Commission or City Council.

Program

LUE 5.1.8 **Village Center Standards.** The City will prepare Village Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new Standards.

Specific Plan Overlay (SPO)

Policies

LUE 5.37 **Specific Plan Content.** Require that all specific plans must meet the requirements of State law and be comprised of four planning frameworks: Land Use, Design, Circulation and Infrastructure/Public Facilities. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.

LUE 5.38 **Application of New Specific Plan Overlays.** The 2017 General Plan designates several large key undeveloped areas of the City with the Specific Plan Overlay. These areas are shown on Exhibit X, and include industrial and business park property along I-15 and in the Agua Mansa industrial area.

Mixed Use Overlay (MUO)

Policies

LUE 5.39 **Horizontal and Vertical Mix.** Permit a range of horizontally and vertically mixed uses appropriate to key areas of the City.

LUE 5.40 **Flexibility.** Apply flexible development standards where it can be demonstrated that by doing so, the proposed development, or land use will help achieve General Plan goals.

LUE 5.41 **Ground Floor Retail.** In pedestrian-oriented environments, require retail uses to be located on the ground floor to provide convenience and good visibility for shoppers. Whenever possible, we require off-street parking to be screened and located on the side or at the rear of buildings.

Program

LUE 5.1.9 **Zoning Ordinance Update.** Update the Zoning Ordinance, Zoning Map, and specific plans to ensure consistency with the Mixed Use Overlay and to establish flexible development standards.

Business Park Overlay (BPO)

Policies

LUE 5.42 **Prohibited Uses.** Truck terminals, as well as draying, freight and trucking operations, or other industrial/manufacturing uses which could be expected to generate substantial truck traffic, shall not be allowed in areas designated Business Park on the General Plan Land Use Map.

Mira Loma Warehouse and Distribution Center Overlay

The Mira Loma Warehouse and Distribution Overlay is located in the northwest section of the City and consists primarily of large logistics warehouses with storage, loading and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic, and includes some small-scale retail commercial and services adjacent to a small residential neighborhood. This overlay is designed to limit the locations of logistics and other similar supply-chain uses to the Mira Loma Warehouse and Distribution Center Overlay area. These uses generate a greater concentration of industrial truck traffic than other typical manufacturing uses, and thus generate significant environmental impacts on air quality, noise, and traffic.

Policies

LUE 5.42 **Permitted Uses.** In the Business Park, Light Industrial, and Heavy Industrial land use designations, warehousing and distribution uses, logistics and other goods storage facilities shall be permitted only in the following area:

The area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.

Stringfellow Remediation Site and Pyrite Canyon

Policies

LUE 5.43 **Special Development Requirements.** In addition to the commercial and industrial development policies within this text, development proposals within the Policy Area must meet the following requirements:

a. Piped water and domestic sewer service shall be provided.

b. Clearance from the appropriate State authorities must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the State to permit development of the site.

c. In general, only commercial and industrial uses, which do not consist of a high concentration of people, shall be permitted within this area. A residence for an onsite caretaker shall not be permitted without clearance from the State.

Santa Ana River Corridor

Policies

LUE 5.44 **Development Setbacks.** Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

LUE 5.45 **Common Access and Views.** Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

LUE 5.46 **Sensitive Habitat and Species.** Public and private development, operations, and maintenance shall avoid damaging or sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species.

LUE 5.47 **Protect Flood Areas.** Preserve areas subject to erosive flooding in a natural state and encourage recreation development, such as parks and golf courses, along the riverbanks above and outside of flood areas.

LUE 5.48 **Interconnected Trails.** Establish trails and related facilities for riding, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally-designated Orange County and San Bernardino Santa Ana River trails and connected with the countywide system of trails.

LUE 5.49 **Trail Crossings.** Provide for recreational trail crossings under bridges crossing the river and along flood channels crossing under roadways, where feasible.

LUE 5.49 **Connectivity.** Private developments along the River shall provide riding, hiking, and biking trails to ensure connectivity to the Riverside Countywide trails system.

LUE 5.50 **Caltrans Coordination.** Coordinate with the California Department of Transportation (Caltrans) on future freeway expansions to ensure compatibility with the natural character of the River corridor.

LUE 5.51 **Roads and Bridges.** Discourage the addition of local road crossings. If any additional crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the River and to avoid damage to or destruction of natural systems.

LUE 5.52 **Utilities.** Discourage utility lines within the River corridor and floodplain. If approved, lines shall be placed underground where feasible and shall be located and designed in a manner to harmonize with the natural environment and to be visually unobtrusive.

Flabob and Riverside Municipal Airports Overlay

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.60 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.61 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

Historic Resource Overlay (HRO)

Policies

LUE 5.64 **Resource Preservation.** Within the HRO, require the preservation of designated historic structures in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and other standards and guidelines as adopted by the City.

LUE 5.65 **Property Maintenance.** Encourage owners of historic resources to maintain their property in a manner, which preserves the property's historic integrity.

LUE 5.66 **CEQA Compliance.** As a condition of approval of any project requiring California Environmental Quality Act (CEQA) review, require mitigation of significant, adverse impacts to onsite and adjacent, designated historic or other cultural resources.

LUE 5.67 **Adaptive Reuse.** Encourage adaptive reuse of historic resources to preserve them and prevent architecturally inappropriate changes or loss through disrepair and demolition.

LUE 5.68 **New Development.** Encourage developers of residential and commercial developments within a 300-foot radius from a historic resource to be compatible with the historic resource in terms of scale, massing, building materials, and general architectural treatment.

LUE 5.69 **Preservation.** Encourage the continued preservation and operation of the Jensen-Alvarado Historic Ranch and Museum and avoid municipal actions, such as capital improvements and development approvals that would detract from its historic significance and setting, or otherwise affect its long-term viability as a public historic park and museum.

LUE 5.70 **Flexible Standards.** Apply flexible development standards where appropriate and necessary to help preserve historic buildings and sites. In the event of an earthquake, flood, or other natural disaster, or in the event of arson, we encourage property owners to preserve, repair and restore damaged historic structures. If a historic building is damaged so that it is physically infeasible to restore, the replacement building should reflect the former building's architectural character.

LUE 5.71 **Wayfinding Signs and Historic Plaques.** Encourage the placement of attractive and historically appropriate City "wayfinding" or directional signage, including electronic or web-based interpretive information, and the installation historic plaques that identify and celebrate historic buildings and other cultural resources.

Programs

LUE 5.1.10 **Historic Resource Criteria.** Prepare eligibility criteria and procedures for the designation of potential historic resources (e.g., Galleano Winery; Jensen-Alvarado Ranch) and potential historic districts (e.g., Downtown Rubidoux).

LUE 5.1.11 **Historic Survey.** Prepare a historic resources survey to identify historic buildings, sites and other important cultural landmarks to be preserved.

LUE 5.1.12 **Zoning Ordinance Amendment.** Amend the Zoning Ordinance to require an assessment of potential impacts to onsite and nearby historic resources as part of planning applications for general plan amendments, rezoning, and conditional use permits.

LUE 5.1.13 **Demolition.** Amend the Zoning Regulations to include Historic Resource demolition procedures.

LUE 6: Distinct Communities (no goals or policies)

LUE 7: General Plan Administration

Policies

LUE 7.1 **Existing, Non-Conforming Uses.** Allow for the continued occupancy, operation, and maintenance of land uses and structures that existed legally at the time of the adoption of the 2017 General Plan and became non-conforming due to use, density, and/or other development standards, and provide for their abatement where appropriate.

LUE 7.2 **Achieving Conformance.** Encourage existing non-conforming uses to transition into conformance with the new land use designations and/or policies by enacting incentives, facilitating entitlement processing for new conforming land uses and where necessary, establishing a fair abatement program.

LUE 7.3 **Regional Planning.** Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.

LUE 7.4 **Agency Coordination.** Coordinate with local agencies, such as community service districts (CSDs), school districts, Riverside County Fire and Sheriff Departments and others to ensure to ensure adequate service provision for development.

LUE 7.5 **Development Intensity.** The zoning, development, and use of properties may not exceed the maximum level of development intensity or residential density specified in the General Plan, specific plan or village plan. If an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied.

LUE 7.6 **Population Density.** Pursuant to State law, each land use designation that provides for residential development (other than caretaker's dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

LUE 8 Land Use Patterns

Policies

LUE 8.1 **Land Use Map.** Accommodate land development and uses in accordance with the patterns and distribution of uses and density depicted on the *General Plan Land Use Map, Figure LUE-7*, specific plans, and community and village land use maps.

LUE 8.2 **Consistency with Community Values Statement**. Provide a land use mix at Citywide and village plan levels that is consistent with the Community Values Statement, is based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and public services.

LUE 8.3 **Community Character.** Accommodate a range of community types and character, from semi-rural equestrian properties, agricultural and rural enclaves to traditional village and suburban communities with a small-town "feel."

LUE 8.4 **Multimodal Orientation.** Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.

LUE 8.5 **Residential Growth Areas.** Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance from schools, parks and neighborhood-serving uses, to the greatest extent possible.

LUE 8.6 **Retail and Office Growth Areas.** Locate retail commercial and professional office growth near or within existing and planned village centers and commercial notes to the greatest extent possible.

LUE 8.7 **Industrial, Warehousing and Service-Commercial Growth Areas.** Limit industrial, warehousing and service-commercial uses to the *Mira Loma Warehouse and Distribution Center Area, Figure LUE-12*, and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.

LUE 8.8 **Environmentally-Sensitive Areas.** Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

LUE 9 Land Use Compatibility

Policies

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts.

LUE 9.2 **High Quality Development.** New development shall be of high quality, consider, and enhance the positive characteristics and unique features of the project site and surrounding community.

LUE 9.3 **Protect Existing Legal Uses.** Retain and enhance the integrity of legal, existing residential, commercial, agricultural, and open space areas by protecting them from encroachment of land uses that would result in significant, adverse impacts from noise, vibration, noxious fumes, glare, shading, and traffic.

LUE 9.4 **Buffering.** Require buffering between urban uses and adjacent rural/equestrian oriented land uses to the maximum extent feasible. New development shall be responsible for providing the buffering on its own site or offsite where appropriate and acceptable to affected property owners.

LUE 10 Hillside Development

Policies

LUE 10.1 A Limit development in areas that contain natural slopes, canyons, ravines, or other significant elevation changes, regardless of land use designation and apply the following policies:

LUE 10.2 Hillside development shall minimize alteration of the natural landforms and natural vegetation, and preserve established trails.

LUE 10.3 Development clustering shall be used to retain natural slopes, open space, and to preserve scenic views, whenever possible.

LUE 10.4 Hillside structures, roads, and site improvements shall be developed in a manner to minimize hazards from erosion and slope failures.

LUE 10.5 Development on visually significant ridgelines, canyon edges, and hilltops shall use sensitive siting, architectural design, and appropriate landscaping to ensure development is visually unobtrusive and compatible with its setting.

LUE 10.6 Use adaptive construction techniques, such as post and beam construction, and special foundations when the need is identified in a soils and geology report accepted by the City.

LUE 10.7 Limit grading, cut, and fill to the minimum quantities necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.

LUE 11 Community Design and Aesthetics

Policies

LUE 11.1 Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.

LUE 11.2 Assist in and promote the development of infill and underutilized parcels, which are located in Opportunity and specific plan areas, as identified on the General Plan Land Use Map.

LUE 11.3 Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance, where appropriate.

LUE 11.4 Create street and trail networks that directly connect local destinations and that are promote use by pedestrians, equestrians, and bicyclists.

LUE 11.5 Maintain and/or provide connectivity between residential and commercial developments where appropriate.

LUE 11.6 Promote walkable and bikeable compact growth that takes advantage of public transit routes and facilities.

LUE 11.7 Create opportunities to link communities through access to multimodal transportation systems.

LUE 11.8 Use open space, hills, greenways, agricultural lands, parks, and riparian areas to help define the City's character and views and to serve as land use buffers from adjacent cities.

LUE 11.9 Use community plans to promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.

LUE 11.10 Allow techniques such as development incentives, transfer of development credit programs or other mechanisms to achieve broad community or preservation goals.

Program

LUE 11.1.1 **Distinctive Communities Map.** Prepare a Distinctive Communities Map that reflects the intent of the General Plan and its residents that the unique qualities and characters of the City's distinctive communities will be maintained and not be absorbed into continuous suburban development. The map should be a "bubble" diagram rather than attempting to delineate precise community boundaries. Topographic features such as hills, watercourses, floodplains, and manmade features, such as streets and landmarks should constitute the community definers or approximate boundaries.

LUE 12 Project Design

Policies

LUE 12.1 **Small-Town Character.** Protect and enhance Jurupa Valley's small-town character, maintain or improve walkability, provide bike and equestrian trails, and social connectivity and "sense of place."

LUE 12.2 **Design Standards.** Comply with the design standards of the appropriate General Plan and community plan land use category.

LUE 12.3 **Construction.** Structures shall be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.

LUE 12.4 **Landscape and Irrigation Plans.** Landscape and irrigation plans shall be submitted and implemented for development projects subject to discretionary review, as required by City Landscape Standards.

LUE 12.5 **Water Conservation Techniques.** Water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods should be included in new public and private development, as appropriate.

LUE 12.6 **Energy Efficiency.** Development projects should use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.

LUE 12.7 **Public Art.** Developers and designers are encouraged to incorporate innovative and creative design and development concepts into new development, including provisions for public art.

LUE 12.8 **Signage.** Development projects shall use consistent and well-designed signage that is architecturally integrated with and complementary to the building and adjacent development.

LUE 12.9 **Commercial Vehicle Access.** Use safe and convenient vehicular access and reciprocal access between adjacent commercial uses and properties.

LUE 12.10 **Residential Compatibility.** Non-residential uses shall be designed so that site and building entries, driveways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed so as to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.

LUE 12.11 **Landscape Maintenance.** Development projects shall include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, an automatic, water-conserving irrigation system and shall be designed and maintained in accordance with City Landscape Standards.

LUE 12.12 **Natural Features.** Development projects, including public projects, utilities, and earthworks/grading shall preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

LUE 12.13 **Connectivity.** Be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.

LUE 12.14 **Parking Lots.** Design parking lots and structures to be functionally and visually integrated and connected, with parking adequately screened from public streets by a three-foot-tall landscape planting, earth berm or wall, and located behind or on the side of the building(s) served.

LUE 12.15 **Accessibility.** Building entries shall be accessible from the public sidewalk, parking and pedestrian areas, and equestrian and bicycle routes where appropriate, and include amenities that encourage accessibility, such as low-scale entry signage, bicycle parking, equestrian hitching posts, down lighting, and waiting areas, where appropriate.

LUE 12.16 **Street Crossings.** New development shall provide safe and frequent pedestrian, bicycle and where appropriate, equestrian street crossings.

LUE 12.17 **Screened Trash and Recycling Areas.** New development shall provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.

LUE 12.18 **Crime Prevention.** Development projects should consider public safety and "defensible space" in their design through the appropriate use of building windows, entries, landscaping and site lighting which is designed for efficiency and to reduce glare and "light spillage" across property lines.

LUE 12.19 **Property Maintenance.** Property owners shall maintain their sites, structures and landscaping in a safe, healthy, and attractive condition through the following:

a. Provide proactive code enforcement activities.

b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.

c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.

d. Promptly clean up and remove graffiti, trash, animal waste, toxic materials or other materials or substances that have the potential to detract from residential and neighborhood safety, health or environmental quality. Inoperable appliances and vehicles, and abandoned or unsafe structures should be removed, repaired or properly stored and visually screened.

Program

12.1.1 **Architectural Guidelines.** Within one year of adopting the 2017 General Plan, the City will adopt consolidated Architectural Guidelines addressing site planning, building and landscape design and signage. The Guidelines shall update and where appropriate, merge and integrate community design standards developed by the County of Riverside and applied to various areas within Jurupa Valley.

LUE 13 Infrastructure, Public Facilities and Services

Policies

LUE 13.1 **Service Capacity.** Ensure that development does not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/fire/emergency medical services, recreational facilities and transportation systems.

LUE 13.2 **Monitoring.** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 13.3 **Urban Water Management Plans.** Review all projects for consistency with the appropriate community service district's urban water management plans.

LUE 14 Fiscal Impacts

Policies

LUE 14.1 **Fair Share Infrastructure Funding.** Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

LUE 14.2 **Fiscal Analysis.** Require a fiscal impact analysis for specific plans and major development proposals to reduce or prevent fiscal impacts to the City.

4.10.3 Methodology

The focus of this analysis is on potential impacts that would result from implementing the various land use goals, policies, and programs outlined in the 2017 General Plan, but particularly those in the Land Use Element. Land use compatibility is based on the types, intensity and patterns of future land uses to determine whether a future project would result in incompatible uses or nuisance impacts to sensitive receptors (e.g., residences, medical facilities, or schools) based on the proposed goals, policies, programs, or the arrangement of land uses on the Preferred Land Use Plan.

An evaluation of the potential land use impacts associated with implementation of the proposed General Plan is also based on review of the City's 2017 General Plan relative to regional plans such as the SCAG Regional Comprehensive Plan, SCAG Regional Transportation Plan, SCAG Compass Growth Vision, SCAQMD Air Quality Management Plan, Santa Ana Regional Water Quality Control Plan, Riverside County Drainage Area Management Plan (Riverside County DAMP), and Jurupa Community Services District Urban Water Management Plan.

4.10.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Appendix G of the *CEQA Guidelines* recognizes the following significance thresholds related to land use. Based on these significance thresholds, potential impacts to land use could be considered significant if the proposed 2017 General Plan would result in the following:

- Physically divide an established community;
- 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; and;
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.10.5 Programmatic Impact Evaluation

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.10.5.1 Physically Divide an Established Community

Threshold	Would the proposed project physically divide an established community?

Programmatic Impacts. Many of the goals, policies, and programs in the Land Use and Conservation and Open Space Elements of the 2017 General Plan are intended to help maintain connectivity between the various communities within Jurupa Valley (e.g., sidewalks, equestrian and pedestrian trails, etc.). The following section outlines only a few of the goals and policies that encourage connectivity which discourages dividing established communities:

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of various elements of the General Plan are related to maintaining connectivity with surrounding neighborhoods which would prevent dividing established communities:

Land Use Element

Goal

LUE 3 Enhances Jurupa Valley's equestrian lifestyle, with equestrian-friendly features such as extensive multi-use trails and a mix of passive and active recreational areas;

Policies

LUE 3.10 **Pedestrian, Bicycle, and Transit Access.** Commercial projects should be designed to promote convenient access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

LUE 5.2 **Land Use and Circulation Planning.** Within the Overlay, land use and transportation/public facilities planning shall give priority consideration to preserving, facilitating and improving equestrian uses, access and safety, trails and other facilities and facilities.

LUE 5.25 **Connectivity.** Integrate pedestrian, equestrian, and bicycle-friendly street and trail networks connecting village centers with surrounding land uses.

LUE 8.3 **Community Character.** Accommodate a range of community types and character, from semi-rural equestrian properties, agricultural and rural enclaves to traditional village and suburban communities with a small-town "feel."

LUE 11.4 Create street and trail networks that directly connect local destinations and that are promote use by pedestrians, equestrians, and bicyclists.

LUE 11.5 Maintain and/or provide connectivity between residential and commercial developments where appropriate.

LUE 11.6 Promote walkable and bikeable compact growth that takes advantage of public transit routes and facilities.

LUE 12.13 **Connectivity.** Be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.

Level of Programmatic Impact Before Mitigation. As demonstrated above, implementation of the 2017 General Plan goals and policies would not divide established neighborhoods, in fact they are intended to help connect neighborhoods within the City, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies would not divide established neighborhoods, in fact they are intended to help connect neighborhoods within the City, and no mitigation is required.

4.10.5.2 Conflict with Applicable Land Use Plans, Policies, or Regulations (Local)

Threshold	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?

Programmatic Impacts. Section 15125 (d) of the *CEQA Guidelines* requires EIRs to "discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The objective of such a discussion is to find ways to modify a project, if warranted, to eliminate any identified inconsistencies with relevant plans and policies, and thereby avoid creating an impact to the environmental that consistency with the plan would otherwise mitigate. In this case, the proposed project is the City's 2017 General Plan which is programmatic in nature and intended to establish short- and long-term guidelines for future development within the City. In addition, it should be noted that the Jurupa Area Plan is being incorporated into the 2017 General Plan, therefore the General Plan's goals, policies, and programs will be consistent with the Jurupa Area Plan as well. Therefore, the proposed General Plan is consistent with local plans, and no mitigation is needed.

Evaluation of General Plan Goals and Policies. By its very nature the proposed 2017 General Plan is consistent with local plans (i.e., it is the local plan).

Level of Programmatic Impact Before Mitigation. By its nature, the 2017 General Plan goals, policies, and programs would be consistent and not conflict with local land use plans, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. By its nature, the 2017 General Plan goals, policies, and programs would be consistent and not conflict with local land use plans, and no mitigation is required.

4.10.5.3 Conflict with Any Applicable Habitat or Natural Community Conservation Plan

Threshold	Would the proposed project conflict with any applicable habitat conservation plans (HCP) or natural community conservation plan (NCCP)?

Programmatic Impacts. The City is within the boundaries of the Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County. The Santa Ana River is designated Public/Quasi-Public Conserved Lands, the Santa Ana River Wildlife Area (CDFW), and Santa Ana River Regional Park (Riverside County). For additional information, Section 4.4.5.6, *Biological Resources – Consistency with Adopted Plans*, which discusses the General Plan's consistency with the MSHCP based on goals, policies, and programs in the Conservation and Open Space Element. The project site is not subject to any other established HCPs or NCCPs.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to applicable habitat conservation plans to protect biological resources:

Conservation and Open Space Element

Goal

COS 2.1 Avoid actions that remove or damage habitat for native plants and animals.

Policies

COS 2.1.1 Implement provisions of the MSHCP.

COS 2.1.2 Maintain wildlife corridors along the City's northern boundary through the Jurupa Mountains and along the City's portion of the Santa Ana River.

COS 2.1.3 Future development must provide biological reports to identify impacts and mitigation for project-specific impacts.

Level of Programmatic Impact Before Mitigation. The 2017 General Plan goals and policies outlined above will establish a framework within which future development will comply with the MSHCP. Therefore, the proposed 2017 General Plan will be consistent with applicable habitat conservation plans and no mitigation will be required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan goals and policies plus the regulatory requirements of the federal and state resource agencies, future development in the City will not have significant impacts with respect to adopted habitat conservation plans, and no mitigation is required.

4.10.5.4 Conflict with Applicable Land Use Plans, Policies, or Regulations (Regional)

Threshold	Conflict with any applicable regional 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?

It should be noted that Section 4.3, *Air Quality*, provides a separate discussion of the General Plan's consistency with the regional Air Quality Management Plan.

Programmatic Impacts. Section 15125 (d) of the *CEQA Guidelines* requires EIRs to "discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The objective of such a discussion is to find ways to modify a project, if warranted, to eliminate any identified inconsistencies with relevant plans and policies, and thereby avoid creating an impact to the environment that consistency with the plan would otherwise mitigate. Pursuant to *CEQA Guidelines* Section 15125 (d), this EIR section includes an evaluation of the consistency of the proposed General Plan with pertinent goals and policies of relevant adopted local and regional plans. Because certain plans are more specifically tailored to other issue areas, such as air quality, transportation, biology, hazards, water quality, and water supply, the local and regional plans identified below are addressed in detail in other sections of this EIR.

It should be noted that the Jurupa Area Plan is being incorporated into the 2017 General Plan, therefore the General Plan's goals, policies, and programs will be consistent with the Jurupa Area Plan. The City has already adopted a number of Specific Plans, including ones originally processed through the County, and the City's Zoning Ordinance will be updated within approximately one year to maintain consistency with the 2017 General Plan.

The following analysis evaluates the proposed 2017 General Plan against applicable regional planning documents and processes (e.g., SCAG regional plans, etc.).

Airport Regulations. Portions of the City, including a substantial amount of vacant land, are within the land use planning areas of the Flabob and Riverside Municipal Airports. The following policies analysis is related to land use planning within the City as a result of proximity to these airports.

LUE 4 Public Facility/Institutional

Policy

LUE 4.2 Protect Flabob Airport from the encroachment of incompatible uses.

Flabob and Riverside Municipal Airports Overlay

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.60 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.61 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

Analysis of Airport Plan Consistency. These policies in the Land Use Element of the 2017 General Plan establish clear parameters for planning and guidance for future development within the City for vacant land or redevelopment of existing land uses in the City that are within the influence areas of the Flabob or Riverside Municipal Airports. For example, Policies LUE 5.53 and 5.56 require new development to comply with the Airport Land Use Compatibility Plan of the affected airport, and Policy 5.54 requires plans to be submitted to the airports for review before City action. With implementation of these policies, new development in the City will have less than significant impacts on the airport facilities and operations, and no mitigation is needed.

SCAG Applicable Regional Plans. On April 4, 2012, the SCAG approved the following regional plans which are applicable to the proposed project: (a) Regional Comprehensive Plan (RCP); (b) Regional Transportation Plan (RTP); (c) and Sustainable Communities Strategy (SCS) Plan related to the RTP. The following sections (a) through (c) evaluate the proposed project's consistency with these various SCAG plans.

a. Regional Comprehensive Plan (RCP)

The SCAG (the designated Metropolitan Planning Organization [MPO] for the Counties of Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles) is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. With its members and other regional planning entities, the SCAG prepared the 2012 RCP to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region in the coming years. The RCP is a major advisory plan prepared by the SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP includes nine chapters, each based on specific areas of planning or resource management. Each of the nine chapters contains goals, policies, implementation, and strategies to achieve the SCAG's overall goals of improving the standard of living for all; improving the quality of life for all; and enhancing equity and access to government. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of "regional significance" with the RCP.

The RCP's overall goal is to reinvigorate the region's economy, avoid social and economic inequities and the geographical dislocation of communities, and to maintain the region's quality of life. The document is described as a regional policy framework for future land use decisions in the SCAG area that respects the need for strong local control, but that also recognizes the importance of regional comprehensive planning for issues of regional significance. The RCP is laid out much like a General Plan and organizes recommended policies into nine chapters. The highlight of each chapter is the regional strategy that addresses the RCP's vision for that resource area. As such, each chapter includes three levels of recommendations for the region:

- *Goals.* Each goal will help define how sustainability is defined for that resource area.
- *Outcomes.* These focus on quantitative targets that define progress toward meeting the RCP's Goals. Where possible, they are clearly defined (e.g., a 20% reduction in greenhouse gas emissions from 2007 levels), capable of being monitored with existing or reasonably foreseeable resources, and have a strong link to sustainability goals.
- *Action Plan.* This critical part of the RCP lays out a comprehensive implementation strategy that recommends how the region can systematically move to meet the RCP's quantitative Outcomes and achieve its Goals, Guiding Principles, and Vision. Each Action Plan contains:
    - *Constrained Policies.* This includes a series of recommended near-term, feasible policies that stakeholders should consider for implementation. For example, the RCP calls on the SCAG to adopt policies that reflect its role as a planning agency, council of governments, and metropolitan planning organization. The RCP also recommends voluntary policies for consideration by local governments and other key stakeholders.
    - *Strategic Initiatives.* This encompasses longer-term strategies that require significant effort to implement but are necessary to achieve the RCP's desired Goals and Outcomes. For example, identifying technological breakthroughs that can reduce air pollution from the transportation sector requires both commitment and time. Most of these initiatives are not constrained and will require political will, enabling legislation, new funding sources, and other key developments to become a reality. In most cases, this tier of strategies is the key to achieving the region's sustainability Goals and Outcomes.

Other policies contained within the 2012 RCP were either not applicable to the proposed General Plan or are directed at the SCAG and actions that the SCAG would undertake at the regional level

that would not pertain directly to the City 2017 General Plan. Policies within the RCP that are applicable to the 2017 General Plan are identified and discussed below.

Land Use and Housing Chapter

Goal *Focusing growth in existing and emerging centers and along major transportation corridors.*

Consistent. The 2017 General Plan does attempt to focus growth in various town centers and along major transportation routes, and much of the vacant land remaining in the City is located either in or near one of the various town centers in the City or along the major roadways in the City (e.g., the I-15 Freeway, the SR-60 Freeway, Van Buren Boulevard, Limonite Avenue, Etiwanda Avenue, Mission Boulevard, Rubidoux Boulevard, Jurupa Road, etc.). Therefore, the City General Plan is consistent with this SCAG policy in that it plans growth in an urbanized area and with access to major transportation corridors.

Goal *Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.*

Consistent. The City has identified the Pedley community, which is proximate to the existing Metrolink transit station near Van Buren Boulevard and Limonite Avenue, as an excellent area for new infill growth, commercial development, and possible future multi-family housing within walking distance to the station. No other transit stations are currently located within the City. In addition, a substantial amount of vacant land within the City is within walking distance to the many bus routes that currently serve the City of Jurupa Valley. Riverside Transit Agency (RTA) has numerous bus routes that serve the City including Lines 21 and 29 that run along Limonite Avenue. These routes provide connections to other bus routes in the surrounding area. Therefore, the 2017 General Plan is consistent with this policy.

Goal *Inject new life into underused areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.*

Consistent. The Land Use Element of the 2017 General Plan contains many policies and programs for specific “village centers” within the City that will help focus community and commercial activities on a more local level, and many of these community centers will be walkable for existing and future residents. The General Plan will help introduce new residential units and commercial uses into economically underutilized areas to help promote stronger “small town” areas within the City.

Outcome *Significantly increase the number and percentage of new housing units and jobs created within the Compass Blueprint 2% Strategy Opportunity Areas by 2012 and improve the regional jobs-housing balance. (Tracking the number of new units will measure the region’s progress in accommodating forecast growth. The percentage of housing and jobs developed within the Opportunity Areas will indicate the locational efficiency of growth.)*

Consistent. When a city or county has a ratio of jobs to housing lower than the overall regional standard, it means there are more houses than jobs which results in many of the local residents commuting to places of employment that are far away. These longer commutes result in freeway congestion, increased air pollution, and reduced quality of life for commuters. The 2011 jobs-to-housing ratios for the City, County, and SCAG region are 0.87, 0.72, and 1.14, respectively (see Table 4.13.B in the *Population, Housing, and Employment* section of the EIR). These ratios indicate that both the City of Jurupa Valley and Riverside County are both “jobs poor” and “housing rich" because the jobs-to-housing ratios are well below that of the Southern California region as defined by SCAG. Direct population increases are generally associated with residential developments, while direct job growth is most associated with non-residential development.

Tables 3.B and 3.C in Section 3 of this EIR indicate the City currently has 2,691 vacant acres of land designated for residential uses, and 1,495 acres of land designated for non-residential uses. These tables also project the City could have 9,198 to 13,140 new housing units within the City as it builds out. Over this same period, development of non-residential uses is expected to generate 28,012 to

37,350 new jobs (employees). Assuming all of the residents in these new units and all the employees in the new non-residential development are new to the City, future development could have a jobs/housing ratio of 2.84 which is significantly higher than the 2011 job/housing ratio of 0.87. This means future growth in the City will add much more employment than housing, which is consistent with SCAG regional goals to increase jobs in housing rich areas like Jurupa Valley. Therefore, the 2017 General Plan is consistent with this goal.

Outcome *Reduce total regional vehicle miles traveled (VMT) to 1990 levels by 2020. (The Land Use and Housing Action Plan can be expected to result in a 10% reduction in VMT in 2035 when compared to current trends. VMT serves as a proxy for jobs/housing balance, urban design, transit accessibility, and other urban form issues. VMT per household will decrease with Compass Blueprint implementation.)*

Consistent. As previously identified, future development under the proposed General Plan is expected to add substantially more employment than housing, with new growth having a jobs/housing ratio of 2.84 as outlined above. Eventually this will substantially raise the City's jobs/housing ratio which is consistent with SCAG regional goal to increase jobs in housing rich areas like Jurupa Valley. Adding jobs in a housing rich area necessarily reduces VMT by providing job opportunities within the City so that local residents do not have to drive long distances to work. Therefore, the 2017 General Plan is consistent with this goal.

Policy LU-6.2 *Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.*

Consistent. The City's 2017 General Plan requires new development at a minimum to comply with and encourages new development to exceed the California's CALGreen building regulations as implemented through the requirements of the UBC Title 24. The UBC Title 24 is 1) "the most stringent, environmentally friendly building codes in the U.S.;" and 2) "CALGreen is a comprehensive, far-reaching set of regulations which mandate environmentally advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy use, and water use."

In addition, in compliance with the CALGreen building regulations, the project proposes to incorporate the following sustainable design features to further reduce its environmental footprint, including:

- Building design to reduce energy consumption by complying with the most current version of Title 24 energy conservation standards;
- Channelizing street runoff into landscape areas instead of storm drains;
- Use of recycled and/or locally sourced building materials to the extent feasible;
- Reduction in the use of impervious surfaces throughout the project;
- Provide for site access via existing transit systems; and
- Provide for internal circulation via bicycles and walking.
- The project plans to include built-in recycling bins in residential units, in or near kitchens in order to reduce waste deposited to landfills.

Therefore, the proposed 2017 General Plan is consistent with this SCAG policy.

Open Space and Habitat Chapter

Policy OSC-8 *Local governments should encourage patterns of urban development and land use, which reduce costs of infrastructure and make better use of existing facilities.*

Consistent. Except for the far northern portion of the City (i.e., in the Jurupa Hills north of the SR-60 Freeway), vacant land within the City is adjacent to or relatively close to existing water, sewer, storm

drainage, electrical, natural gas, and transportation services. Future development in the City will be required to extend or connect to existing utilities and roads. The supply of electricity and natural gas is demand-responsive and future development will be required to meet the service requirements of utility providers at the time of development. By maximizing the use of existing facilities, the costs of expanding infrastructure would be minimized. Therefore, the 2017 General Plan is consistent with this growth management policy.

Policy OSC-12 *Developers and local governments should promote water-efficient land use and development.*

Consistent. The 2017 General Plan requires future development to implement water-efficient landscaping design (i.e., drought-tolerant landscaping) and use of drought-tolerant native plants. Therefore, the General Plan would be consistent with this SCAG policy.

Water Chapter

Policy WA-11 *Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.*

Consistent. The City has, in general, a good backbone of existing infrastructure for water, sewer, storm drainage, electrical, natural gas, and transportation facilities. Future development will be required to install or connect to utility and roadway improvements. The availability of this infrastructure would reduce the cost to public agencies that would provide services to the City as a whole. Future development will also pay all applicable development fees and fair share contributions toward necessary infrastructure and public service improvements, including those associated with water, sewer, drainage, roadways, fire, and police; therefore, the proposed General Plan is consistent with this policy.

Policy WA-12 *Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.*

Consistent. The 2017 General Plan requires future development to implement water-efficient landscaping design (i.e., drought-tolerant landscaping) and use of drought-tolerant native plants. . In addition, future development will have to comply with the latest Green Building Code requirements for water conservation. Therefore, the General Plan would be consistent with this SCAG policy.

Energy Chapter

Policy EN-10 *Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy-saving measures that should be explored for new and remodeled buildings include:*

- *Using energy-efficient materials in building design, construction, rehabilitation, and retrofit.*
- *Encouraging new development to exceed Title 24 energy efficiency requirements.*
- *Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.*
- *Utilizing efficient commercial/residential space and water heaters. This could include the advertisement of existing and/or development of additional incentives for energy-efficient appliance purchases to reduce excess energy use and save*

money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits.

- *Encouraging landscaping that requires no additional irrigation; utilizing native, drought-tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.*
- *Encouraging combined heating and cooling (CHC), also known as cogeneration, in all buildings.*
- *Encouraging neighborhood energy systems, which allow communities to generate their own electricity.*
- *Orienting streets and buildings for best solar access.*
- *Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.*

Consistent. The 2017 General Plan contains policies that require implementation of California's "CALGreen" building regulations and the UBC Title 24 energy conservation standards which are considered the most stringent, environmentally friendly building codes in the U.S. In addition, the strategies listed in Section 4.7, *Greenhouse Gases and Global Climate Change*, of this EIR are considered to be greenhouse gas emission reduction strategies, which include green building measures. These strategies are either part of the project, required mitigation measures, or requirements under local or State ordinances. Since the project would implement these strategies into project design and operation, the 2017 General Plan would be consistent with this SCAG policy.

Solid Waste Chapter

Policy SW-14 *Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include:*

- *Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.*
- *An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion.*
- *Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings).*
- *Reuse of existing building structure and shell in renovation projects.*

Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:

- *Development of indoor recycling program and space;*
- *Design for deconstruction; and*
- *Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting, and other reusable components.*

Consistent. The 2017 General Plan outlines how solid waste disposal and recycling services for the City are provided by several private firms, and solid wastes would be transferred to regional landfills operated by the County. The City of Jurupa Valley is responsible for meeting the requirements of AB

939 and SB 1016, which includes a 50 percent reduction in disposal by the start of 2020 and preparation of a solid waste reduction plan to help reduce the amount of solid waste disposed of at the landfills. Programs implemented by the City to satisfy the mandated reduction in solid waste include, but are not limited to, the following:

- Public outreach via print and electronic media (public education);
- Municipal solid waste ordinances and product and landfill bans (policy incentives); and
- Operation of material recovery and composting facilities (facility recovery).

The City would also assure that future development complied with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to regional landfills are reduced in accordance with existing regulations. The proposed General Plan is therefore consistent with this policy.

Transportation Chapter

Goal *A more efficient transportation system that reduces and better manages vehicle activity.*

Consistent. The 2017 General Plan establishes a plan for future land uses so that new development of residences would be in relatively close proximity to existing roadways, commercial uses and employment. In addition, the General Plan proposes sidewalks, bicycle/walking trails, and landscaping treatments to eventually provide for pedestrian and bicycle access throughout much of the City. The type and locations of land uses outlined in the proposed General Plan, and their proximity to each other, will allow for increased pedestrian and bicycle activity, limiting the need for vehicle travel. Therefore, the General Plan is consistent with this transportation goal.

Security and Emergency Preparedness Chapter

Goal *Ensure transportation safety, security, and reliability for all people and goods in the region.*

Consistent. The 2017 General Plan proposes to provide transportation safety and security. It contains goals and policies that aim to provide adequate and reliable transportation facilities. The goals and policies identified in the City's General Plan resemble those of the RCP that address mobility, traffic safety, environmental concerns, and land use consistency as the major traffic study factors to identify existing traffic conditions and to assess the future effects on area traffic patterns/flow. Therefore, the 2017 General Plan is consistent with this transportation goal.

Economy Chapter

Goal *Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).*

Consistent. Future development according to the 2017 General Plan would add thousands of new residents in close proximity to shopping and work places. This will expand the City's economic competitiveness with other areas in the region by bringing residents closer to shopping and jobs. Therefore, the 2017 General Plan is consistent with this goal.

Goal *Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness.*

Consistent. As previously stated, future development under the 2017 General Plan would provide more commercial and business land uses that would help the City to be more self-reliant by providing houses in close proximity to goods and services within the City. The City would also be able to expand its economic competitiveness with other areas in the region by bringing residents who would

raise the median income level for the City, thereby encouraging new business in the City. Therefore, the 2017 General Plan is consistent with this goal.

b. Regional Transportation Plan (RTP)

The 2012 RTP adopted by the SCAG contains a set of existing socioeconomic projections used as the basis for the SCAG's transportation planning efforts. They include projections of population, housing, and employment at the regional, county, sub-regional, jurisdictional, Census tract, and transportation analysis zone levels. The RTP includes policies and regulations set forth to ensure development within the SCAG regional area is within planned and forecast socioeconomic projections. Goals established within the RTP include the following:

- Maximize mobility and accessibility for all people and goods in the region (discussed in Section 4.16, *Traffic and Circulation*);
- Ensure travel safety and reliability for all people and goods in the region (discussed in Section 4.16, *Traffic and Circulation*);
- Preserve and ensure a sustainable regional transportation system (discussed in Section 4.16, *Traffic and Circulation*);
- Maximize the productivity of our transportation system (discussed in Section 4.16, *Traffic and Circulation*);
- Protect the environment, improve air quality, and promote energy efficiency (discussed in Section 4.3, *Air Quality*);
- Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures (discussed in Section 4.16, *Traffic and Circulation*); and
- Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies (discussed in Section 4.16, *Traffic and Circulation*).

The proposed 2017 General Plan is consistent with the RTP in that it would bring many more jobs than housing to the City in the future, which will substantially improve the City's jobs/housing ratio which in turn helps reduce Vehicle Miles Travelled (VMT) generated by the City.

Due to the amount of expected growth, the City will experience traffic congestion on major roadways and at a number of intersections. However, the General Plan contains goals and policies that aim to minimize traffic congestion, provide adequate transportation facilities, and require development to pay its share of costs. The goals and policies identified in the 2017 General Plan resemble those of the RTP that address mobility, traffic safety, environmental concerns, and land use consistency as the major traffic study factors to identify existing traffic conditions and to assess the future effects on area traffic patterns/flow. Therefore, the proposed 2017 General Plan is consistent with the RTP.

c. Sustainable Communities Strategy (SCS) Plan

As part of the adoption of the 2012 RTP, SCAG developed an SCS which was required as part of SB 375. According to SB 375, each metropolitan planning organization shall prepare a sustainable communities strategy, including the requirement utilizing the most recent planning assumptions considering local general plans and other factors. The Sustainable Communities Strategy shall:

1. Identify the general location of uses, residential densities, and building intensities within the region;
2. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional

transportation plan taking into account net migration into the region, population growth, household formation and employment growth;

3. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
4. Identify a transportation network to service the transportation needs of the region;
5. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
6. Consider the State housing goals specified in Sections 65580 and 65581;
7. Set forth a forecast development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the State Board; and
8. Allow the regional transportation plan to comply with the Federal Clean Air Act.

The SCS and the 2012 RTP contain new regional growth projections for each city in the Southern California region. Table 4.10.B contains the population and employment forecasts for the City of Jurupa Valley.

Table 4.10.B: SCAG Population and Employment Projections – 2020 and 2035

Population			Employment			Increase 2011–2035	
2011 Actual	2020 Projection	2035 Projection	2011 Actual	2020 Projection	2035 Projection	Population	Employment
96,680	103,714	125,950	23,300	34,397	53,466	30.2%	129.4%

Source: SCAG 2012 RTP

The 2012–2035 RTP/SCS contains a number of "Outcome and Performance Measures/Indicators"[1] that are used to evaluate various regional land use plan alternatives, with the objective being an improvement over the No Project (i.e., no SCS) baseline. These measures are applied on a regional basis and so are generally relevant to the City's proposed 2017 General Plan. A general discussion of GP consistency with the relevant RTP measures is provided in Table 4.10.C.

Table 4.10.C: Discussion of RTP Outcomes and Performance Measures/Indicators

Performance Measure/Indicator	Definition	Consistency of Proposed Project
Share of growth in High Quality Transit Areas (HQTAs)	Increase share of the region's growth in households and employment in HQTAs	**Consistent.** Future development within any SCAG-defined HQTA will be required to meet these criteria. Local transit has numerous bus routes that serve the City and lines connect to Metrolink and transit centers in other cities.
Land consumption	Reduce additional land needed for development that has not previously been developed or otherwise affected, including agricultural land, forest land, desert land, and other virgin sites.	**Consistent.** The SCAG plan calls for reducing the amount of virgin land converted to development, as compared to the "No Project" condition. Most of the City is already built and only about 15% of the City is vacant at present, including the steep upland areas of the Jurupa Hills north of the SR-60 Freeway which will not support extensive new development.
Average distance for work or non-work trips	Decrease the average distance traveled for work or non-work trips separately.	**Consistent.** The City is housing-rich which forces many workers to commute long distances from their homes to work. By providing many more jobs than housing opportunities, the General Plan will

[1] http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf, Table 2.

Table 4.10.C: Discussion of RTP Outcomes and Performance Measures/Indicators

Performance Measure/Indicator	Definition	Consistency of Proposed Project
		eventually reduce the length of work-related trips.
Percentage of work trips less than 3 miles.	Increase the share of total work trips that are fewer than 3 miles.	**Consistent.** As noted above, future development under the 2017 General Plan will provide more employment than housing, which will improve the ability of residents to find work closer to home and thereby decrease commute travel times.
Work trip length distribution.	Reduce the statistical distribution of work trip length in the region.	**Consistent.** Future development under the proposed 2017 General Plan is expected to add substantially more employment than housing, with new growth having a jobs/housing ratio of 2.84 as outlined above. Eventually this will raise the City's jobs/housing ratio consistent with SCAG regional goals. Adding jobs in a housing rich area necessarily reduces VMT by providing job opportunities within the City so that local residents do not have to drive long distances to work.
Criteria pollutants and greenhouse gas emissions.	Reduce CO, NO_X, $PM_{2.5}$, PM_{10}, VOC, and per capita greenhouse gas emissions (CO_2).	**Consistent.** Due to the size and scope of the 2017 General Plan, future development will cumulatively exceed the SCAQMD thresholds for criteria air pollutants and GHGs. However, it is estimated the per capita contributions of these pollutants will decrease over time as the City's jobs/housing ratio improves and City-generated VMT declines.
Annual household transportation cost.	Reduce annual household spending on transportation costs of vehicle ownership, operation, and maintenance, and public transportation.	**Consistent.** As outlined above, the 2017 General Plan will eventually reduce work-related trip lengths (by improving the jobs/housing ratio and reducing VMT) so related costs would also decrease.
Percentage of jobs within 15 minutes' walk of transit.	Increase the number of jobs within 15 minutes' walk of public transportation.	**Consistent.** Future development under the 2017 General Plan will introduce hundreds if not thousands of new residents who will be within a 15-minute walk of public transportation (i.e., bus service and Metrolink train station).

Source: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf

As Table 4.10.C shows, the 2017 General Plan is generally consistent with the SCAG RTP/SCS performance measures because it will substantially improve the City's jobs/housing ratio compared to regional standards. Additional information and analysis in this regard is provided in Section 4.13, *Population, Housing, and Employment.*

Santa Ana Water Quality Control Plan (Basin Plan). The Santa Ana Basin Plan, which is implemented by the Santa Ana Regional Water Quality Control Board (RWQCB), specifically (1) designates beneficial uses for surface and ground waters, (2) sets qualitative and quantitative objectives that must be attained and maintained at that level in order to protect the designated beneficial uses and conform to the State's anti-degradation policy, and (3) describes implementation policies and programs to protect all waters in the region. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish a standard. Storm water runoff from future development within the City will eventually make its way to the Santa Ana River. Future development will be required to comply with all applicable water quality standards and requirements established by the RWQCB, and will therefore be in compliance with the NPDES permitting system. Therefore, the 2017 General Plan will be consistent with the Basin Plan. For additional detailed analysis on this issue, see Section 4.9, *Hydrology and Water Quality*.

Riverside County Drainage Area Management Plan (DAMP). Like the Basin Plan, the Drainage Area Management Plan (DAMP) deals primarily with the Santa Ana Region. The DAMP describes a wide range of continuing and enhanced BMPs and control techniques for development projects within a municipality and are being implemented during the five-year terms of the third-term MS4 permits. In essence, the DAMP describes the overall urban runoff management strategies planned by the permittees in the Santa Ana Region. Future development within the City will be required to comply with all applicable drainage standards and requirements designed to protect water resources and enhance water quality. Therefore, the 2017 General Plan is consistent with the DAMP.

Summary of Programmatic Impact 4.10.6.1: Conflict with Applicable Regional Land Use Plans, Policies, or Regulations. The preceding analysis demonstrates that the proposed 2017 General Plan is consistent with the related goals of local airports and SCAG's Regional Comprehensive Plan, Compass Plan and Regional Transportation Plan that address regional jobs/housing balance.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. The proposed 2017 General Plan is consistent with the identified regional goals and policies related to jobs/housing balance, VMT, energy and water conservation, etc. Therefore, the 2017 General Plan will have less than significant impacts on regional plans[1] and no mitigation is needed.

4.10.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years. CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to 2017 General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3 of this EIR, *General Plan Components, Projected Growth*). It should be noted that the 2017 General Plan growth projections also provide "optimum" growth estimates which would be more likely since some amount of new development would be dedicated as open space as part of the City's development review process.

For context, the cumulative "universe" for land use impacts is western Riverside County within which regional land use changes will occur from future development in the City of Jurupa Valley as well as the other surrounding jurisdictions. By its very nature, the 2017 General Plan establishes overall guiding principles or programmatic direction against which to review new development to assure it does not result in significant impacts to land use. As long as development occurs as outlined in the 2017 General Plan Land Use Element, consistent with the goals, policies, and programs outlined in the other elements of the 2017 General Plan, these programmatic actions will help reduce land use impacts of individual development projects within the City to less than significant levels. The 2017 General Plan is also consistent with regional plans (i.e., the RCP, the RTP, and SCS plans) indirectly related to land use. For these reasons, implementation of the City's new 2017 General Plan will not make a significant contribution to cumulatively adverse land use impacts.

[1] See separate section on consistency with the Air Quality Management Plan in Section 4.3, *Air Quality*.

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4.11 MINERAL RESOURCES

This chapter evaluates potential impacts related to known mineral resources that may result from the proposed project. This chapter is based in part on the following documents, which are incorporated by reference:

- *City of Jurupa Valley General Plan, Multipurpose Open Space Element*, City of Jurupa Valley, adopted July, 2011.
- *Conservation and Open Space Element,* City of Jurupa Valley. (draft) December 2016.
- *Mineral Resource Zones – Temescal Valley and San Bernardino Production – Consumption Regions.* California State Mining and Geology Board. 1987.

4.11.1 Existing Setting

Historically, mineral extraction has been an important component of Jurupa Valley's economy. Western Riverside County has extensive deposits of clay, limestone, iron, sand, and aggregates. Classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The SMGB has also established Mineral Resources Zones (MRZ) to designate lands that contain mineral deposits. The State of California has also designated Aggregate Mineral Resource areas within the County. These mineral resource zones are shown in Figure. 4.11.1.

County mapping data indicates the “upper” third of the Sana Ana River within the City boundaries is considered to be a significant source of construction aggregate (i.e., sand and gravel). According to the U.S. Geological Survey (USGS), this area is designated by the State as a Mineral Resources Zone 2 (MRZ-2) area, and is considered a significant mineral resource. However, the river and adjacent lands in this area are designated as Public/Quasi-Public Land in the County’s General Plan.

The northern area of the City (i.e., the Jurupa Hills north of the SR-60 Freeway) was mined years ago for extensive deposits of clay, limestone, iron, sand, and aggregates, however, there are no longer any active mines in this area, but a number of former quarries would require rehabilitation or restoration to support future development.

The remaining land within the City is classified as MRZ-3 which are areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.

4.11.1.1 NOP/Scoping Comments

No comments were received from public agencies or the public regarding mineral resources.

4.11.2 Regulatory Framework

4.11.2.1 State Regulations

Surface Mining and Reclamation Act. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Construction aggregate resources (sand and gravel) deposits were the first commodity selected for classification by the State Mining and Geology Board. Once mapped, the State Mining and Geology Board is required to designate for future use those areas that contain aggregate deposits that are of prime importance in meeting the region’s future need for construction-quality aggregates. There are three key objectives of SMARA regulations:

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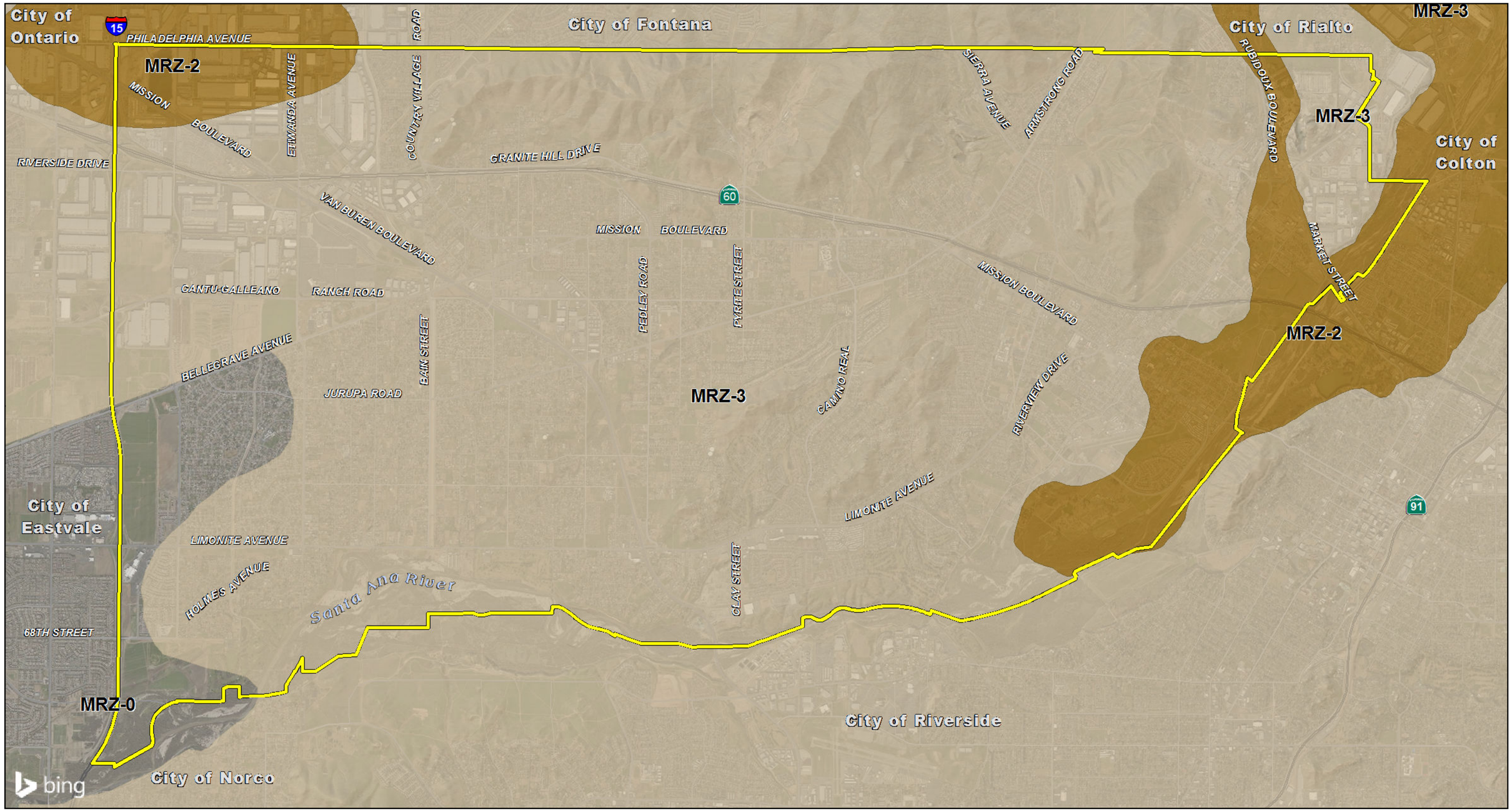

LSA

City of Jurupa Valley

Mineral Resource Zones

MRZ-2, Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists

MRZ-3, Areas containing mineral deposits the significance of which cannot be evaluated from available data

SOURCE: Bing Aerial, 2015; Riverside County 7/2015; California Geological Survey, 1984.

0 2,000 4,000
Feet

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.11.1
Regional Mineral Resources

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- Adverse environmental effects are prevented or minimized, and mined lands are reclaimed to a usable condition that is readily adaptable for alternative uses;
- The production and conservation of minerals are encouraged, while consideration is given to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment; and
- Residual hazards to the public health and safety are eliminated.

The primary objective of the SMARA is for each jurisdiction to develop policies that will conserve important mineral resources, where feasible, that might otherwise be unavailable when needed. The SMARA requires that once policies are adopted, local agency land use decisions must be in accordance with its mineral resource management policies. These decisions must also balance the mineral value of the resource to the market region as a whole, not just their importance to the local jurisdiction. Under SMARA, areas are categorized into four MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence or absence of mineral deposits.

4.11.2.2 City General Plan

The following goals, policies, and programs of the Conservation and Open Space Element of the 2017 General Plan are related to mineral resources:

COS 6. Non-Renewable Resources

Goal

COS 6.1 The City will help to reduce consumption of non-renewable energy sources and ensure efficient use, development and conservation of sustainable, non-polluting energy sources.

Policies

COS 6.1.1 **Efficient Use of Non-Renewable Resources.** Utilize non-renewable resources efficiently in City buildings and facilities, services and operations, and encourage others to do the same.

COS 6.1.2 **Compliance with SMARA.** Require that the operation and reclamation of surface mines be consistent with the State Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.

COS 6.1.3 **Incompatible Uses.** Restrict incompatible land uses within the impact area of legal existing or potential surface mining uses and within areas designated in the General Plan as Open Space-Mineral Resources.

COS 6.1.4 **Approval Conditions.** Impose conditions as necessary on mining operations to minimize or eliminate the potential adverse impact of mining operations on surrounding properties, and environmental resources.

COS 6.1.5 **Buffers.** Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Programs

COS 6.1.1.1 **Minerals Inventory.** Maintain up-to-date information regarding the location of mineral resource zones in the City.

COS 6.1.1.2 **City Review.** Update City ordinances to require that all proposals for mineral extraction and reclamation be reviewed by the Planning Commission and City Council.

In addition, the Land Use Element contains the following policies regarding mineral resources:

Land Use Element

Policies

LUE 1.14 **SMARA Compliance.** Require that surface mining activities and lands containing mineral deposits of statewide or of regional significance comply with City ordinances and the SMARA.

LUE 1.15 **Encroachment.** Protect lands designated as Open Space-Mineral Resource from encroachment of incompatible land uses through buffer zones or visual screening.

LUE 1.16 **Road Access.** Protect road access to mining activities and prevent or mitigate traffic conflicts with surrounding properties.

LUE 1.17 **Reclamation.** Require the recycling and reclamation of mineral extraction sites to open space, recreational, or other uses that are compatible with the surrounding land uses.

LUE 1.18 **Reuse Plan.** Require an approved reclamation and reuse plan prior to the issuing of a permit to operate an extraction operation.

Program

LUE 1.1.8 **Mineral Extraction Controls.** Establish a zoning overlay zone to designate open space areas in the OS-RUR that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers and forests, are not adversely affected.

4.11.3 Methodology

The California Geological Survey (CGS) provides objective geologic information about California's diverse non-fuel mineral resources. Maps, reports, and other data products developed by CGS were used to locate mineral extraction areas in the project area. In addition, the City's 2017 General Plan was used to determine the location of possible mineral extraction areas in the project area.

4.11.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Appendix G of the *State CEQA Guidelines* recognizes the following thresholds related to mineral resources. Based on these significance thresholds, potential impacts to mineral resources could be considered significant if the proposed project:

- Resulted in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State;
- Resulted 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 plans.

4.11.5 Programmatic Impact Evaluation

The following potential impacts were determined to be less than significant. In both of the following issues, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level. In both instances, no mitigation is required.

4.11.5.1 Loss of Statewide, Regional, or Locally Important Mineral Resources

Threshold	Would the proposed project 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?
Threshold	Would the proposed project 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 plans?

Programmatic Impacts. A portion of the land along the Santa Ana River in the southeastern portion of the City has been designated as MRZ-2 This area contains undetermined amounts of construction aggregate (i.e., sand and gravel).but is designated for public use associated with the Santa Ana River, and so aggregate deposits are not readily available for mining in this area. In addition, the rest of the City is designated as MRZ-3 which means the significance of any deposits is unknown. None of the vacant developable land remaining in the City contains significant mineral resources. In addition, mining would be an incompatible land use with surrounding suburban land uses. Future development in the City would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, future development in the City on identified vacant and available land would not result in a loss of statewide, regional, or locally important mineral resources. No significant impacts associated with this issue would occur and no mitigation is required.

Evaluation of General Plan Goals and Policies. The following goals, policies, and programs of the 2017 General Plan are specifically related to mineral resources:

Conservation and Open Space Element

Goal

COS 6.1 Reduce consumption of non-renewable energy sources and ensure efficient use.

Policies

COS 6.1.1 Utilize non-renewable resources efficiently in City buildings and facilities.

COS 6.1.2 Require surface mines be consistent with the State Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.

COS 6.1.3 Restrict incompatible land uses next to approved mining activities.

COS 6.1.4 Condition mining operations to minimize impacts on surrounding properties.

COS 6.1.5 Require buffers for new non-mining land uses adjacent to existing mining operations.

Programs

COS 6.1.1.1 Maintain up-to-date information on mineral resource zones in the City.

COS 6.1.1.2 Require discretionary approvals for all mineral extraction and reclamation.

Land Use Element

Policies

LUE 1.14 Require compliance with the Surface Mining and Reclamation Act (SMARA).

LUE 1.15 Protect mineral designated lands from encroachment and incompatible land uses.

LUE 1.16 Prevent or mitigate traffic conflicts with surrounding properties.

LUE 1.17 Require the recycling and reclamation of mineral extraction sites to open space.

LUE 1.18 Require an approved reclamation and reuse plan for extraction operations.

Program

LUE 1.1.8 Establish a zoning overlay zone for mineral extraction.

These goals, policies, and programs emphasize coordination and careful planning for mining activities within the City, and to provide adequate buffers for adjacent uses and important resources (Policies COS 6.1.3 through COS 6.1.5).

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs regarding mineral resources will not result in significant impacts to these resources and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs regarding mineral resources will not result in significant impacts to these resources and no mitigation is required.

4.11.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to 2017 General Plan implementation.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for impacts to mineral resources relative to the City's 2017 General Plan would be western Riverside County. The previous Figure 4.11.1 shows the location of regional mineral resources. A few isolated areas along the I-15 Freeway south of SR-91 are designated as MRZ-2 areas that contain significant amounts of construction aggregate (i.e., sand and gravel). The rest of the flatter portions of the County in the general area of Jurupa Valley are designated as MRZ-3 with unknown amounts mineral resources (mainly aggregate deposits along the Santa Ana River from historical flooding). As population levels increase in the region, greater demand

for aggregate and other mineral materials will be placed on mineral resources, especially sand and gravel. Similarly, development pressures in areas where these materials are known or expected to occur would result in the loss of availability of these mineral resources.

It is unknown at this time if or where additional mineral extraction activities will occur, however, Genera Plan Policies 6.1.2 through 6.1.5 require future development to coordinate carefully between proposed mining and existing development, or between existing mining and proposed development. These programmatic goals, policies, and programs in the 2017 General Plan will help reduce impacts between mining and development within the City to less than significant levels. For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to mineral resources.

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4.12 NOISE

This section of the EIR discusses the fundamentals of sound, examines federal, state, and local noise guidelines, policies, and standards, reviews noise levels at existing sensitive receptor locations; evaluates potential noise impacts associated with the City's General Plan, and provides mitigation where necessary to reduce noise impacts at noise-sensitive locations. This section of the EIR evaluates the potential for implementation of the General Plan to result in noise impacts in the City and surrounding areas adjacent to the City. Noise calculations on which this analysis is based are included in Appendix J. The analysis contained in this section is based on the following documents:

- *Noise Element, 2017 General Plan,* City of Jurupa Valley, (draft) December 2016.
- *General Plan Noise Conditions Report,* LSA Associates, August 2016.

In addition to the documents above, the analysis contained in this section is also based on the following reference documents:

- *Transit Noise and Vibration Impact Assessment,* Federal Transit Authority (FTA), May 2006.
- *California Noise Insulation Standards,* California Code of Regulations, Title 24, Part 2, §3501;
- *Highway Traffic Noise Prediction Model (FHWA-RD-77-108)*, Federal Highway Administration (FHWA);
- *State of California General Plan Guidelines*, Governor's Office of Planning and Research, October 2003, pages 249 and 250.
- *Jurupa Valley Ordinance No. 2012-01: Noise Regulations.*

4.12.1 Existing Setting

4.12.1.1 Background

Characteristics of Noise. To the human ear, sound is technically described in terms of its loudness (amplitude) and pitch (frequency). Pitch is generally an annoyance, while loudness can affect our ability to hear. Noise is usually defined as unwanted sound; it consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

Measurement of Noise. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on a logarithmic scale. The logarithmic scale compresses the wide range in sound levels resulting in a more usable range of sound level values, similar to the Richter scale used to measure earthquakes. To humans, a sound 10 dB higher than another is considered to be twice as loud; a sound 20 dB higher than another is considered four times as loud; etc. Typical daily sounds in the environmental range from 30 dB (very quiet) to 100 dB (very loud).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the dBA. Figure 4.12.1 shows examples of various noises sources and their typical dBA noise level.

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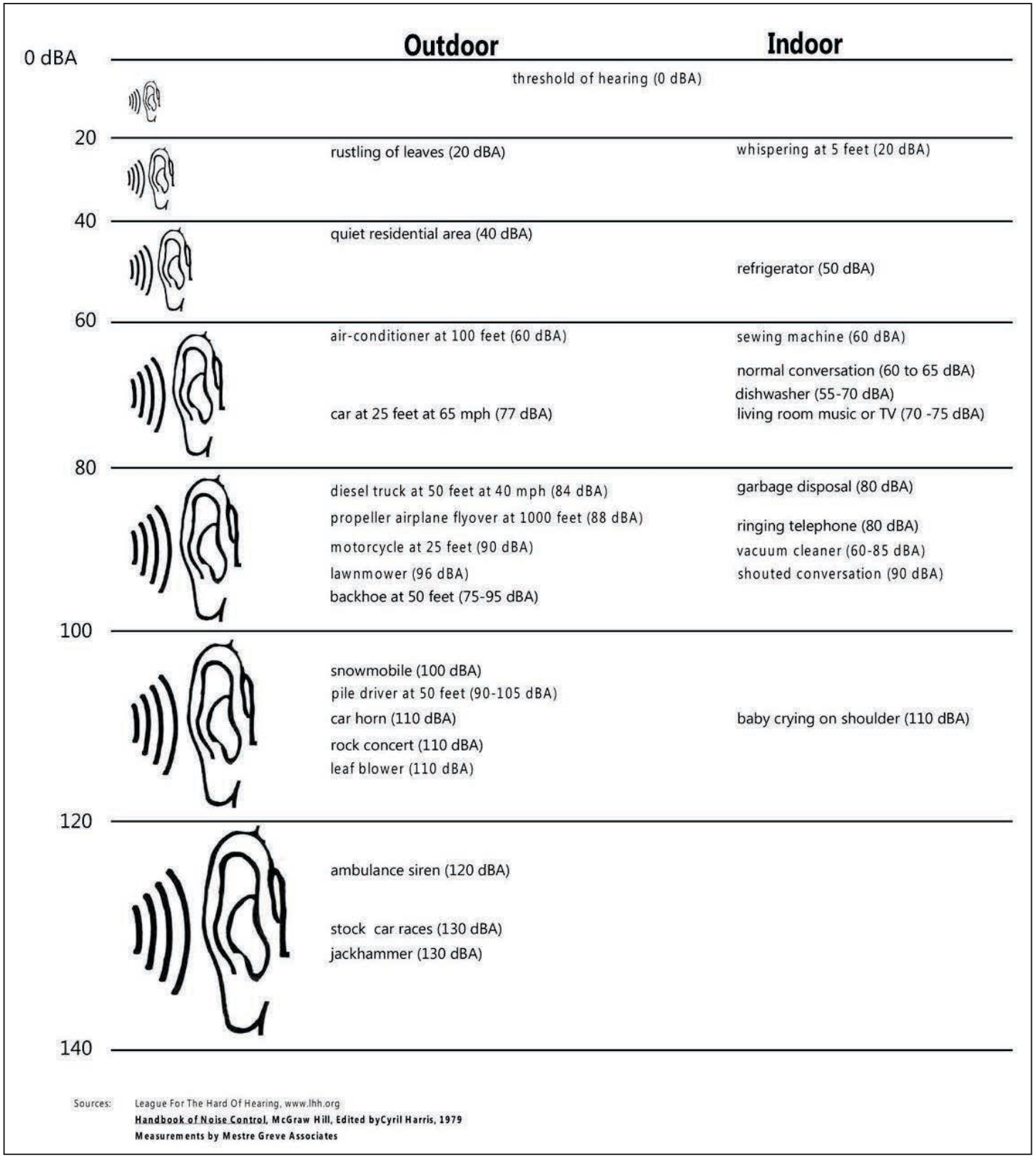

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SOURCE: Mestre Greve Associates, Division of Landrum & Brown, 2012

Jurupa Valley 2017 General Plan
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Figure 4.12.1
Typical A-Weighted Noise Levels

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There are two categories of noise that are measured to characterize noise conditions: single event noise and community, or cumulative, noise. Single event measurements describe the noise levels from an individual event such as a passing airplane or a heavy-duty truck. Cumulative measurements average the total noise in a community over a specific time period, which is typically 1 or 24-hours. The noise impact analysis performed for this EIR is based on assessment of both single event noise and community or cumulative, noise.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on humans; (2) the variety of noises found in the environment; (3) the variations in noise levels that occur as a person moves through the environment; and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to affect people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominant noise scales are the Equivalent Continuous Noise Level (L_{eq}) and the Community Noise Equivalent Level (CNEL). L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is the "energy" average noise level during the time period of the sample. L_{eq} can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

CNEL is the predominant rating scale now in use in California for land use noise compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the dBA. Time weighted refers to the inclusion of penalties for noise that occurs during certain noise-sensitive time periods. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA, reflecting people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a CNEL of 60 dBA, 60 dBA CNEL, or simply 60 CNEL.

L(%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, since 5 minutes is 25 percent of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a twenty-minute measurement period. It is L(%) that is used for most Noise Ordinance standards. For example most daytime County, State and City noise ordinances use a standard of 55 dBA for 30 minutes per hour, or an L(50) level of 55 dBA. In other words, the noise ordinance may state that no noise level should exceed 55 dBA for more than fifty percent of a given period.

The maximum noise level (L_{max}) is the highest exponential time averaged sound level that occurs during a stated time period. The noise levels discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak noise conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Fundamentals of Groundborne Vibration. Vibration refers to groundborne noise and perceptible motion of the earth. Similar to airborne noise, vibration is transmitted in noise-like waves through the earth and solid objects. There are several ways to categorize vibration sources. One way is to divide vibration into natural sources (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and

human sources (e.g., explosions, machinery, traffic, trains, and construction equipment). Similar to noise sources, vibration sources can also be described as continuous (e.g., operating factory machinery) or transient (e.g., explosions).

As with noise, ground vibrations can be described by amplitude and frequency. Vibration amplitude is characterized by its displacement, velocity, and acceleration. Displacement is the distance that soil particles travel from their original location as a result of vibration, as measured in inches or millimeters. Velocity is the speed of the soil particles measured in inches per second or millimeters per second. Acceleration of the soil particles is measured in inches per second or millimeters per second. Particle velocity is the most commonly used vibration attribute used to describe vibration. Table 4.12.A presents the human reaction to various levels of peak particle velocity. Vibrations also vary in frequency. Traffic vibrations generally range in frequencies from 10 to 30 hertz (Hz), and tend to average around 15 Hz. As a point of reference, city buses often generate frequencies around 3 Hz at high vehicle speeds, due to their suspension systems.

Table 4.12.A: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937–0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992.

Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. However, without the effects associated with the shaking of a building, there is less adverse reaction. Building vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. Building damage is not a factor for normal projects, with the occasional exception of blasting and pile driving during construction or mining. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by up to 10 decibels. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to within about 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet.[1] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Factors that influence groundborne vibration and noise include the following:

- *Vibration Source:* Vehicle suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source.
- *Vibration Path:* Soil type, rock layers, soil layering, depth to water table, and frost depth.
- *Vibration Receiver:* Foundation type, building construction, and acoustical absorption.

[1] "Transit Noise and Vibration Impact Assessment" prepared by the Federal Transit Authority (FTA), May 2006.

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground versus at ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at a great distance from the track. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

Table 4.12.B shows the various land use compatibility classifications based on exterior noise levels, and these categories are described as follows:

Noise Range I—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV—Clearly Unacceptable: New construction or development should generally not be undertaken.

Table 4.12.B: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential, low-density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential multifamily	50–60	60–70	70–75	75+
Transient lodging, motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+
Actively used open spaces, playgrounds, neighborhood parks	50–67	–	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	–	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	–
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	–

Source: California Department of Health, Office of Noise Control (1976).
CNEL = Community Noise Equivalent Level
dB = decibel(s)
L_{dn} = day-night average noise level

4.12.1.2 Sensitive Land Uses

People that reside in certain land uses are considered more sensitive to noise than others of the general public. Examples include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. These local land uses would be considered to have “sensitive receptors” and careful planning is required to assure future land uses and transportation routes do not create significant noise impacts on these uses.

4.12.1.3 Local Sources of Noise

City residents are exposed to noise from a number of sources, including traffic, railroad, aircraft, and stationary sources.

Vehicular Noise. The primary source of noise in the City is vehicular traffic on the two local freeways (I-15 and SR-60), Van Buren Boulevard as a regional highway, and over a dozen roadways considered to be urban highways or arterials in the roadway classification used for the traffic study (see Table 4.16.D and Figure 4.16.2 in the Traffic section for more details on roadway classifications). Noise levels vary depending on distance from the centerline of a particular roadway, time of day, and traffic speeds and activities. The General Plan noise study modeled noise contours using the FHWA Traffic Noise Prediction Model. Figure 4.12.2 illustrates the existing (Year 2015) noise contours from major roads and highways in and near the City.

Automobiles, buses, trucks, and trains dominate transportation noise in the City. Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For purposes of assessing vehicular noise, three generic weight classifications are considered (light, medium, and heavy). Buses do not fit exactly into either the medium truck or heavy truck category, and their measured noise emission characteristics are equally intermediate. At 35 miles per hour (mph), 1 medium duty truck is as loud as 10 cars, and 1 heavy truck is as loud as 30 cars. A bus is approximately equivalent to 20 cars. In addition, bus noise may be worsened by grade or by the condition of the pavement. Major transportation noise sources in the City include traffic on Interstate 15 (I-15), State Route 60 (SR 60), Mission Boulevard, Van Buren Boulevard, Bellegrave Avenue, Jurupa Road, Etiwanda Avenue, Limonite Avenue, Armstrong Road, Rubidoux Boulevard, Pedley Road, and Market Street.

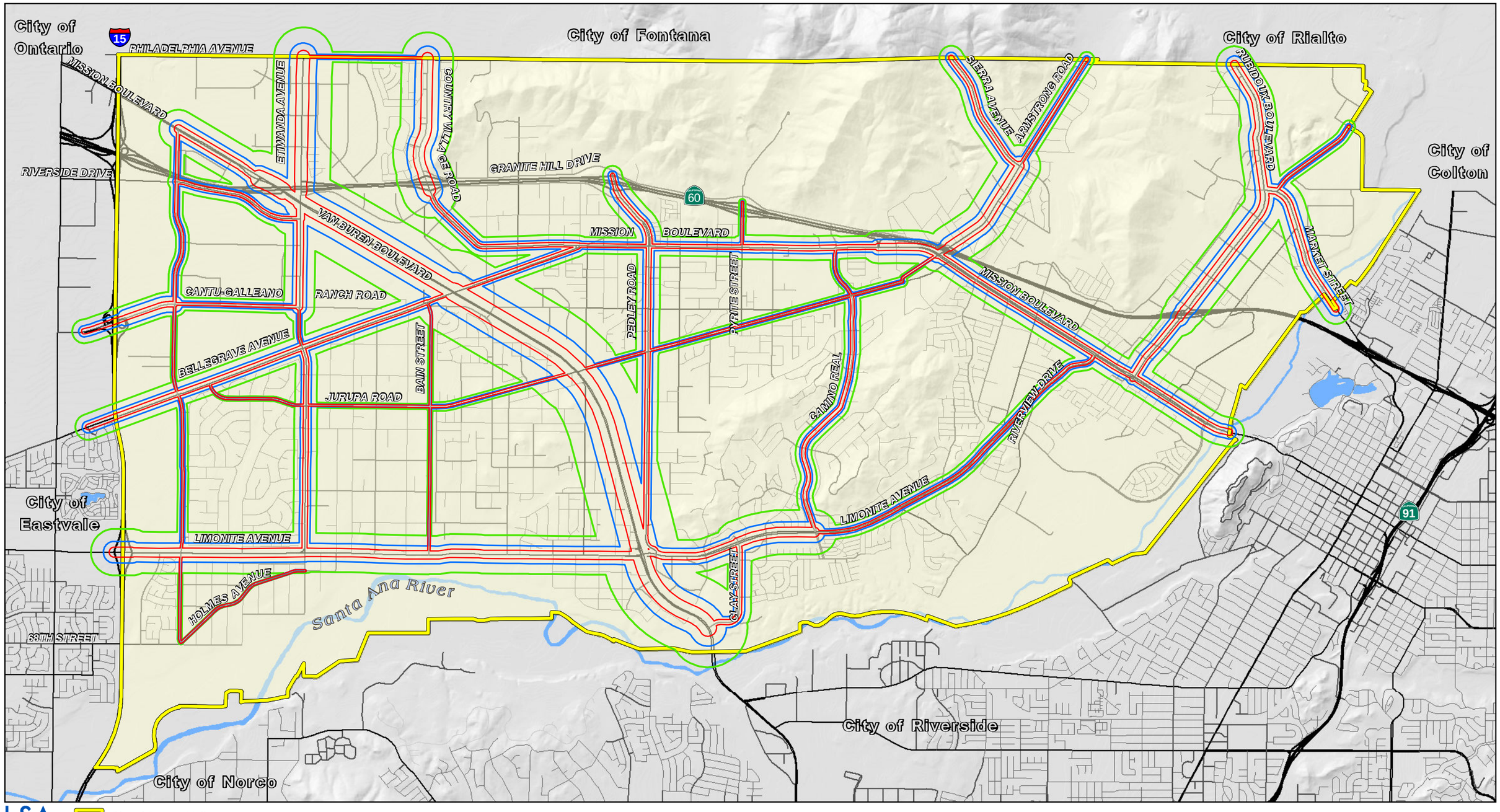
The City is currently served by Riverside Transit Agency, a public transit agency serving Riverside County, with bus service along Limonite Avenue, Mission Boulevard and other small segments within the City through various routes (i.e., Routes 3, 21, 29, 49 and 204).

Rail Noise. The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the day time, the number of trains operating during the nighttime, and the speed of the train. Additionally, if the horn is required to sound a warning (typically at at-grade crossings), the noise level impact will be greater to those uses nearest the intersection.

Currently, one main rail line passes through the City operated by Union Pacific Railroad Company. The rail line generally runs from the northwest corner of the City to the southeastern corner of the City. The rail line also has a spur which starts at the intersection of Van Buren Boulevard and Jurupa Road and continues northeast generally along the eastern side of Jurupa Road ending in the northeast corner of the City.

Based on the Federal Railroad Administration (FRA) crossing inventory completed on January 1, 2011, at various crossings within the City, typical operations along the main rail line included approximately 10 daytime trains and 8 nighttime freight trains ranging in speed from 45 to 80 mph. Typical operations on the spur include approximately 2 daytime trains ranging in speed from 5 to 10 mph. In addition to freight train operations on the main line, Metrolink operates a commuter train line, the Riverside Line that is scheduled to have 6 trains pass through in each direction, Monday through Friday.

For all future developments within the City that fall within the required noise screening distances as specified in the Federal Transit Authority (FTA) *Noise and Vibration Manual*, a detailed noise analysis



LSA

- City of Jurupa Valley
- 60 CNEL Contour
- 65 CNEL Contour
- 70 CNEL Contour

SOURCE: Riverside County 7/2015, 2016.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.12.2
Existing Noise Contours (2015)

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would be required. The screening distances for commuter and freight rail are 750 feet with no obstruction between the rail line and receptor and 375 feet with intervening buildings. Figures 4.12.3A, 4.12.3B and 4.12.3C show typical railroad 65 dBA, 70 dBA and 75 dBA noise contours and their distances from railroad centerline of commuter trains and freight trains of various sizes.

Aircraft Noise. The City of Jurupa Valley has the potential to be influenced by operations at two different airports: Flabob Airport located within the Jurupa Valley city limits, and Riverside Municipal Airport to the south.

The Flabob Airport is a source of noise, primarily from takeoffs and landings. Average inbound and outbound flights from this airport are approximately 75 per day currently and may reach up to approximately 120 per day in the future (Riverside County ALCUP 2004). Aircrafts at this airport include single-engine airplanes, twin-engine piston and turbroprop airplanes, and sail planes. Noise from the aircraft generates a relatively minor contribution to the overall noise environment. Based on the noise contour map shown in Figure 4.12.4A, the 65 dBA CNEL contour appears to overlap with very few single-family homes located near the intersections of 42nd Street and Wallace Street and Carol Way and Wallace Street, otherwise, the 65 dBA CNEL contour remains within the Flabob Airport property limits.

Figures 4.12.4B shows the noise contours the Riverside Municipal Airport. The Riverside Municipal Airport's 65 dBA CNEL and 60 dBA CNEL contours are within the Riverside city limits.

Stationary Noise. A stationary noise source is a land use, building, or activity in a relatively fixed location that emits noise. They may be temporary, intermittent, or continuous. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators, and amplified sounds are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Industrial, commercial, and manufacturing facilities can also generate stationary noise that may affect sensitive land uses. Another local source of nuisance noise reported during public meetings on the General Plan is diesel trucks idling in residential neighborhoods, especially late at night or in the early morning, and to a lesser degree diesel truck noise from commercial and industrial areas that are close to residential areas. The emitted noise can usually be reduced to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer. In Jurupa Valley, some of the stationary noise producers include truck transfer stations, construction activities, idling trucks, and a go-kart racetrack. Maximum noise exposure levels from stationary sources for noise-sensitive uses are regulated by the Municipal Code.

Nuisance Noise. Many infrequent sources of noise, such as amplified music from bars and private parties, dog barking and illegal firework use, is another type of stationary source noise that has been identified by area residents as creating a problem within the City. The effects or significance of nuisance noise can be compounded by the time of day, volume, and proximity to sensitive receptors. For instance, a loud party might be tolerated by neighbors in the early evening hours but be considered a nuisance after 10:00 p.m. The City's Noise Ordinance contains regulations limiting the allowable noise generated by private parties and other events.

Commercial-industrial and light-industrial land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include: air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Chapter 11.10, Sections 010-090, of the City's Municipal Code has established noise level requirements for operations involving stationary noise sources.

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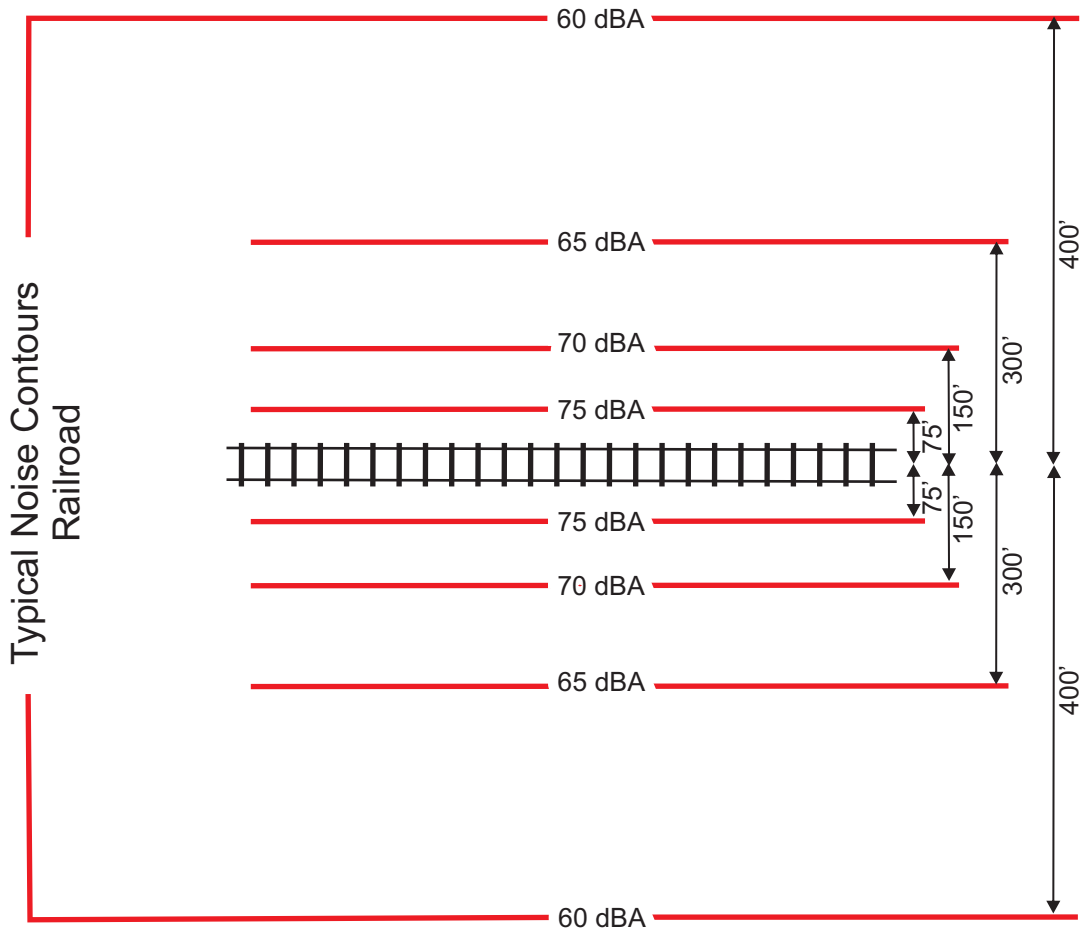

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley 2017 General Plan
Environmental Impact Report

Figure 4.12.3A

Typical Railroad Noise Contours: 1 Locomotive and 5 Cars with Horns (Commuter Train)

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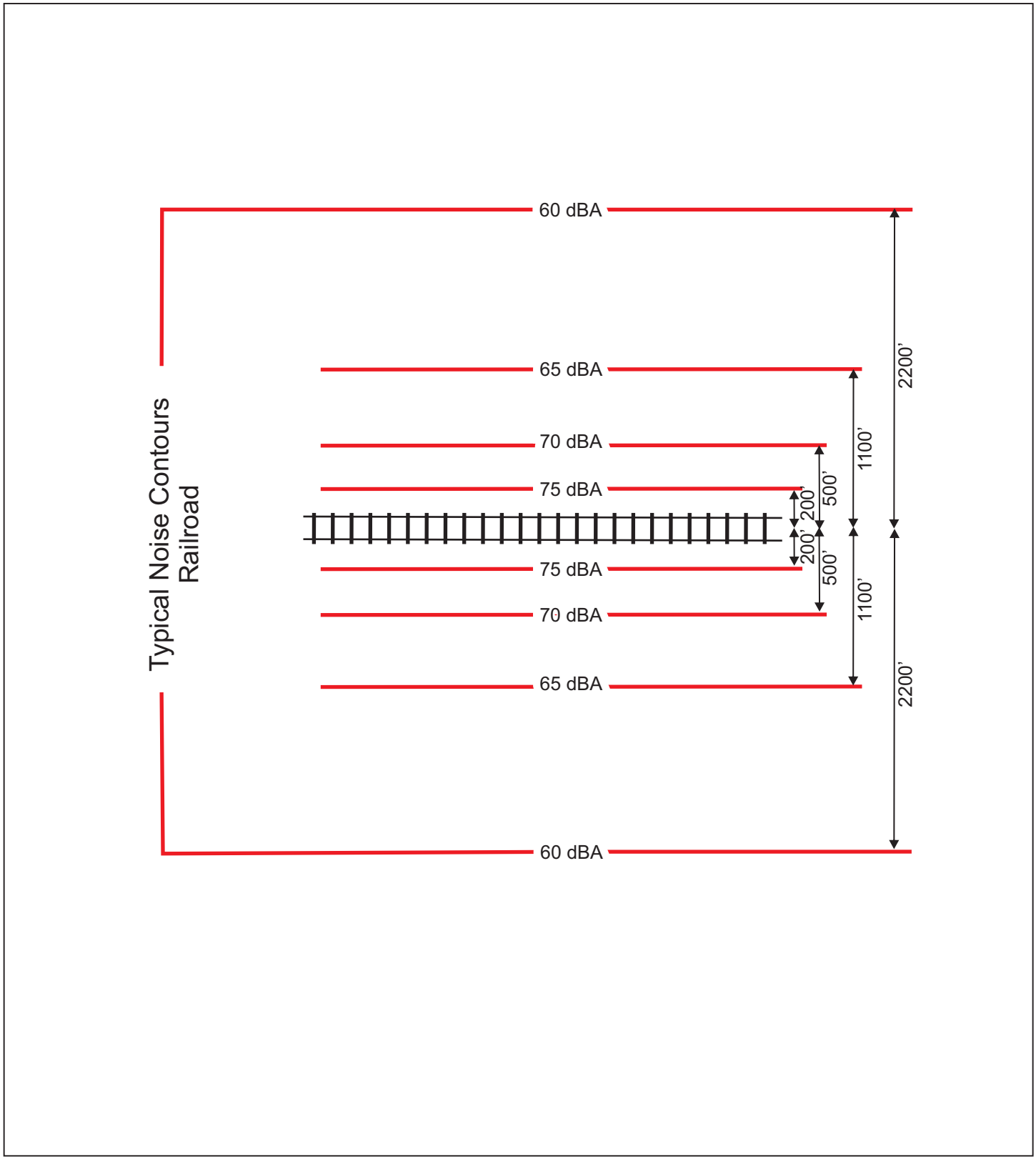

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley 2017 General Plan
Environmental Impact Report

Figure 4.12.3B

Typical Railroad Noise Contours: 2 Locomotives and 50 Cars with Horns (Freight Train)

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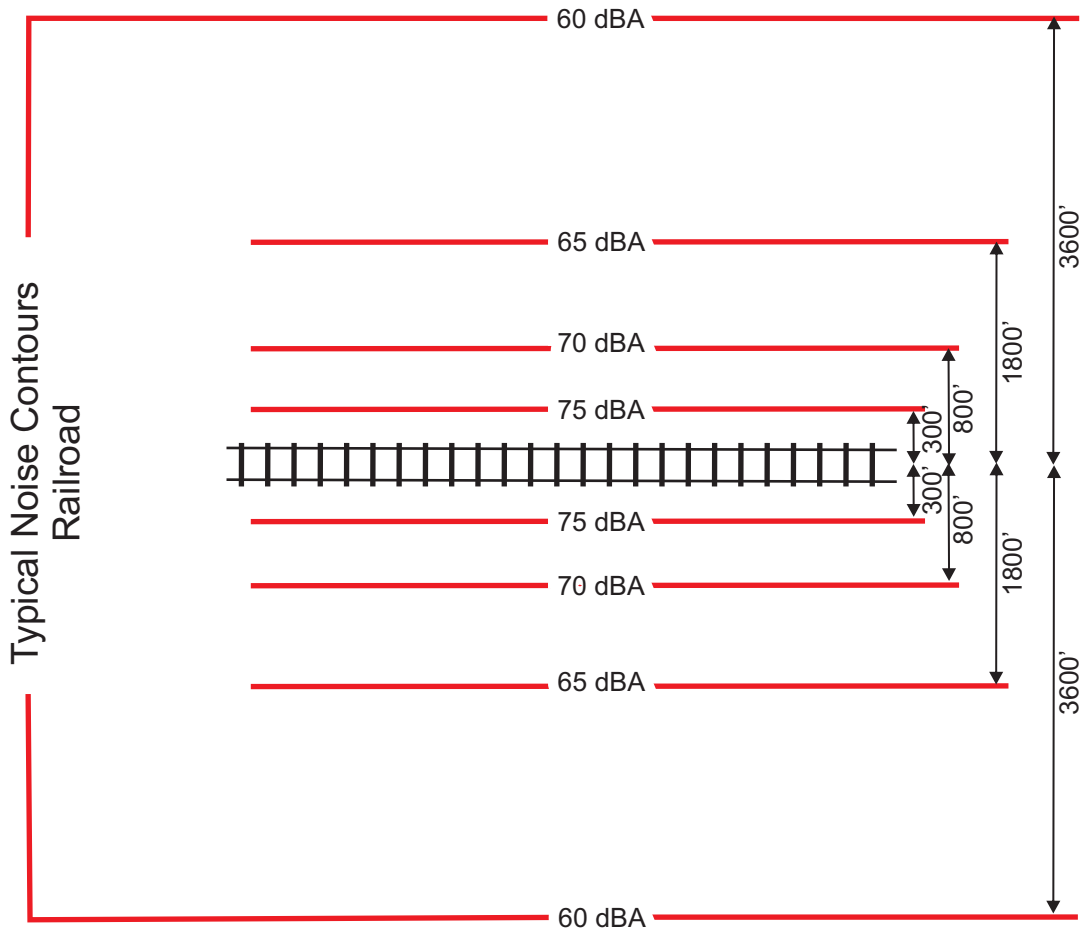

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley 2017 General Plan
Environmental Impact Report

Figure 4.12.3C

Typical Railroad Noise Contours: 3 Locomotives and 100 Cars with Horns (Freight Train)

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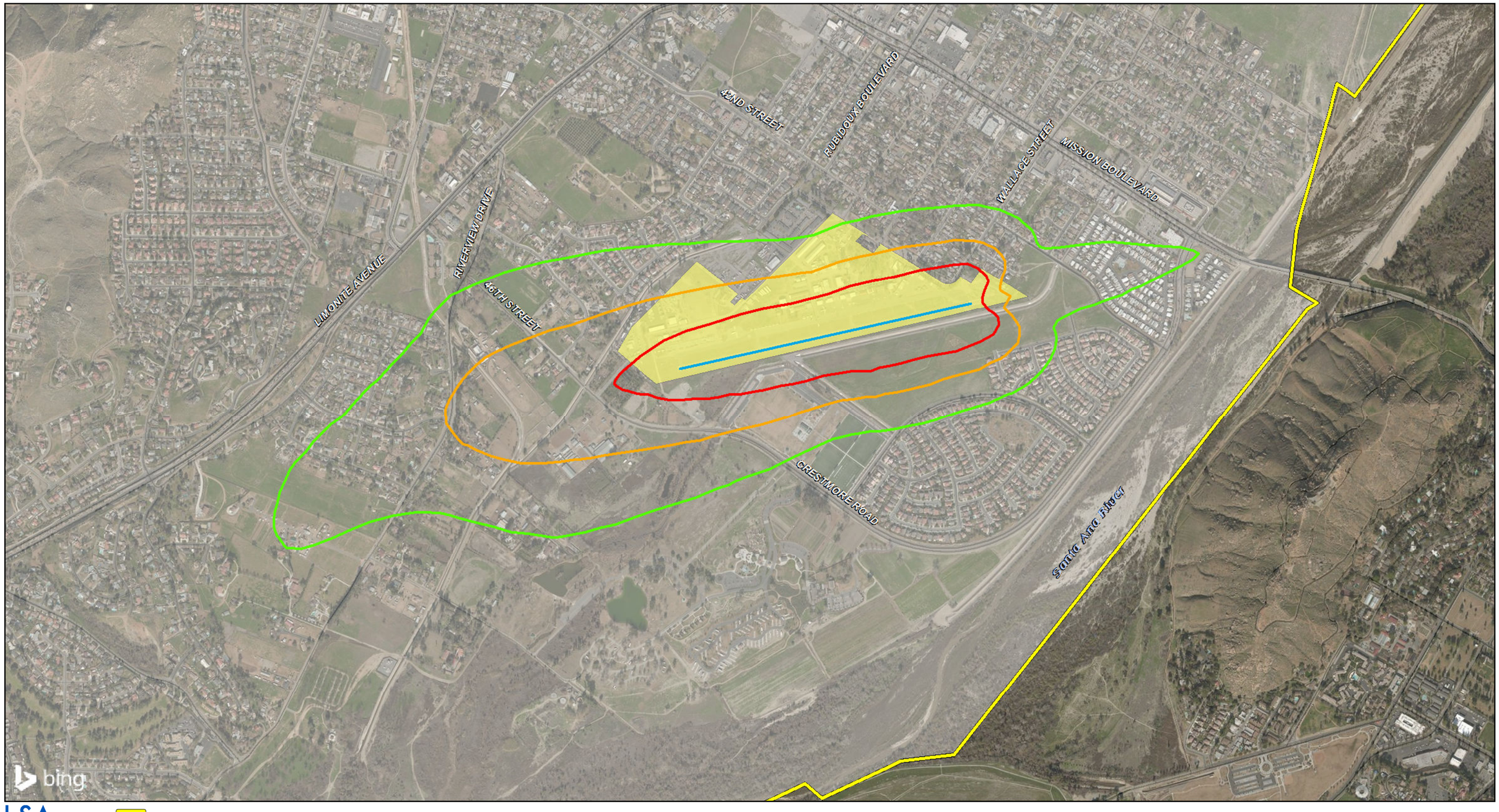

LSA

City of Jurupa Valley

Airports

Flabob Airport

Runway

Airport Noise Contours

55 CNEL

60 CNEL

65 CNEL

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015; Riverside County Airport Land Use Compatibility Plan Policy Document, 2005

0 500 1,000
Feet

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.12.4A
Flabob Airport Noise Compatibility Contours

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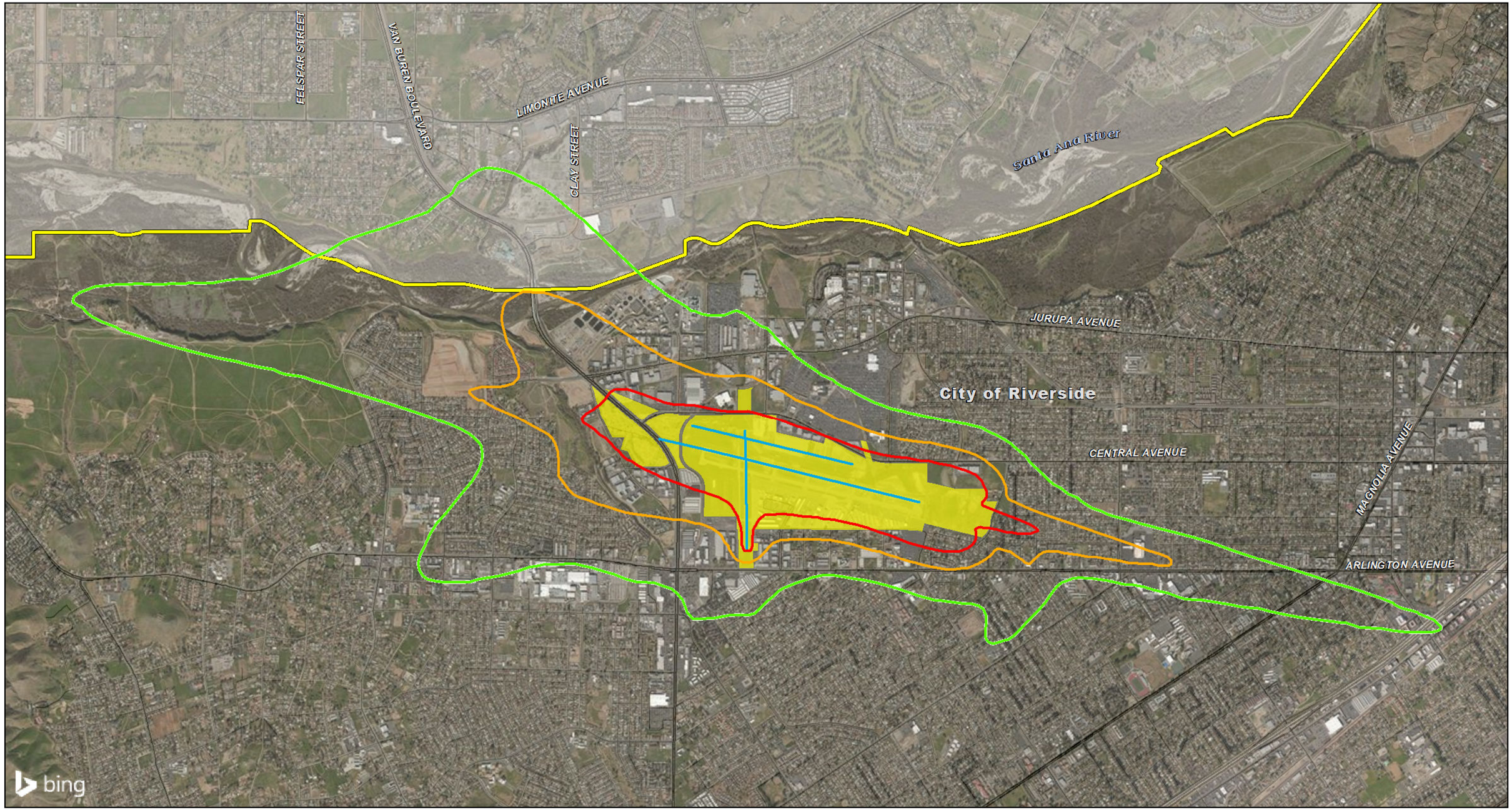

LSA

City of Jurupa Valley

Airports

Riverside Municipal Airport

Runway

Airport Noise Contours

55 CNEL

60 CNEL

65 CNEL

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015; Riverside County Airport Land Use Compatibility Plan Policy Document, 2005

0 1,150 2,300

Feet

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.12.4B

Riverside Municipal Airport Noise Compatibility Contours

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4.12.1.4 Existing Noise Measurements

Existing noise levels in the vicinity of the proposed project are used to establish baseline noise levels in key areas. The noise study conducted by LSA Associates included 19 short-term and 12 long-term noise measurement locations distributed throughout the City based on potential areas of concern regarding noise impacts. Several criteria were used in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Several of the significant noise generators within the City are the SR-60, I-15, Van Buren Boulevard, and Etiwanda Avenue. This was due to the very high volume of automobile and truck traffic at these freeways and roadways. In addition, many houses in the City are located adjacent to railroad lines which generate infrequent but substantial noise as trains pass houses or idle on stacked tracks to allow other trains to pass.

To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was over, a series of long-term 24-hour and short-term noise 15-minute measurements were taken at the chosen sites. The measurement site locations are described in Table 4.12.C, and their locations are shown in Figure 4.12.5, *Noise Measurement Locations*. Figure 4.12.2 shows the existing (ambient) noise levels along major roadways in and adjacent to the City which are then summarized in Table 4.12.D. Many residences (and residents) experience ongoing noise from the I-15 Freeway but especially from the SR-60 Freeway which passes through the northern portion of the City in an east/west direction. There are also isolated locations in the City (e.g., in the northwest and northeast portions) where industrial land uses and truck activity raise ambient noise levels in adjacent or surrounding residential neighborhoods. In addition, many residences in the southeastern and eastern portions of the City experience infrequent noise from aircraft overflights from the Flabob and Riverside Municipal Airports.

Table 4.12.C: Noise Monitoring Locations

Monitoring Locations[1]	Description of Why Location was Selected
LT-01	Potential Industrial/Residential Noise Conflict
LT-02	Potential Industrial/Residential Noise Conflict
LT-03	Train Noise Measurement
LT-04	Potential Industrial/Residential Noise Conflict
LT-05	Potential Industrial/Residential Noise Conflict
LT-06	Potential Industrial/Residential Noise Conflict
LT-07	Potential Race Track/Residential Noise Conflict
LT-08	Potential Commercial/Residential Noise Conflict
LT-09	Potential Commercial/Residential Noise Conflict
LT-10	Potential Commercial/Residential Noise Conflict
LT-11	Potential Industrial/Residential Noise Conflict
LT-12	Potential Commercial/Residential Noise Conflict
LT-13	Reference 24-Hour Measurement of I-15 Freeway
LT-14	Reference 24-Hour Measurement of SR-60 Freeway
ST-01	Traffic Noise on SR-60 Freeway
ST-02	Reference Short-term Measurement of SR-60 Freeway
ST-03	Reference Short-term Measurement of Rubidoux Boulevard
ST-04	Reference Short-term Measurement of Riverview Drive
ST-05	Reference Short-term Measurement of Mission East Boulevard
ST-06	Reference Short-term Measurement of Sierra Avenue
ST-07	Reference Short-term Measurement of I-15 Freeway
ST-08	Reference Short-term Measurement of Mission West Boulevard
ST-09	Reference Short-term Measurement of Pyrite Street
ST-10	Reference Short-term Measurement of I-15 Freeway
ST-11	Reference Short-term Measurement of Belle Grave Avenue
ST-12	Reference Short-term Measurement of Etiwanda Avenue
ST-13	Reference Short-term Measurement of Jurupa Road
ST-14	Reference Short-term Measurement of I-15 Freeway
ST-15	Reference Short-term Measurement of Limonite Avenue
ST-16	Reference Short-term Measurement of Limonite Avenue

Table 4.12.C: Noise Monitoring Locations

Monitoring Locations[1]	Description of Why Location was Selected
ST-17	Reference Short-term Measurement of Van Buren Boulevard
ST-18	Reference Short-term Measurement of Jurupa Road
ST-19	Reference Short-term Measurement of Camino Real

Source: LSA Associates, August 2016.
1 see Figure 4.12.5

Table 4.12.D: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	4,443	68	139	296	69.4
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	3,995	62	129	276	69.3
Wineville Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	4,326	< 50	60	125	64.2
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	4,340	< 50	106	224	67.5
Wineville Ave. between Limonite Ave. and 68th St.	2,600	< 50	< 50	90	61.9
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB On-Ramp	32,607	272	581	1,251	78.1
Etiwanda Ave. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,196	257	552	1,189	78.5
Etiwanda Ave between SR-60 EB Off-Ramp and Van Buren Blvd	22,794	214	458	986	77.2
Etiwanda Ave between Van Buren Blvd and Riverside Dr.	16,308	172	367	789	75.8
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd	12,059	141	300	645	74.5
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	11,130	54	115	246	69.1
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	10,422	102	214	460	72.3
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	11,407	108	228	488	72.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	3,402	< 50	< 50	106	64.2
Bain St. between Jurupa Rd. and Limonite Ave.	2,830	< 50	< 50	94	63.4
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	38,338	237	508	1,095	78.3
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	43,211	256	551	1,185	78.4
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	8,648	88	189	406	72.4
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	14,121	122	262	563	75.1
Pedley Rd. between Mission Blvd. and Jurupa Rd.	11,646	108	230	495	73.2
Pedley Rd. between Jurupa Rd. and Limonite Ave.	10,138	98	210	452	73.6
Pyrite St. between SR-60 WB	6,800	< 50	66	141	65.5

Table 4.12.D: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Ramps and SR-60 EB Ramps					
Pyrite St. between SR-60 EB Ramps and Mission Blvd.	7,530	< 50	70	151	66.5
Clay St. between Limonite Ave. and Van Buren Blvd.	18,645	111	236	505	72.9
Camino Real between Mission Blvd. and Jurupa Rd.	6,843	< 50	86	179	66.1
Camino Real between Jurupa Rd. and Limonite Ave.	8,114	77	159	339	70.3
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	3,458	< 50	103	221	68.4
Van Buren Boulevard-East Mission Bld. between Wineville Ave. and SR-60 WB On-Ramp	17,255	178	381	819	76.0
Van Buren Boulevard-East Mission Bld. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,077	257	551	1,186	78.4
Van Buren Bld. East Mission Bld. between SR-60 EB Off Ramp and Etiwanda Ave.	27,804	244	523	1,125	78.1
Van Buren Boulevard-East Mission Boulevard between Etiwanda Ave and Bellegrave Ave	41,999	320	688	1,482	79.9
Van Buren Boulevard-East Mission Bld. between Bellegrave Ave. and Jurupa Rd.	56,117	388	835	1,797	81.1
Van Buren Boulevard-East Mission Bld. between Jurupa Rd. and Limonite Ave.	50,795	363	781	1,682	80.7
Van Buren Boulevard-East Mission Bld. between Limonite Ave. and Clay St.	50,912	364	782	1,684	80.7
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	6,353	83	175	375	71.4
Cantu-Galleano Ranch Rd. between I-15 SB Ramps and I-15 NB Ramps	10,001	115	238	507	72.2
Cantu-Galleano Ranch Rd. between I-15 NB Ramps and Wineville Ave.	10,172	116	240	513	72.3
Cantu-Galleano Ranch Rd. between Wineville Ave. and Etiwanda Ave.	4,843	61	129	276	69.9
Mission Bld. between SR-60 EB Ramps and Bellegrave Ave.	10,825	90	191	410	71.9
Mission Bld. between Bellegrave Ave. and Pedley Rd.	10,612	78	163	347	70.4
Mission Bld. between Pedley Rd. and Pyrite St.	8,738	90	190	409	71.9
Mission Boulevard between Pyrite St. and Camino Real	12,372	112	240	515	73.4
Mission Blvd. between Camino Real and SR-60 EB Ramps	10,875	105	221	473	72.4
Mission Blvd. between SR-60 EB Ramps and Valley Way	19,354	151	323	694	75.4
Mission Blvd. between Valley Way and Riverview Dr.	18,752	129	275	592	74.3

Table 4.12.D: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	18,063	126	268	577	74.2
Mission Blvd. between Rubidoux Blvd. and City Limit	19,936	135	287	616	74.2
Bellegrave Ave. between City Limit and Wineville Ave.	11,121	118	253	545	74.3
Bellegrave Ave. between Wineville Ave. and Etiwanda Ave.	8,489	111	237	511	73.9
Bellegrave Ave. between Etiwanda Ave. and Bain St.	10,350	101	214	458	72.2
Bellegrave Ave. between Bain St. and Van Buren Blvd	7,349	79	169	364	72.2
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	8,022	84	180	386	72.0
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	3,834	< 50	< 50	97	63.0
Jurupa Rd. between Etiwanda Ave. and Bain St.	4,870	< 50	53	113	64.6
Jurupa Rd. between Bain St. and Van Buren Blvd.	10,562	< 50	88	189	67.9
Jurupa Rd. between Van Buren Blvd. and Pedley Rd.	11,584	< 50	94	201	67.8
Jurupa Rd. between Pedley Rd. and Camino Real	8,499	< 50	91	195	67.6
Jurupa Rd. between Camino Real and Valley Way	9,700	< 50	99	213	68.7
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	7,721	< 50	59	126	65.3
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On-Ramp	31,166	154	331	711	75.5
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	30,305	152	325	698	75.0
Valley Way-Armstrong Rd. between SR-60 WB Ramps and Sierra Ave.	27,994	193	413	887	76.5
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	10,902	69	146	314	70.7
Limonite Ave. / Riverview Dr. between I-15 SB Ramps and I-15 NB Ramps	32,893	214	459	988	77.2
Limonite Ave. / Riverview Dr. between I-15 NB Ramps. and Wineville Ave.	27,564	190	408	879	76.9
Limonite Ave. / Riverview Dr. between Wineville Ave. and Etiwanda Ave.	22,764	190	408	878	76.9
Limonite Ave. / Riverview Dr. between Etiwanda Ave. and Bain St.	20,765	178	384	826	77.0
Limonite Ave / Riverview Drive between Bain St and Collins St	20,418	176	379	817	77.5
Limonite Ave / Riverview Drive between Collins St and Van Buren Ave	26,016	184	393	845	76.2

Table 4.12.D: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Limonite Ave. / Riverview Dr. between Van Buren Ave. and Pedley Rd.	19,143	150	321	689	74.9
Limonite Ave. / Riverview Dr. between Pedley Rd. and Clay St.	19,249	151	322	691	74.9
Limonite Ave. / Riverview Dr. between Clay St. and Camino Real	25,339	204	438	942	76.9
Limonite Ave. / Riverview Dr. between Riverview Dr. and Mission Blvd.	14,864	68	140	298	69.4
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	18,500	129	273	586	73.8
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	19,432	172	367	789	75.8
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	21,309	182	390	839	76.2
Rubidoux Blvd. between Market St. and City Limit	18,679	167	358	769	75.6
Holmes Ave. between Wineville Ave. and Etiwanda Ave.	1,846	< 50	< 50	59	60.4
Sierra Ave. between Armstrong Rd. and City Limit	22,555	111	237	510	73.4
Market St. between Rubidoux Blvd. and City Limit	17,036	138	296	638	75.3
Agua Mansa Rd. between Market St. and City Limit	13,408	60	124	264	69.1

Source: LSA Noise Assessment, August 2016.

4.12.1.4 NOP and Scoping Comments

No comments were received from the public regarding noise impacts of the General Plan, and no agencies submitted comment letters regarding noise during the NOP period.

4.12.2 Regulatory Framework

4.12.2.1 Federal Guidelines

For train vibration, the typical criteria are those in the Transit Noise and Vibration Impact Assessment (FTA, May 2006) by the Federal Transit Administration[1]. The criterion presented in Table 8-1 of that report for infrequent events (defined as fewer than 30 per day) in residences is that the vibration levels not exceed 80 VdB. (VdB is a measurement of ground velocity relative to 10-6 inches per second). Note that the threshold of perception is usually taken to be approximately 65 VdB. Therefore, even if the requirements are met, vibration from train pass-bys will be felt.

4.12.2.2 State Regulations

Noise Compatibility Guidelines. The State of California Noise Compatibility Guidelines, published by the Department of Health, Services provides guidance for use when siting land uses. The compatibility guidelines are shown in Figure 4.12.6. The guidelines will be used to evaluate the compatibility of the proposed land uses with the noise environment. The guidelines show

[1] "Transit Noise and Vibration Impact Assessment" report from the Federal Transit Administration, U.S. Department of Transportation. May 2006.

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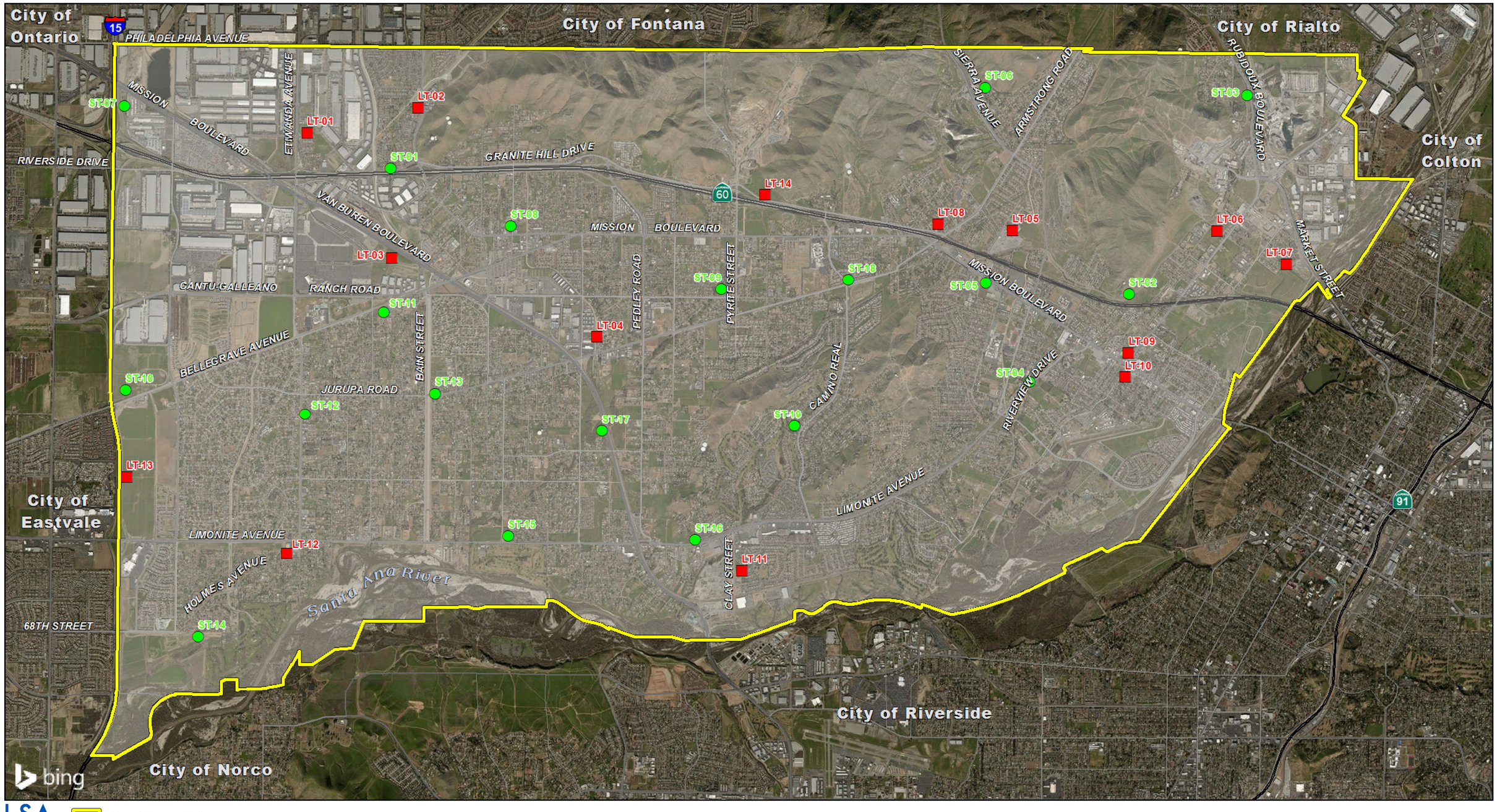

LSA

City of Jurupa Valley

Noise Monitoring Locations

- Short-Term Noise Monitoring Location
- Long-Term 24-Hour Noise Monitoring Location

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.12.5
Noise Measurement Locations

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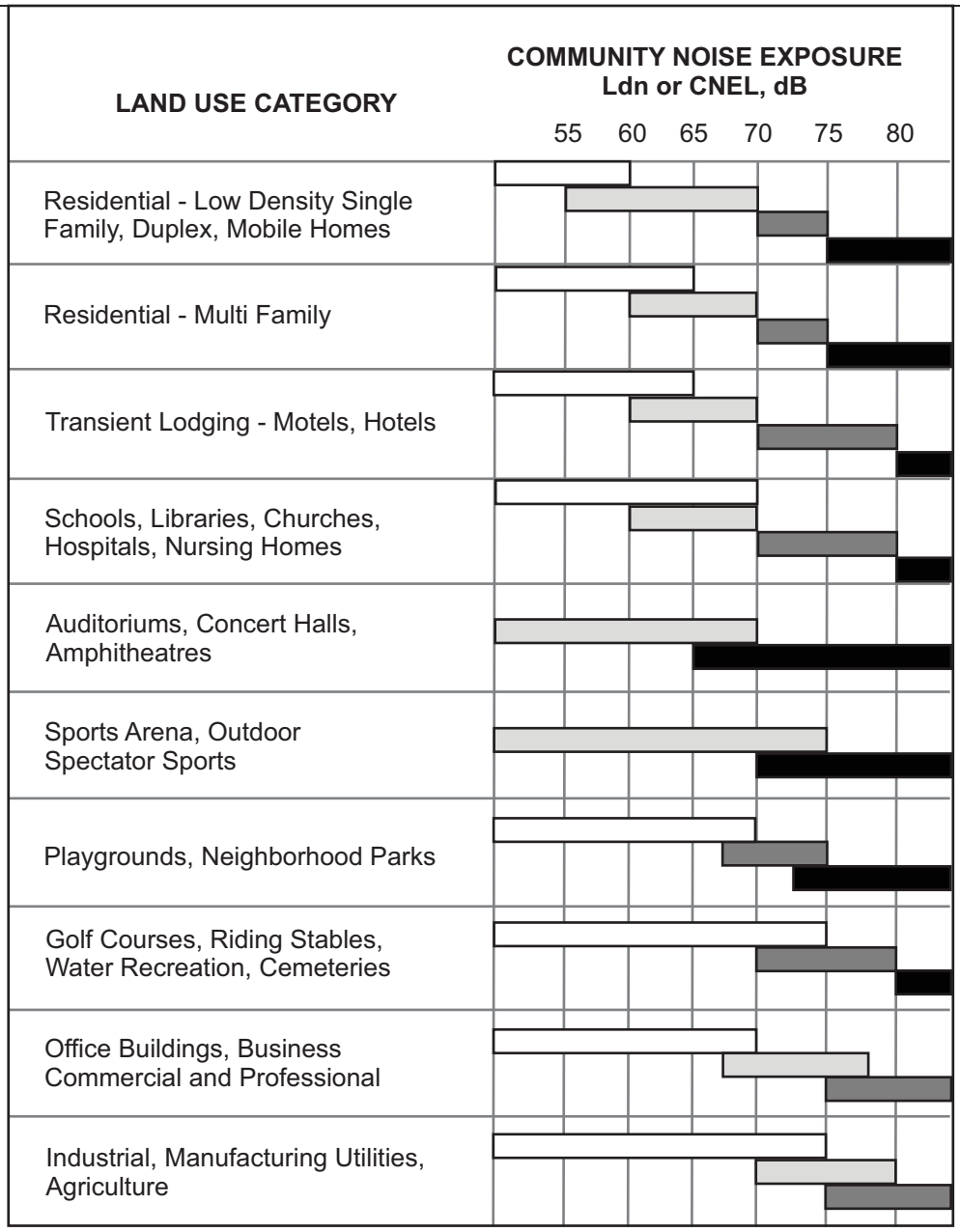

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

LSA

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C.

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Figure 4.12.6

California Noise Compatibility Guidelines

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compatibility of various land uses with different noise environments. The guidelines show that residential uses are normally acceptable in noise environments up to 60 CNEL for low density single family uses and 65 CNEL for multi-family residential uses.

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn}. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the facade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit.

State Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Update Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The Land Use Compatibility Guidelines are shown in Figure 4.12.6.

State and federal agencies regulate vehicle noise emissions from the source, but local governments have little direct control of transportation noise at the source. The most effective methods available to the City for mitigating transportation noise are the locating of sensitive uses away from noise sources, establishing commercial truck routes, constructing, maintaining adequate setbacks between land uses and noise sources, constructing noise barriers, and by requiring development project site design review. Figure 4.12.6, presents the State's Land Use Compatibility Matrix which may be used to assess the compatibility of the proposed land uses with the noise environment. These criteria are the basis for specific Noise Standards.

4.12.2.3 Riverside County

Riverside County Airport Land Use Commission

The California Public Resources Code requires that the adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (AIA), as defined by an airport land use compatibility plan, shall require review from the ALUC for determination of consistency with the Commission's Plan prior to their approval by the local jurisdiction. In general, consistency with the Commission's Plan is determined based on noise and safety compatibility issues.

The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. According to guidelines included in the Riverside County Airport Land Use Compatibility Plan (ALUCP), areas exposed to aircraft noise levels above 65 dBA CNEL are considered clearly unacceptable for new residential land uses, schools, libraries, and hospitals. For churches,

auditoriums, concert halls, and amphitheaters, noise levels above 70 dBA CNEL are clearly unacceptable. These standards shall be based upon projected noise contours calculated based upon forecasted aircraft activity as indicated in an airport master plan, or that is considered by the Riverside County ALUC to be plausible.

The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in: (a) any habitable room of single- or multi-family residences; (b) hotels and motels; (c) hospitals and nursing homes; (d) churches, meeting halls, theaters, and mortuaries; (e) office buildings; and (f) schools, libraries, and museums. According to the Riverside County ALUC, when reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

- Any mobile home situated within an airport's 55-dB CNEL contour. (A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed);
- Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. (Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.); and
- Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.

4.12.2.4 City General Plan

The Noise Element of the proposed 2017 General Plan contains the following goals, policies, and programs to help monitor, regulate, and mitigate excessive noise levels (i.e., potential noise impacts) within the City as development occurs:

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix, Table NE-2, to determine the compatibility of proposed general plan amendments and rezones with existing noise-sensitive land uses and/or noise exposure due to transportation sources.

NE 1.1.2 **New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allow the development to meet the standards of Table NE-1.

NE 1.1.3 **New or Modified Stationary Noise Sources.** Noise created by new, stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table NE-1, for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations existing in 2016.

NE 1.1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed general plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.5 **Noise-Sensitive Uses.** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.

NE 1.1.6 **Protection of Noise-Sensitive Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping and noise walls should be considered.

NE 1.1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

NE 1.1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.1.9 **Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.

NE 1.1.10 **Mixed Uses.** Require that mixed commercial and residential development minimizes the transfer or transmission of noise from the commercial land use to the residential land use.

Programs

NE 1.1.1.1 **Municipal Code:** Amend the Municipal Code to require that development entitlements (tract maps, site development plans, conditional use permits, etc.) comply with the Land Use/Noise Compatibility Matrix (Table NE-2) and other requirements of the General Plan.

NE 1.1.1.2 **Noise Guide.** The Planning Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.

NE 1.1.1.3 **Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow.

Goal

NE 2.1 Minimize excessive noise levels and community health risks due to mobile noise sources.

Policies

NE 2.1.1 **Roadway Projects.** Include noise mitigation measures in the design and construction of new roadway projects in the City. Noise mitigation may include speed reduction, roadway design, noise-reducing materials or surfaces, edge treatments and parkways with berms and landscaping, and other measures.

NE 2.1.2 **Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land

uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.

NE 2.1.3 **Off-Road Vehicles.** Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles except where designated for that purpose. Enforce strict operating hours for these vehicles where they are located to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

NE 2.1.4 **Rail Noise.** Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning and discretionary approval process.

NE 2.1.5 **Rail Noise Mitigation.** Encourage, and where possible, require the rail service provider to install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses.

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.1.8 **Preferred Noise Mitigation Methods.** When approving new development of noise-sensitive uses or noise-generating uses, the City will require noise mitigation in the order of preference, as listed below, with "1" being most preferred. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before approving a less desirable approach, the City approval body must make a finding that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

A. Mitigating Noise Generation

1. Design the site of the noise-producing project so that buildings or other solid structures shield neighboring noise-sensitive uses;
2. Limit the operating times of noise-producing activities;
3. Provide features, such as walls, with a primary purpose of blocking noise.

B. Mitigating Outdoor Noise Exposure

1. Provide distance between noise source and recipient;
2. Provide distance plus planted earthen berms;
3. Provide distance and planted earthen berms, combined with sound walls;
4. Provide earthen berms combined with sound walls;
5. Provide sound walls only;
6. Integrate buildings and sound walls to create a continuous noise barrier.

NE 2.1.9 **Noise Walls.** Noise mitigation walls (sound walls) should be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan. Where noise walls are used, they should be designed to enhance community character, protect significant views, discourage graffiti, and help create an attractive

pedestrian, residential setting through features such as setbacks, changes in vertical and horizontal alignment, detail and texture, public art, walkways or trails, and landscaping. The height of such walls should be minimized, and where sound attenuation requires that a buffer that exceeds ten feet in height, the sound buffer should consist of a combination of berms and a wall, or two or more retaining walls stepped back to allow intervening landscaping.

Programs

NE 2.1.1.1 **Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

NE 2.1.1.2 **City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:

A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and which do not adjoin noise-sensitive land uses.

B. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.

C. Constructing noise barriers.

D. Reducing traffic speeds through street or intersection design methods (also refer to the Mobility Element).

E. Retrofitting buildings with noise-reducing features.

F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.

G. Encourage and support stepped up enforcement of traffic laws and the California Vehicle Code.

NE 2.1.1.3 **City Operations and Purchasing**. City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.

NE 3 Stationary Noise Sources

Goal

NE 3.1 Minimize excessive noise levels and community health risks due to stationary noise sources.

Policies

NE 3.1.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.

NE 3.1.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping or parking facilities of commercial and industrial land uses, which abut residential parcels, be located and designed to minimize potential noise impacts upon residents.

Overnight Commercial Truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.

NE 3.1.3 **Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.

NE 3.1.4 **Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the manufacturer.

NE 3.1.5 **Construction Noise.** Limit commercial construction activities near residential uses to weekdays, between 7:00 am and 6:00 p.m., and limit high-noise generating construction activities (e.g. grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

NE 3.1.6 **Commercial Truck Idling**. Restrict truck idling near noise sensitive receptors.

NE 3.1.7 **Automobile-Oriented Uses**. Require that parking structures, terminals, drive-through restaurants, automobile sales, and repair, fueling stations, mini-marts, car washes and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.

NE 3.1.8 **Entertainment Uses.** Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

NE 3.1.9 **Neighborhood Noise.** Support efforts of the Sheriff's Department, Animal Control, and Code Enforcement to curb nuisance noise from private parties, barking dogs and illegal firework use.

Program

NE 3.1.1.1 **Ensuring Compliance.** Ensure that required noise mitigation measures are carried out as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission Control," as amended, and "Noise Insulation Standards" (California Code of Regulations, Title 24).

NE 4 Ground-Borne Vibration

Goal

NE 4.1 Minimize excessive noise levels and community health risks due to ground-borne vibration.

Policies

NE 4.1.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.

NE 4.1.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.

NE 4.1.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.1.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.

The applicable noise standards governing activities in the City are in the City General Plan and the City's Municipal Code, Noise Ordinance. The General Plan noise policies cite to applicable state standards including the California Administrative Code, Section 1092 of Title 25, Chapter 1, Subchapter 1, Article 4 and Section 5014 of Title 21, Subchapter 6, Article 2.

City General Plan Stationary Source Noise Standards. The City of Jurupa Valley Noise Element in the General Plan considers the impacts of stationary noise producers. Stationary noise producers are entities with a fixed location that emit noise. The General Plan requires that sensitive land uses not be subjected to excessive stationary noise, either by mitigation at the source or through planning measures that reduce sound exposure. Table 4.12.E summarizes the criteria for sensitive receivers.

Table 4.12.E: Jurupa Valley General Plan Noise Standards

Land Use	Stationary Source Land Use Noise Standards	
	Interior Standards	Exterior Standards
Residential 10:00 pm to 7:00 am	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
Residential 7:00 am to 10:00 pm	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

Source: City of Jurupa Valley General Plan Table N-22

4.12.2.5 City Municipal Code

The City of Jurupa Valley's Municipal Code (Section 11.10.040 – General sound level standards) has established maximum exterior sound levels standards. Standards vary depending on land use. Therefore, future development will be subject to different standards depending on the proposed land uses of a particular project. Table 4.12.F outlines examples of these criteria.

Table 4.12.F: Maximum Local Noise Criteria

General Plan Land Designation	Maximum Noise Criteria (dB L_{max})	
	7 a.m.–10 p.m.	10 p.m.–7 a.m.
Low Density (LDR)	55	45
Medium Density (MDR)	55	45

Table 4.12.F: Maximum Local Noise Criteria

General Plan Land Designation	Maximum Noise Criteria (dB L_{max})	
Medium High Density (MHDR)	55	45
Very High Density (VHDR)	55	45
Retail Commercial (CR)	65	55
Open Space (OS)	45	45

The criteria in the table above represent some but not all the noise limits that persons shall not exceed through sound they create or allow to be created. Private construction projects are exempt under the City's Noise Ordinance.

4.12.3 Methodology

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions in the City. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Existing traffic volumes were used to assess existing traffic noise levels in the City.

4.12.4 Thresholds of Significance

A project is considered to have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or if it would conflict with adopted environmental plans and goals of the community in which it is located.

The applicable noise standards and guidelines governing the project are those specified previously in Sections 4.12.2.1 through 4.12.2.4. In summary, these criteria are contained within the City's Noise Element of the General Plan, the City Municipal Code, the California Vehicle Code, and the State Noise Compatibility Guidelines.

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to noise and are based on Appendix G of the *CEQA Guidelines*). A project would have a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in the *City General Plan*, *Municipal Code*, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Cause a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; and/or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The standards within the *City General Plan* and *City Municipal Code* determine the acceptable noise environment for future proposed development and the areas surrounding that development. The standards are as follows:

- Ensure through the design review process that exterior noise levels at residential areas do not exceed 60 dBA CNEL for low density housing and 65 dBA CNEL for multifamily.
- Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:
    a) 45 dBA-10-minute L_{eq} between 10 pm and 7 am
    b) 65 dBA-10-minute L_{eq} between 7 am and 10 pm
- Consider the following uses noise-sensitive and discourage them in areas where exterior noise levels exceed 65 dBA CNEL unless measures are implemented that reduce the noise exposure below this level: single-family and multiple-family residential uses, group homes, hospitals, schools and other learning institutions, and parks and open space areas where quiet is a basis for use.

4.12.5 Programmatic Impact Evaluation

The following evaluates the potential impacts of future growth and development impacts were identified as having a less than significant impact or no impact on the environment with implementation of the proposed project.

4.12.5.1 Long-Term Noise Impacts

Threshold	Would the project result in a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Programmatic Impacts

Vehicular Noise. Future development in the City add traffic and increased human activity as growth occurs. Table 4.12.G and Figure 4.12.7 show future noise levels and areas of noise impacts based on Year 2035 conditions. The City of Jurupa Valley will experience significant noise impacts if noise generated by traffic or other activities exceeds the City's established noise standards. For example, if exterior noise levels in residential areas with sensitive receptors exceeds 65 dBA.

The future traffic noise levels along City arterials were calculated using the FHWA Highway Traffic Noise Prediction Model. Table 4.12.G lists the calculated Year 2035 traffic noise levels along roadway links within the City. Similar to the existing condition, these traffic noise levels represent the worst-case scenario, which assumes that no shielding is provided between the roadway traffic and where the contours are drawn.

This programmatic analysis is different than project-level determinations. For example, if a specific project's contribution to increases in the ambient noise environment equals 3.0 dBA or more, then it is considered a significant noise impact at a project level. For context, a change of 3.0 dBA is considered "barely perceptible" by the human ear and changes of less than 3.0 dBA generally cannot be perceived except in carefully controlled laboratory environments. Based on available information, it appears future development in the City will generate significant noise impacts along certain major transportation routes.

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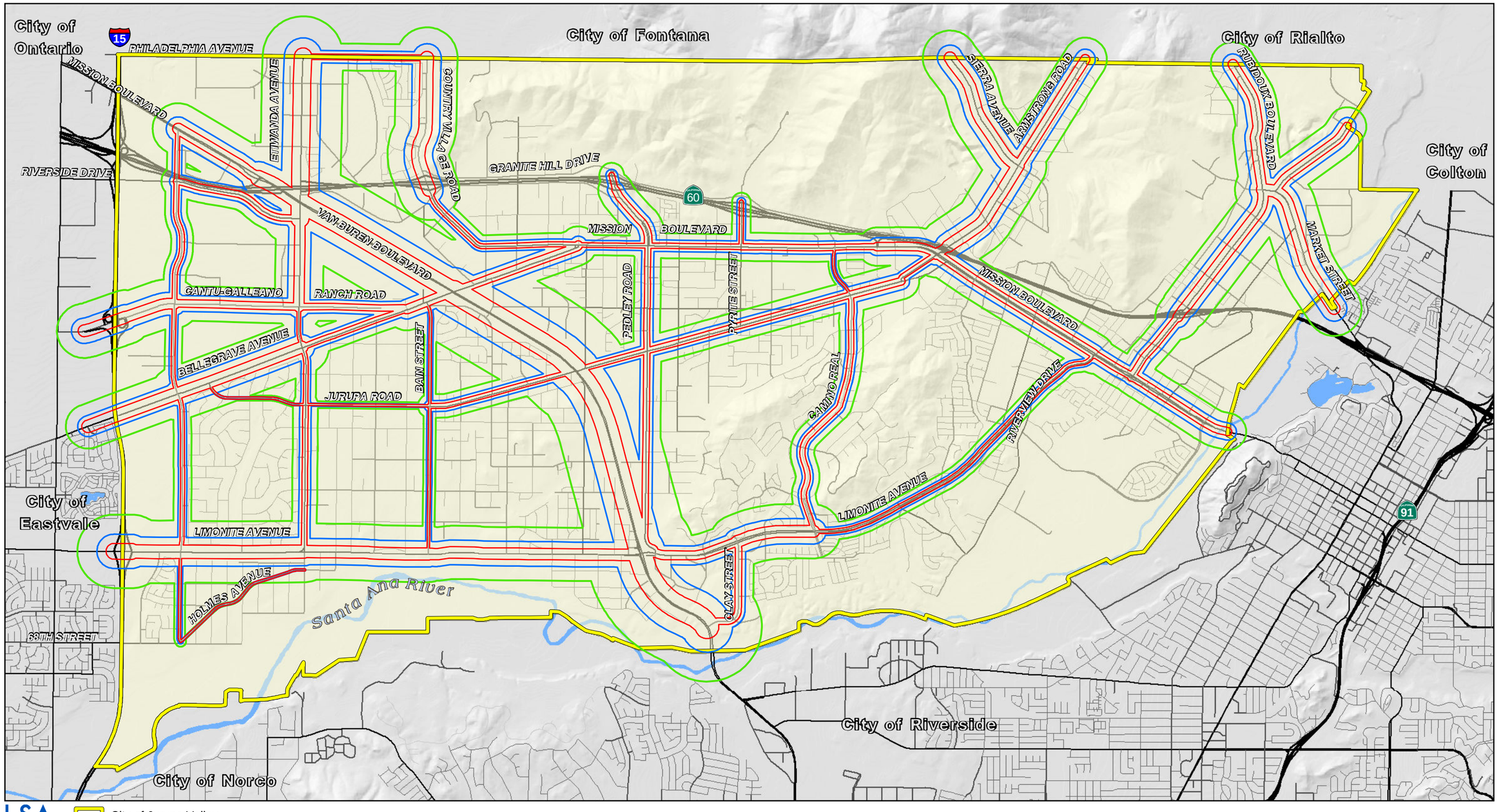

LSA

- City of Jurupa Valley
- 60 CNEL Contour, 2035
- 65 CNEL Contour, 2035
- 70 CNEL Contour, 2035

SOURCE: Riverside County 7/2015, 2016.

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.12.7
Future Noise Contours (2035)

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Table 4.12.G shows that increased traffic would add up to 7.9 dBA to area roadway links. Twenty-five of the 82 roadway sections modeled have a projected increase in noise greater than or equal to the 3 dBA threshold of significance. Figure 4.12.7 shows the 60, 65 and 70 dBA CNEL contours along all modeled roadways. As can be seen, nearly all of the roadway links analyzed have the 65 dBA CNEL extending outside the roadway right-of-way. The 65 dBA CNEL extends up to 1,085 feet from the centerline of the road. Noise-sensitive uses along the roadway links where the 65 dBA CNEL extends beyond the roadway right-of-way may be exposed to traffic noise exceeding the City's exterior noise standards.

Rail Noise. Although the proposed General Plan would not result in potential measureable project-related increases in railroad noise, there could be new proposed sensitive land uses along and adjacent to the railroads that would be affected by high noise levels from railroad operations. New development, particularly residential uses along and adjacent to railroad corridors, could be exposed to excessive train-related noise levels. Future increases in rail usage are anticipated as the result of establishment and expansion of commuter rail service. However, it is not possible to quantify impacts as specific plans for commuter operations (e.g., number and size of trains) are not available.

Stationary Noise. New development associated with implementation of the proposed General Plan could expose existing and/or new sensitive uses to stationary noise sources, such as industrial and/or commercial uses. The development of new commercial and industrial uses pursuant to the proposed General Plan may increase noise levels in their vicinity due to the establishment of new stationary noise sources. Although vehicular noise is exempt from local regulation when operating on public streets, cities and counties can regulate vehicular noise while operating on private property. The use of heavy trucks on private properties (e.g., making deliveries to commercial and industrial uses) will result in noise levels of 73 dBA at 50 feet from the source of the noise (e.g., truck's engine, idling trucks). The use of multiple trucks on a site, such as might occur at a warehouse, could generate noise levels of about 80 dBA L_{eq} as measured at a distance of 50 feet. Industrial processing equipment and conducting outdoor industrial activities could also generate increased noise levels. New projects developed under the proposed General Plan would be subject to the City's noise ordinance and the provisions of the proposed General Plan.

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	7,609	94	198	423	71.7	2.3
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	8,881	103	218	469	72.8	**3.5**
Wineville Ave. between Cantu-Galleano Ranch R.d and Bellegrave Ave.	7,470	83	172	368	70.8	**6.6**
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	9,621	85	178	380	71.0	**3.5**
Wineville Ave. between Limonite Ave. and 68th St.	3,697	< 50	109	231	67.8	**5.9**
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB Off-Ramp	52,677	373	800	1,721	80.2	2.1

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Etiwanda Ave. between SR-60 WB Off-Ramp and SR-60 EB Off-Ramp	51,929	369	792	1,705	80.1	1.6
Etiwanda Ave. between SR-60 EB Off-Ramp and Van Buren Blvd.	45,616	339	727	1,564	79.5	2.3
Etiwanda Ave between Van Buren Blvd. and Riverside D.r	35,514	287	615	1,324	78.4	2.6
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	24,320	224	479	1,029	76.8	1.7
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	18,719	77	162	348	70.9	1.8
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	9,636	97	204	436	71.9	-0.4
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	12,985	117	248	532	73.2	0.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	4,313	55	119	255	69.9	**5.7**
Bain St. between Jurupa Rd. and Limonite Ave.	4,335	56	119	256	70.0	**6.6**
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	50,257	284	609	1,310	78.7	0.4
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	49,255	280	601	1,293	79.0	0.6
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	12,738	116	245	525	73.1	0.7
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	21,449	161	346	743	75.8	0.7
Pedley Rd. between Mission Blvd and Jurupa Rd.	14,176	124	263	564	73.6	0.4
Pedley Rd. between Jurupa Rd. and Limonite Ave.	16,161	133	286	616	75.1	1.5
Pyrite St. between SR-60 WB Ramps and SR-60 EB Ramps	10,303	89	186	397	71.3	**5.8**
Pyrite St. between SR-60 EB Ramps and Mission Blvd	10,261	87	185	396	71.7	**5.2**
Clay St. between Limonite Ave. and Van Buren Blvd.	26,652	140	298	641	74.4	1.5

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Camino Real between Mission Blvd. and Jurupa Rd.	8,922	< 50	101	213	67.2	1.1
Camino Real between Jurupa Rd. and Limonite Ave.	14,825	112	236	506	72.9	2.6
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	14,601	126	268	575	73.7	**5.3**
Van Buren Blvd-East Mission Blvd. between Wineville Ave. and SR-60 WB On-Ramp	26,584	238	508	1,091	77.2	1.2
Van Buren Blvd.- East Mission Blvd .between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	44,331	333	713	1,534	79.4	1.0
Van Buren Blvd.- East Mission Blvd, between SR-60 EB Off-Ramp and Etiwanda Ave,	42,368	323	692	1,489	79.2	1.1
Van Buren Blvd,- East Mission Blvd, between Etiwanda Ave, and Bellegrave Ave.	59,735	405	870	1,872	80.7	0.8
Van Buren Blvd. – East Mission Blvd. between Bellegrave Ave. and Jurupa Rd.	77,031	479	1,030	2,217	81.8	0.7
Van Buren Blvd.- East Mission Blvd. between Jurupa Rd. and Limonite Ave.	70,714	453	973	2,095	81.4	0.7
Van Buren Blvd.- East Mission Blvd. between Limonite Ave. and Clay St.	83,348	505	1,085	2,337	82.1	1.4
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	14,369	141	301	646	74.5	**3.1**
Cantu-Galleano Rancho Rd. between I-15 SB Ramps and I-15 NB Ramps	34,606	252	539	1,159	77.6	**5.4**
Cantu-Galleano Rancho Rd. between I-15 NB Ramps and Wineville Ave.	29,758	229	487	1,048	76.9	**4.6**
Cantu-Galleano Rancho Rd. between Wineville Ave. and Etiwanda Ave.	21,242	161	343	738	75.3	**5.4**
Cantu-Galleano Rancho Rd. between Etiwanda Ave. and Bellegrave Ave.	15,952	134	284	610	74.1	-

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Mission Blvd. between SR-60 EB Ramps and Bellegrave Ave.	13,419	104	220	474	72.9	1.0
Mission Blvd. between Bellegrave Ave. and Pedley Rd.	14,741	96	202	432	71.9	1.5
Mission Blvd. between Pedley Rd. and Pyrite St.	12,965	116	247	532	73.6	1.7
Mission Blvd. between Pyrite St. and Camino Real	15,671	131	280	603	74.5	1.1
Mission Blvd. ard between Camino Real and SR-60 EB Ramps	13,856	122	259	556	73.5	1.1
Mission Blvd. between SR-60 EB Ramps and Valley Way	24,733	177	380	817	76.4	1.0
Mission Blvd. between Valley Way and Riverview Dr.	31,944	183	392	844	76.6	2.3
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	26,406	161	345	743	75.8	1.6
Mission Blvd. between Rubidoux Blvd. and City Limit	28,477	170	363	781	75.7	1.5
Bellegrave Ave. between City Limit and Wineville Ave.	25,589	206	441	948	77.0	2.7
Bellegrave Ave. between Wineville Ave and Etiwanda Ave.	28,633	248	533	1,148	78.2	**4.3**
Bellegrave Ave. between Etiwanda Ave. and Cantu-Galleano Ranch Rd.	13,770	122	258	553	73.5	1.3
Bellegrave Ave. between Cantu-Galleano Ranch Rd. and Van Buren Blvd.	28,632	196	419	901	76.6	**4.4**
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	23,430	171	367	788	75.8	**3.8**
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	4,419	< 50	< 50	106	63.6	0.6
Jurupa Rd. between Etiwanda Ave. and Bain St.	6,966	< 50	67	143	66.1	1.5
Jurupa Rd. between Bain St. and Van Buren Blvd.	14,671	110	234	503	73.3	**5.4**
Jurupa Rd. between Van Buren Blv.d and Pedley Rd.	16,627	120	254	546	73.4	**5.6**
Jurupa Rd. between Pedley Rd. and Camino Real	15,563	131	279	600	74.0	**6.4**

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Jurupa Rd. between Camino Real and Valley Way	22,363	166	355	764	76.0	**7.3**
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	18,244	109	232	498	73.2	**7.9**
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On Ramp	50,635	213	457	983	77.6	2.1
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	47,005	203	435	935	76.9	1.9
Valley Way-Armstrong Rd. between SR-60 WB Ramps and Sierra Ave.	44,117	260	558	1,202	78.5	2.0
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	20,536	200	428	920	76.8	**6.1**
Limonite Ave. between I-15 SB Ramps and I-15 NB Ramps	65,740	339	728	1,566	79.5	2.3
Limonite Ave. between I-15 NB Ramps and Wineville Ave.	51,895	290	622	1,338	78.8	1.9
Limonite Ave. between Wineville Ave. and Etiwanda Ave.	41,570	283	609	1,311	79.5	2.6
Limonite Ave. between Etiwanda Ave. and Bain St.	36,396	260	557	1,199	78.5	1.5
Limonite Ave between Bain S.t and Collins St.	33,503	245	527	1,135	78.6	1.1
Limonite Ave. between Collins St. and Van Buren Blvd.	40,583	246	528	1,136	78.2	2.0
Limonite Ave. between Van Buren Blvd. and Pedley Rd.	27,735	192	410	882	76.5	1.6
Limonite Ave. between Pedley Rd. and Clay St.	27,395	190	407	875	76.5	1.6
Limonite Ave. between Clay St. and Camino Real	34,384	251	537	1,154	77.5	1.6
Limonite Ave. between Riverview Dr. and Mission Blvd.	20,709	84	174	372	70.9	1.5
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	23,376	150	319	685	74.9	1.1
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	26,240	209	448	964	77.1	1.3

Table 4.12.G: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	28,540	221	474	1,020	77.5	1.3
Rubidoux Blvd. between City Limit and Market St.	25,363	205	438	943	76.9	1.3
Holmes Ave. between Wineville Ave. and Etiwanda Av.e	1,701	< 50	< 50	56	60.0	-0.4
Sierra Ave. between City Limit and Armstrong	29,093	251	539	1,161	78.7	**5.3**
Market St. between City Limit and Rubidoux Blvd.	42,364	253	543	1,169	78.3	**3.0**
Agua Mansa between City Limit and Market St.	24,753	178	380	818	76.0	**6.9**

Source: LSA Noise Assessment, August 2016.
Note: Bold numbers represent an increase of 3 dBA or greater in Year 2035.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2017 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the 2017 General Plan goes in that effort (for full text of measures see Section 4.12.2.4):

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 Use the Land Use/Noise Compatibility Matrix to determine the compatibility of projects and noise exposure due to transportation sources.

NE 1.1.2 Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.

NE 1.1.3 Stationary source projects must mitigate impacts on noise-sensitive uses.

NE 1.1.4 Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.5 Discourage noise-sensitive land uses in areas in excess of 65 CNEL.

NE 1.1.6 Protect noise-sensitive land uses from high levels of noise.

NE 1.1.7 Place noise-tolerant land uses in areas with elevated noise levels if possible.

NE 1.1.8 New uses within Airport Influence Areas must comply with airport land use noise compatibility criteria contained in the ALUC plan.

NE 1.1.9 Use acoustic site planning techniques.

NE 1.1.10 Mixed commercial/residential development shall minimize internal noise impacts.

Programs

NE 1.1.1.1 Amend the Municipal Code to require that development comply with the Land Use/Noise Compatibility Matrix and other requirements of the General Plan.

NE 1.1.1.2 Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.

NE 1.1.1.3 Assist homeowners living in high noise areas to reduce noise levels in their homes.

Goal

NE 2.1 Minimize excessive noise levels and health risks due to mobile noise sources.

Policies

NE 2.1.1 Design and construct new roads to minimize noise impacts on adjacent land uses.

NE 2.1.2 Restrict truck deliveries to the least-sensitive times of the day.

NE 2.1.3 Restrict use of off-road vehicles to allowed areas to minimize noise impacts.

NE 2.1.4 Carefully plan land uses to minimize rail-related noise impacts.

NE 2.1.5 Encourage rail service providers to install noise mitigation features when possible.

NE 2.1.6 Check project location within roadway, railroad, and airport noise contours.

NE 2.1.7 Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.1.8 Require noise mitigation for new development in prioritized order.

NE 2.1.9 Limit installation of noise mitigation walls (sound walls) where possible.

Programs

NE 2.1.1.1 Prepare truck route map to direct trucks away from sensitive noise receptors.

NE 2.1.1.2 Implement strategies to reduce significant noise impacts in the community.

Goal

NE 3.1 Minimize excessive noise levels and health risks due to stationary noise sources.

Policies

NE 3.1.1 Require a noise analysis for projects near sensitive receptors.

NE 3.1.2 Design truck loading areas to minimize noise impacts on nearby residential areas.

NE 3.1.3 Stationary noise sources to install noise buffering or reduction mechanisms.

NE 3.1.4 Require all construction equipment use mufflers and engine shrouds.

NE 3.1.5 Limit commercial construction activities near residential uses.

NE 3.1.6 Restrict truck idling near noise sensitive receptors.

NE 3.1.7 Design automobile-oriented uses to minimize potential noise on adjacent land uses.

NE 3.1.8 Minimize excessive noise from entertainment and restaurant/bar establishments.

NE 3.1.9 Support efforts.to curb noise from parties, barking dogs, and illegal firework use.

Program

NE 3.1.1.1 Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs would help reduce vehicular noise levels in the City as future land uses build out, however, due to the level of growth and location of major roadways, there will be significant impacts and no additional feasible mitigation is available to reduce these impacts.

Implementation of the 2017 General Plan goals, policies, and programs would reduce the effect of rail noise on sensitive land uses and include mechanisms to ensure appropriate review and placement of noise reduction requirements into new development. As a result, impacts of railroad noise will be reduced to less than significant levels.

Implementation of the 2017 General Plan goals, policies, and programs would reduce the impacts of stationary noise sources on sensitive land uses, and include mechanisms to ensure appropriate review and placement of noise reduction requirements on new development. As a result, impacts from stationary noise sources will be reduced to less than significant levels.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2017 General Plan would help reduce overall noise levels and impacts in the City, but some areas with identified traffic congestion will result in significant noise impacts over the long-term, and no additional feasible mitigation is available.

4.12.5.2 Airport Noise Impacts

Threshold	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, results in exposure of people residing or working in the project area to excessive noise levels. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Programmatic Impacts. The noise contours of two public airports affect the City of Jurupa Valley. The Flabob Airport is located in the eastern portion of the City and its noise contours overlap both developed uses and vacant land within the City. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium-Density Residential. The Riverside Municipal Airport (RMA) is south of the eastern portion of the City across the Santa Ana River. Portions of the City are within RMA's Airport Land Use Compatibility (ALUC) Plan Zone E and also within its 65 dBA CNEL noise contour. If future residential land uses were to be located where airport activities exceeded the applicable residential noise standards, which is within 65 dBA CNEL noise contour of either airport, the General Plan might contribute to significant noise impacts in the future.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise and Land Use Elements of the 2017 General Plan address airport-related noise impacts (for full text of measures see Section 4.12.2.4):

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

Goal

NE 2.1 Minimize excessive noise levels and community health risks due to mobile noise sources.

Policies

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

Land Use Element

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use

compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies of the 2017 General Plan will help protect City residents from future noise impacts related to airport activities. Impacts on this regard will be less than significant.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals and policies of the 2017 General Plan will prevent existing and future land uses from experiencing significant noise impacts from airport operations, and no mitigation is required.

4.12.5.3 Groundborne Vibration Impacts

Threshold	Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Programmatic Impacts. Future development under the General Plan could generate substantial noise and vibration near construction sites, and if sensitive receptors or land uses are adjacent to these sites, there could be significant impacts from noise or vibration. Construction activities can produce vibration that may be felt by adjacent land uses. As long as construction of a particular development did not require the use of equipment, such as pile drivers, known to generate substantial construction vibration levels, the primary source of vibration during construction would likely be from bulldozer operation. A small bulldozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet and 0.035 inches per second PPV is considered barely perceptive. It is possible that future development could result in significant vibration impacts if large construction projects are located adjacent to residential or other sensitive uses.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise Element of the 2017 General Plan addresses vibration-related noise impacts (for full text of measures see Section 4.12.2.4):

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

NE 4 Ground-Borne Vibration

Goal

NE 4.1 Minimize excessive noise levels and community health risks due to ground-borne vibration.

Policies

NE 4.1.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.

NE 4.1.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.

NE 4.1.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.1.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and see to qualify for a Quiet Zone designation.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will help the City reduce potential noise and vibration impacts, especially to sensitive receptors, to less than significant levels (i.e. within City standards).

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2017 General Plan will reduce potential vibration impacts to less than significant levels and no mitigation is required.

4.12.5.4 Short-Term Construction Noise Impacts

Threshold	Would the project result in a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Short-term noise would occur during the construction of future development projects under the proposed 2017 General Plan. First, construction crew commuting and the transport of construction equipment and materials to a project site in the future would incrementally increase noise levels on access roads in the particular project area. In addition, noise would be generated during excavation, grading, and building construction on various portions of a specific development site.

Each step of the construction process has its own mix of equipment, and consequently, its own noise characteristics. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading of a site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment, which includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings.

Figure 4.12.8 presents general construction noise levels measured at 50 feet, which are based on EPA data from typical equipment. The peak noise level for the majority of the equipment that will be used during construction of typical development projects will range from 68-105 dBA. Noise levels would diminish rapidly with distance from a particular construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured 50 feet from the source would reduce to 80 dBA at 100 feet. At 200 feet from the source, the noise level would reduce to 74 dBA, and then reduce to 68 dBA at 400 feet. Typical construction noise measurements for urban type development projects demonstrate that the noise levels generated by commonly used grading equipment (e.g., loaders, graders, and trucks) generate noise levels that typically do not exceed the middle of the range shown in Figure 4.12.8.

It should be noted the City has an exemption for noise levels created during construction, but limits times of construction activity. Future development projects will be required to provide site specific noise impacts studies when residential land uses are adjacent to demonstrate there will be no project specific significant noise impacts.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2017 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the General Plan goes in that effort (for full text of measures see Section 4.12.2.4):

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.2 Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.

NE 1.1.3 Stationary source projects must mitigate impacts on noise-sensitive uses.

NE 1.1.4 Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.9 Use acoustic site planning techniques.

NE 1.1.10 Mixed commercial/residential development shall minimize internal noise impacts.

Programs

NE 1.1.1.1 Amend the Municipal Code to require that development comply with the Land Use/Noise Compatibility Matrix and other requirements of the General Plan.

NE 1.1.1.2 Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.

NE 1.1.1.3 Assist homeowners living in high noise areas to reduce noise levels in their homes.

Goal

NE 2.1 Minimize excessive noise levels and health risks due to mobile noise sources.

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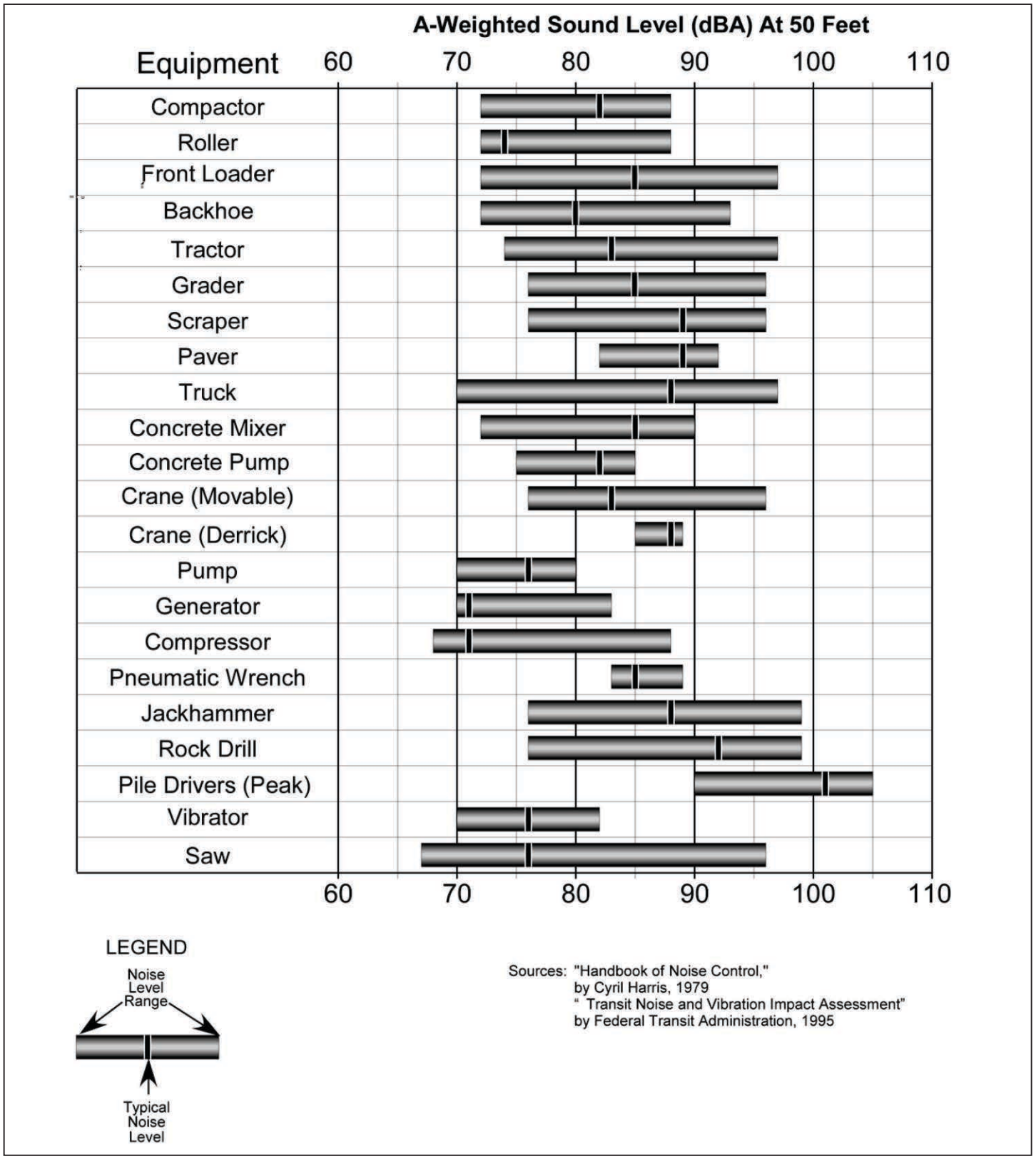

LSA

SOURCE: Mestre Greve Associates, Division of Landrum & Brown, 2012

Jurupa Valley 2017 General Plan
Environmental Impact Report

Figure 4.12.8
Typical Construction Equipment Noise Levels

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Policies

NE 2.1.2 Restrict truck deliveries to the least-sensitive times of the day.

NE 2.1.3 Restrict use of off-road vehicles to allowed areas to minimize noise impacts.

NE 2.1.8 Require noise mitigation for new development in prioritized order.

NE 2.1.9 Limit installation of noise mitigation walls (sound walls) where possible.

Programs

NE 2.1.1.2 Implement strategies to reduce significant noise impacts in the community.

Goal

NE 3.1 Minimize excessive noise levels and health risks due to stationary noise sources.

Policies

NE 3.1.1 Require a noise analysis for projects near sensitive receptors.

NE 3.1.2 Design truck loading areas to minimize noise impacts on nearby residential areas.

NE 3.1.3 Stationary noise sources to install noise buffering or reduction mechanisms.

NE 3.1.4 Require all construction equipment use mufflers and engine shrouds.

NE 3.1.5 Limit commercial construction activities near residential uses.

NE 3.1.6 Restrict truck idling near noise sensitive receptors.

Program

NE 3.1.1.1 Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will help prevent significant noise impacts from construction on adjacent sensitive uses.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2017 General Plan will effectively reduce potential noise impacts during future construction, therefore noise impacts will be less than significant and no mitigation is required.

4.12.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or five percent per year for approximately 19 years (2016 to 2035). Future growth

is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The cumulative "universe" for noise impacts is the City of Jurupa Valley and adjacent surrounding communities. As growth occurs, vehicular traffic (passenger cars, various sizes of trucks) will incrementally increase depending on the size, type, and location of future development. Major roadways are expected to experience considerable traffic increases, which will substantially increase noise levels adjacent to these roadways. It should be noted that a significant percentage of the expected traffic increases on local roads and freeways will come from regional sources (i.e., land uses in other jurisdictions). Section 4.12.5.1 determined there would be significant noise impacts in the City from future traffic along selected roadways, therefore, the 2017 General Plan will make an incremental but significant contribution to cumulatively considerable regional noise impacts in the future.

It is also possible that future residents will experience noise impacts from increased rail and airport activities in the future, as well as stationary noise impacts from new commercial and industrial development, but these are not expected to be significant on a local level, so any contributions of noise by local land uses under the 2017 General Plan would not represent a significant contribution to a cumulatively considerable regional noise impacts related to airport or railroad sources.

4.13 POPULATION, HOUSING, AND EMPLOYMENT

This section identifies population and housing conditions within the City of Jurupa Valley and addresses potential impacts that may result from future development under the 2017 General Plan. The analysis is based in part on population and housing projections identified by the California Department of Finance (DOF), Southern California Association of Governments (SCAG), as well as information contained in the City's 2017 General Plan. The analysis contained in this section is based in part on the Riverside County Transportation and Land Management Agency (RCTLMA) Jurupa Valley 2013 Progress Report. The analysis contained in this section is based on the following reference documents:

- *Land Use Element, City of Jurupa Valley General Plan*, (draft) December 2016;
- *Housing Element, City of Jurupa Valley General Plan*, (draft) December 2016;
- *Municipal Code*, City of Jurupa Valley, codified through August 2016;
- *Final Sustainable Communities Strategies Plan,* Southern California Association of Governments (SCAG), April 2012;
- *Final Regional Comprehensive Plan*, SCAG, adopted May 2012;
- *Regional Transportation Plan 2012-2035 Sustainable Communities Strategy*, SCAG, adopted April 4, 2012.
- *Draft SCAG Data/Map Book for the Development of the 2016-2040 Regional Transportation*
- *Plan/Sustainable Communities Strategy (RTP/SCS),* SCAG. November 2013; and
- *Riverside County Transportation and Land Management Agency (RCTLMA) Jurupa Valley 2013 Progress Report.* County of Riverside.

4.13.1 Existing Setting

4.13.1.1 Population

The U.S. Census as reported by the DOF estimates the City's 2014 population at 97,774 persons.[1] SCAG projections estimate the population of the City, Riverside County, and Southern California (SCAG) regions will continue to grow. The SCAG projects the City's population will grow to 103,700 persons by the year 2020 and 126,000 persons by the year 2035 (Table 4.13.A).

4.13.1.2 Housing

The number of housing units in the City has increased and is reflected in the City's growing population (Table 4.13.A). Currently, the DOF identifies that approximately 76.7 percent of the existing housing units in the City are single-family detached units. Multiple-unit dwellings comprise approximately 13.3 percent of the City's current housing stock. Mobile homes comprise approximately 7.4 percent and 6.3 percent of the housing units in the City of Jurupa Valley remain unoccupied.

[1] E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2011–2014, with 2010 Benchmark, State of California Department of Finance, http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php, website accessed January 15, 2015.

Table 4.13.A: Population and Housing Forecasts

	2012	Projected 2020[3]	Projected 2035[3]
Population			
City of Jurupa Valley	96,996[1]	103,714	130,537
Riverside County	2,205,731[2]	2,595,259	3,354,958
SCAG	—	19,663,000	22,091,000
Households			
City of Jurupa Valley	25,001[1]	27,117	33,298
Riverside County	804,913[2]	955,853	1,228,188
SCAG	—	6,458,000	7,325,000
Employment			
City of Jurupa Valley	24,505[1]	37,651	50,089
Riverside County	581,470[2]	927,300	1,285,284
SCAG	—	8,414,000	9,441,000

Sources: SCAG 2013.

1. Jurupa Valley Progress Report 2013, RCTLMA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report, accessed August 11, 2015.
2. Riverside County Progress Report 2013, RCTLMA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report, accessed August 11, 2015.
3. *Report P-1: State and County Population Projections by County, by Race/Ethnicity, and by Major Age Groups, 2010-2060 (by decade),* http://www.dof.ca.gov/research/demographic/reports/projections/P-1/, accessed August 11, 2015.

Note: Sources 1 and 2 provided total housing units which is considered equivalent to households.

4.13.1.3 Jobs/Housing Ratio

The ratio of jobs to housing units in the City is used by regional planning groups to try to balance regional home-to-work motor vehicle trips to minimize freeway congestion, air pollutant emissions, and greenhouse gas emissions. The jobs-to-housing ratio measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. This ratio identifies the number of jobs available in a given region compared to the number of housing units in the same region. For example, a region with a jobs-to-housing factor of 1.5 would indicate that 1.5 jobs exist for every housing unit within that region. The standard used for comparison is the jobs-to-housing ratio of the SCAG region, which is currently 1.14 jobs for every household. This standard is used because most residents of the region are employed somewhere in the SCAG region. A City or sub-region with a jobs-to-housing ratio lower than the overall standard of 1.14 jobs for every household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the sub-area. Table 4.13.B shows the current and potential jobs/housing ratios for the City, Riverside County, and SCAG and the target ratios for the 2035 planning horizon.

Table 4.13.B: Existing and Future Jobs/Housing Ratios

	2011 Jobs/Housing Ratio	2035 Jobs/Housing Ratio
City of Jurupa Valley[1]	0.87	1.5
Riverside County[2]	0.72	1.05
SCAG[3]	1.14	1.29

Sources: SCAG 2013.

1. Jurupa Valley Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report, accessed August 11, 2015.
2. Riverside County Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report, accessed August 11, 2015.
3. *Report P-1: State and County Population Projections by County, by Race/Ethnicity, and by Major Age Groups, 2010-2060 (by decade),* http://www.dof.ca.gov/research/demographic/reports/projections/P-1/, accessed August 11, 2015.

These jobs/housing ratios indicate that both the City of Jurupa Valley and Riverside County are currently considered to be "housing rich" or "job poor" because their jobs-to-housing ratios are below the Southern California regional average values as identified by SCAG. A low jobs/housing ratio results in longer distances that City residents must drive to and from work. The target jobs/housing ratio for the City of Jurupa Valley indicates "jobs rich" and "housing poor" because the jobs-to-housing ratio is above the Southern California regional value for the year 2035, however, Riverside County as a whole remains "jobs poor" because the ratio continues to be below SCAG's regional target.

According to the Air Quality Element…

> "Part of the solution to the region's air quality problems is to reduce commuting by locating jobs and housing closer together. According to SCAG, 11.2% of Jurupa Valley workers are employed within the City. The remaining 88.8% of workers commute to other places including the cities of Riverside (13.2%), Ontario (6.8%), San Bernardino (4.3%) and Corona (4.1%) (SCAG, Jurupa Valley Profile, 2015). In an ideal situation, the appropriate number of housing units in various income categories would be available to house the City's workforce. While this does not ensure that residents will live and work within Jurupa Valley, the likelihood of it occurring does increase."

4.13.1.4 NOP/Scoping Comments

During the public scoping meeting, there were no comments made about the 2017 General Plan's growth inducing effects on population or housing. No agency letters or comments were made during the NOP period.

4.13.2 Regulatory Framework

4.13.2.1 Federal Regulations

The Federal Community Development Block Grant (CDBG) monies are part of Federal housing assistance programs at the local level. Housing and Urban Development (HUD) and CDGB monies are a function of the potential change in the jobs and housing mix (http://www.hud.gov/offices/cpd/about/conplan/). The HUD's Office of Community and Planning Development's (CPD's) Consolidated Plan is designed to help states and local jurisdictions to assess their affordable housing and community development needs and market conditions, and to make data-driven, place-based investment decisions.

CPD Maps is an online data mapping tool for place-based planning. Grantees and the public can use CPD Maps to analyze and compare housing and economic conditions across their jurisdictions. The CPD Maps tool is publicly available, giving all community stakeholders access to the same data. The Consolidated Plan template allows grantees to insert maps and data tables from CPD Maps with ease, throughout their plans.

4.13.2.2 State Regulations

State law requires the preparation of a Housing Element as part of a jurisdiction's General Plan (Government Code §65302(c)). It is the primary planning guide for local jurisdictions to identify and prioritize the housing needs and to determine ways to meet these needs best while balancing community objectives and resources. The 2017 Housing Element consists of five chapters, including: 1) Introduction, 2) Needs Assessment, 3) Resources and Opportunities, 4) Constraints, 5) Housing Action Plan, and the Appendices. The evaluation of the previous Housing Element is found in Appendix A, while Appendix B contains background details regarding the city's inventory of sites for housing development.

The California State Housing Law, and Guidelines adopted by the Department of Housing and Community Development (HCD), were used in the preparation of the Element (Government Code Section 65585). Periodic review of the Element is required to evaluate (1) the appropriateness of its goals, objectives, and policies in contributing to the attainment of the state housing goals, (2) its

effectiveness in attaining the City's housing goals and objectives and (3) the progress of its implementation (Government Code Section 65588).

The preparation of the Housing Element is regulated by Title 7, Chapter 3, Article 10.6, Sections 65580 through 65589.8 of the California Government Code. The law governing the contents of Housing Elements is among the most detailed of all elements of the General Plan. According to Section 65583 of the Government Code, "The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing and shall make adequate provision for the existing and projected needs of all economic segments of the community."

4.13.2.3 Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The most recently completed RHNA planning period is January 1, 2006, to June 30, 2014. Due to the requirements of SB 375, the current RHNA planning cycle runs from October 1, 2013, to September 30, 2021.

4.13.2.3 Local Regulations

The specific policies outlined in the City's General Plan Land Use Element, Housing Element, Environmental Justice Element, and Air Quality Element related to population and housing include:

Land Use Element

LUE 2 Residential

Policies

LUE 2.1 **Residential Development.** Accommodate the development of single-family and multifamily residential units in areas appropriately designated by the General Plan, specific plans, Equestrian Lifestyle Protection Overlay, and community and village plans land use maps.

LUE 2.2 **Higher Density Residential.** Accommodate higher density residential development near major transportation corridors, concentrated employment areas and community and village centers, and to promote the development of high quality apartments and condominiums that will encourage local investment and pride of ownership.

LUE 2.4 **Housing Variety.** Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

Programs

LUE 2.1.1 **Regional Housing Needs.** Within one year of adoption of the 2017 General Plan, the City will amend the Zoning Ordinance density standards for the R-6 to allow a base density up to 25 dwelling units per acre, and amend the Zoning Map to show the locations of about 34 acres of additional R-6 zoning to help meet Regional Housing Needs (RHNA).

LUE 8.3 **Community Character.** Accommodate a range of community types and character, from semi-rural equestrian properties, agricultural and rural enclaves to traditional village and suburban communities with a small-town "feel."

LUE 8.4 **Multimodal Orientation.** Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize on

multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.

LUE 8.5 **Residential Growth Areas.** Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance from schools, parks and neighborhood-serving uses, to the greatest extent possible.

LUE 8.6 **Retail and Office Growth Areas.** Locate retail commercial and professional office growth near or within existing and planned village centers and commercial notes to the greatest extent possible.

LUE 8.7 **Industrial, Warehousing and Service-Commercial Growth Areas.** Limit industrial, warehousing and service-commercial uses to the *Mira Loma Warehouse and Distribution Center Area, Figure LUE-12*, and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.

LUE 11 **Community Design and Aesthetics**

LUE 11.1 Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.

LUE 11.2 Assist in and promote the development of infill and underutilized parcels, which are located in Opportunity and specific plan areas, as identified on the General Plan Land Use Map.

Housing Element[1]

Goals

HE 1 Encourage and where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.

HE 2 Conserve and improve the housing stock, particularly housing affordable to lower income, and special housing needs households.

HE 3 Promote equal housing opportunities for all persons.

HE 4 Maintain and enhance residential neighborhoods and remove blight.

HE 5 Reduce residential energy and water use.

HE 6 Accommodate and facilitate the development of new market rate housing of varying densities to diversify the City's housing stock.

Policies

HE 1.1 **Regional Housing Needs Allocation.** Changes to the General Plan and Zoning Ordinance and Map shall provide and/or maintain sufficient land at appropriate densities to meet the City's Regional Housing Needs Allocation for the 2014-2021 Planning Period.

HE 1.2 **Affordable Housing.** To encourage affordable residential development on sites zoned to allow multi-family residential uses and identified in the vacant land inventory, City will adopt development incentives and standards to encourage lot consolidation and to allow residential development at a density of up to 25 dwelling units per Acre (du/A) in the HHDR residential designation, where appropriate.

[1] Only goals and policies are shown to minimize unrelated detailed information on specific housing programs.

HE 1.3 **Preservation of Affordable Housing.** All residential development projects that receive City financial incentives shall be required to remain affordable, in compliance with the specific requirements of the program in which they participate.

HE 1.4 **Availability of Suitable Sites.** Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including special needs populations.

HE 1.5 **Housing for Mentally Disabled.** Encourage the development of additional housing for the mentally disabled.

HE 1.6 **Housing for Homeless Persons.** In cooperation with other cities and/or the County of Riverside, assist in the development of emergency, transitional, and permanent supportive housing for homeless persons and families.

HE 1.7 **Self-Help Housing.** City will promote Self-Help Housing programs (e.g., Habitat for Humanity), and as budget allows, provide financial assistance.

HE 1.8 **Innovative Housing.** Encourage innovative housing, site plan design and construction techniques to promote new affordable housing, improve energy efficiency, and reduce housing costs.

HE 2.1 **Retain Housing.** Where feasible and appropriate, older, sound housing should be retained, rehabilitated and maintained as a significant part of the City's affordable housing stock, rather than demolishing it. Demolition of non-historic housing may be permitted where conservation of existing housing would preclude the achievement of other housing objectives or adopted City goals.

HE 2.2 **Removal of Affordable Housing.** Discourage the removal or replacement of sound housing which is affordable to extremely low, very-low, low- and moderate income households, and avoid discretionary approvals or other municipal actions that remove or adversely impact such housing unless: 1) it can be demonstrated that rehabilitation of lower-cost units at risk of replacement is financially or physically infeasible, or 2) an equivalent number of new units comparable or better in affordability and amenities to those being replaced is provided, or 3) the project will remove substandard, blighted or unsafe housing.

HE 2.3 **Public Housing.** Encourage the Riverside County Housing Authority to pursue federal and state funds to modernize public housing affordable to very low and low-income households.

HE 2.4 **Tax-Exempt Bonds.** Consider using tax-exempt private activity bonds for the financing of multi-family housing rehabilitation.

HE 2.5 **Historic Residential Properties.** Consider adopting incentives for the preservation of historic residential structures, such as the Mills Act Program, which provides property tax relief for rehabilitation of historic properties, as well as grants for the identification of historic structures.

HE 2.6 **Housing Rehabilitation Funding.** Pursue all available federal, state, and local funds to assist housing rehabilitation.

HE 2.7 **Neighborhood Quality.** The condition and quality of residential neighborhoods is a key measure of a community's housing health. City will consider and promote the safety, appearance, and quality of residential neighborhoods by preserving the fabric, amenities, spacing (i.e., building heights and setbacks) and overall character and quality of life in established neighborhoods.

HE 2.8 **At-Risk Housing Preservation.** Work with Riverside County Housing Authority and other housing agencies to help preserve the affordability of federal, state, and

County-subsidized units or other affordable housing resources at risk of conversion to market rate housing, as budget allows.

HE 3.1 **Fair Housing Program.** Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

HE 3.2 **Housing Information.** Provide referrals to low-income households and households with special housing needs on how to obtain housing counseling, financing, and other housing information.

HE 3.3 **Housing Opportunities for Disabled Persons.** Encourage, and as budget allows, help support programs and activities that promote affordable housing opportunities for disabled persons and veterans.

HE 4.1 **Removal of Blight.** As part of development approvals, City budget and CIP program and other municipal actions, give high priority to removing and reversing the effects of blight, particularly in residential neighborhoods and highly visible locations along major street and highway corridors. Within established neighborhoods, new residential development shall be of a character, scale and quality that preserves the neighborhood character and maintains the quality of life for existing and future residents.

HE 4.2 **Design Compatibility.** Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, public and private open space. Such standards should be flexible enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.

HE 4.3 **Neighborhood Integration.** New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and where appropriate, equestrian linkages that provide direct, convenient and safe access to adjacent neighborhoods, schools, parks and shopping.

HE 5.1 **New Construction.** Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in State law.

HE 5.2 **Sustainable Design.** Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following:

a) Maximize use of renewable, recycled-content, recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts.

b) Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling.

c) Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading.

d) Avoid building materials that may contribute to health problems through the release of gasses or glass fibers into indoor air.

e) Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks and industrial uses.

f) Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials.

g) Help inform residents, staff, and builders of the advantages and methods of sustainable design, and thereby develop consumer demand for sustainable housing.

h) Consider adopting a sustainable development rating system, such as the LEED® or Green Globes program.

HE 5.3 **Site and Neighborhood Design.** Residential site, subdivision, and neighborhood designs should consider sustainability. Some ways to do this include:

a) Design subdivisions to maximize solar access for each dwelling and site.

b) Design sites so residents have usable outdoor space with access to both sun and shade.

c) Streets and access ways should minimize pavement devoted to vehicular use.

d) Use multi-purpose neighborhood "pocket parks"/retention basins to purify street runoff prior to its entering creeks. Retention basins shall be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided.

e) Encourage cluster developments with dwellings grouped around significantly sized, shared open space in return for City approval of smaller individual lots.

f) Treat public streets as landscaped parkways, using continuous plantings at least six feet wide and where feasible, median planters to enhance, define, and to buffer residential neighborhoods of all densities from the effects of vehicle traffic.

Environmental Justice Element

EJ 3 Mobility and Active Living

Goal

EJ 4 Increased mobility and accessibility for all residents.

Policies

EJ 3.1.1 **Location of Housing.** Locate medium and high-density housing near jobs, transit, shopping, schools, and other needed facilities.

Air Quality Element

AQ 6 Jobs and Housing

Policies

AQ 6.1.1 **Small Business Assistance.** Assist small businesses by supporting organizations that develop education and job training programs.

AQ 6.1.2 **Educational Programs.** Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.

AQ 6.1.3 **Business Incentives.** Provide incentives to encourage new firms to locate within the City and existing firms to expand operations.

AQ 6.1.4 **Small Business Loan Programs.** Encourage loan programs to induce small businesses to locate or expand within the City.

AQ 6.1.5 **Small Business Emissions Control.** Offer incentives to businesses to control emissions and implement the Air Quality Management Plan.

AQ 6.1.6 **Regulation Relief.** Reduce regulations on small businesses wherever possible and thereby encourage small business development and job creation. The City shall set performance standards as well as design standards, thus giving small business owners as many options as possible to comply with City regulations.

AQ 6.1.7 **Job Creation.** Emphasize job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods.

AQ 6.1.8 **Public Facilities/Services.** Time and locate public facilities and services so that they help create new jobs.

AQ 6.1.9 **Mixed-Use Land Use.** Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.

AQ 6.1.10 **Community Centers/Telecommuting/Home-Based Businesses.** Implement zoning code provisions, which encourage community centers, telecommuting and home-based businesses.

AQ 6.1.11 **Non-Polluting Transportation.** Encourage and promote the use of non-polluting alternative modes of transportation such as natural gas and electric vehicles and bicycles.

AQ 6.1.12 **Housing Types.** Provide for a variety of housing types that support a local market for a skilled, professional and management labor pool when approving new residential developments.

4.13.3 Methodology

The EIR will compare population, housing, and employment data and projections for the City to determine if those factors related to the land uses proposed in the 2017 General Plan are consistent with regional plans. This analysis is based on data published by the DOF and SCAG, as well as information presented in the City's 2017 General Plan.

4.13.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts related to population and housing are based on the State *CEQA Guidelines,* Appendix G. A project (i.e., the General Plan) would have a significant impact on population and housing if it would:

- 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);
- 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) that may lead to fiscal or economic impacts;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

In addition, this section will evaluate the project's consistency with applicable General Plan policies and goals regarding population, housing, and growth.

4.13.5 Programmatic Impact Evaluation

4.13.5.1 Displace Substantial Housing/People

Threshold	Would the proposed project displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?

Programmatic Impacts. The 2017 General Plan is a programmatic document that is intended to lay the regulatory groundwork for future growth of housing and employment in the City. Although it applies to land uses City-wide, it is critical that future development on vacant land be consistent with the City goals, policies, and programs established in the 2017 General Plan. On a City-wide level, it is not known if or to what degree existing land contains housing or residents that may be displaced by future development. In most cases, new development occurs on vacant land, but it is possible that some new development will result in the demolition of older structures, and some of them may be residences, which may result in the displacement of housing or people within the City. However, the Land Use and Housing Elements of the 2017 General Plan contain goals, policies, and programs that discourage such displacement. Due to the wide variety of housing found in the City, displaced residents would have opportunities to find adequate replacement housing within the City, either by purchasing or renting an existing unoccupied residence or by renting or purchasing new housing. In the coming years the City is expected to add from 9,198 to 13,140 new residential units in the City to meet a wide variety of needs within the housing market (e.g., single family homes, condominiums, apartments, etc.).

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Housing Element of the 2017 General Plan are related to displacement of housing or population within the City (full text of measures in Section 4.13.2.3):

Housing Element

Goal

HE 2	Conserve and improve the housing stock, particularly housing affordable to lower income, and special housing needs households.
HE 3	Promote equal housing opportunities for all persons.
HE 4	Maintain and enhance residential neighborhoods and remove blight.

Policies

HE 2.1	Retain older, sound housing where feasible.
HE 2.2	Discourage the removal or replacement of sound affordable housing.
HE 2.3	Encourage the County to pursue funds to modernize public housing.
HE 2.8	Help preserve subsidized units or other affordable housing resources that are at risk of conversion to market rate housing.

Level of Programmatic Impact Before Mitigation. As demonstrated above, implementation of the 2017 General Plan goals and policies would not result in significant displacement of housing or people as development occurs within the City, and no mitigation is required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies programs would not result in significant displacement of housing or people as development occurs within the City, and no mitigation is required.

4.13.5.2 Consistent with General Plan Growth Policies

Threshold	Would the proposed project be consistent with the policies and goals of the City's General Plan relative to population and housing growth?

Programmatic Impacts. As shown in the previous Section 4.10.5.4, *Conflict with Applicable Land Use Plans, Policies, or Regulations (Regional),* the project is consistent with regional policies and goals related to housing and population because it will improve the current imbalance of jobs to housing in the City and region. That analysis also demonstrates that the proposed 2017 General Plan is consistent with SCAG's Regional Comprehensive Plan, Compass Plan and Regional Transportation Plan that address regional jobs/housing balance and overall growth. Table 4.13.C also demonstrates that growth under the 2017 General Plan will be very similar to that estimated for the City by SCAG. It should be noted the SCAG figures are based on regional trends and the City projections are based on new housing, population, and employment added to existing figures which were calculated totally independent of SCAG regional projections.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Land Use and Housing Elements of the 2017 General Plan are related to consistency with regional planning to accommodate growth within the City (full text of measures in Section 4.13.2.3):

Land Use Element

Policies

LUE 2.2	Accommodate higher density residential development near major transportation corridors, concentrated employment areas and community and village centers.
LUE 2.4	Accommodate a variety of housing types and densities.

Program

LUE 2.1.1	Modify City ordinances to help meet Regional Housing Needs (RHNA).

Housing Element

Goals

HE 1	Encourage housing to meet the City's share of the region's housing needs.
HE 1.1	Modify City ordinances to meet Regional Housing Needs (RHNA).

Table 4.13.C: Comparison of Growth Forecasts[1]

	Existing 2012	Projected 2020	Projected 2035
Population			
SCAG Projection for City	96,996	103,714	130,537
Projected General Plan Growth			
Maximum	96,996	113,453	152,587
Less Intense (-30%)	96,996	110,810	136,464
Difference (compared to LI)	--	+6.8%	+4.5%
Households			
SCAG Projection for City	25,001	27,117	33,298
Projected General Plan Growth			
Maximum	25,001	30,017	39,333
Less Intense (-30%)	25,001	28,512	35,033
Difference (compared to LI)	--	+5.1%	+5.2%
Employment			
SCAG Projection for City	24,505	37,651	50,089
Projected General Plan Growth			
Maximum	24,505	38,987	65,881
Less Intense (-30%)	24,505	35,366	55,537
Difference (compared to LI)	--	+6.1%	+10.9%

Source: SCAG 2013. LI = Less Intense estimate

1. *Assumes buildout of all vacant land within the City per DEIR Tables 3.B and 3.C using Less Intense scenario. 2020 figures for City GP projections are pro-rated (8yrs/3 yrs or 0.35) based on maximum buildout in 2035*

Programmatic Impact Before Mitigation. Planned growth under the 2017 General Plan is consistent with regional population, housing, and employment projections by SCAG which are used by other regional planning organizations in their planning processes. Therefore the General Plan will have less than significant impacts on local and regional growth policies.

Mitigation Measures. No mitigation required.

Programmatic Impact Before Mitigation. The 2017 General Plan will have less than significant impacts on local and regional growth policies and no mitigation is required.

4.13.5.3 Population Growth

Threshold	Would the proposed project induce substantial population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure) that may lead to fiscal or economic impacts?

Programmatic Impacts. CEQA requires a discussion of ways in which the proposed project could be growth inducing (see also Section 5.0, *Other CEQA Topics*). The *CEQA Guidelines* identify a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment (*CEQA Guidelines* Section 15126.2[d]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Future development projects could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

A future development project could also indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population such as a shopping center or grocery store. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area as a result of a project; however, it is expected that any such development would occur consistent with planned growth identified in the 2017 General Plan or applicable specific plans.

As demonstrated in Section 4.13.5.2 above and Table 4.13.C, future development within the City is anticipated to add between 37,622 and 53,745 new residents to the City at buildout, which is a substantial amount of population growth for the area. However, the amount of housing, population, and employment growth anticipated under the 2017 General Plan will be consistent with those developed by SCAG and utilized by other regional planning organizations. At a programmatic level, the General Plan will have less than significant impacts from population growth.

Regarding the second part of the threshold, the City's Economic Sustainability Element contains a variety of goals, policies, and programs for different community and use areas within the City to maintain a healthy local economy. Therefore, at a programmatic level there is no indication that implementation of the proposed General Plan would result in any direct or indirect adverse impact on the physical environment.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Land Use and Housing Elements of the 2017 General Plan are related to consistency with regional planning to accommodate growth within the City (full text of measures in Section 4.13.2.3):

Land Use Element

Policies

LUE 2.1	Accommodate single-family and multifamily residential units in appropriate areas.
LUE 2.2	Accommodate higher density residential development near major transportation corridors, concentrated employment areas and community and village centers.
LUE 2.4	Accommodate a variety of housing types and densities.
LUE 8.5	Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance to community facilities.

Housing Element

Goals

HE 1	Encourage housing to meet the City's share of the region's housing needs.
HE 1.1	Modify City ordinances to meet Regional Housing Needs (RHNA).

Economic Sustainability Element

Goals

ES 1	Be a stable municipal government with adequate financial resources.
ES 2	Achieve a sustainable industrial base with skilled and professional employment.
ES 3	Promote a diversity of commercial enterprises that meet local needs.
ES 4	Provide a wide range of visitor-serving uses.
ES 5	Have a well-trained workforce with diverse opportunities for living wage jobs.
ES 6	Attract economically sustainable businesses in needed market areas.
ES 7	Generate sustainable increases in median income and property values.

Programmatic Impact Before Mitigation. Planned growth under the 2017 General Plan is consistent with regional population, housing, and employment projections by SCAG which are used by other regional planning organizations in their planning processes. Therefore the General Plan will have less than significant impacts on local and regional growth policies.

Mitigation Measures. No mitigation required.

Programmatic Impact Before Mitigation. The 2017 General Plan will have less than significant impacts on local and regional growth policies and no mitigation is required.

4.13.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to 2017 General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for population or housing impacts is at one level western Riverside County but on a larger scale would be the entire SCAG region within which future development in the City of Jurupa Valley, as well as the other surrounding jurisdictions, will occur, and future land use changes (e.g. conversion of vacant land to suburban uses) will generate additional housing and population.

By its very nature, the 2017 General Plan establishes overall guiding principles or programmatic direction against which to review new development to assure it does not result in significant impacts to housing or population growth. As long as development occurs as outlined in the 2017 General Plan Land Use Element, consistent with the goals, policies, and programs outlined in the other elements of the 2017 General Plan, these programmatic actions will help reduce population and housing impacts of individual development projects within the City to less than significant levels. The 2017 General Plan is also consistent with regional plans (i.e., the RCP, the RTP, and SCS plans). For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to population or housing growth.

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4.14 PUBLIC SERVICES

This section addresses potential impacts on public services as a result of General Plan implementation. These include fire and police protection, emergency services, and school and library services. The analysis is based on the following reference documents:

- *Community Safety, Services, and Facilities Element, 2017 General Plan, December 2016.*
- *Land Use Element. 2017 General Plan, (draft), December 2016.*

4.14.1 Existing Setting

Jurupa Valley's community services and facilities are a source of pride for the community and directly affect public health and safety, quality of life, land values, economic and environmental sustainability and fiscal health. Due to the City's recent history as an unincorporated area, community services and facilities are provided by a number of public and private agencies and service districts.

This section of the EIR describes the existing setting for the following major services and facilities in Jurupa Valley: fire and police emergency services, educational facilities, and libraries. Additional services and facilities provided in Jurupa Valley but not specifically addressed in this section include social services, parks and recreation (see Section 4.15, *Recreation*), water, wastewater, storm water and solid waste disposal (see Section 4.17, *Utilities*), and natural gas and electricity are discussed in Section 5.3, *Energy Conservation*.

4.14.1.1 Fire Protection

The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection (CalFIRE), provides full service municipal and wildland fire protection, emergency medical response and technical rescue services in the City of Jurupa Valley. The Department operates 97 fire stations throughout the County of Riverside with four of those located in Jurupa Valley, as shown in Table 4.14.A.

Table 4.14.A: Jurupa Valley Fire Stations

Station Number	Name/Location	Address
16	Pedley Fire Station	9270 Limonite Avenue
17	Glen Avon Station	10400 San Sevaine Way
18	West Riverside Station	7545 Mission Boulevard
38	Rubidoux Station	5721 Mission Boulevard

Source: Table CS-2, Jurupa Valley Fire Stations, Community Safety, Services, and Facilities Element, December 2016.

In 2015, the Department responded to a total of 9,161 calls for service with the majority for emergency medical assistance (73%), traffic collisions, (10%) and false alarms (8%). (Riverside County Fire Department 2015 Annual Report).

4.14.1.2 Police Protection

The Riverside County Sheriff's Department provides police services in Jurupa Valley and throughout much of Riverside County. The department is the second largest Sheriff's Office in California and includes ten stations, five correctional facilities and other facilities. Sheriff services are provided to Jurupa Valley through a contract with the City from the Jurupa Valley Sheriff's station located at 7477 Mission Boulevard. The station also serves the cities of Norco and Eastvale and several unincorporated areas of the County. The station is led by a commander who serves as the Police Chief for the area.

As of 2016, the Jurupa Valley Sheriff's Station responds to approximately 35,000 total calls per year. Calls are broken down by priority level. Priority 1 calls are urgent calls that involve a threat to human life or property and have the potential for serious injury. Priority 2 calls involve circumstances that are urgent but not life threatening. Priority 3 and 4 calls involve non-urgent nor life threatening issues. The Department's 2015 response times for Priority 1 and 2 calls within the service area of the Jurupa Valley Sheriff's Station are shown in Table 4.14.B:

Table 4.14.B: 2015 Police Response Times, Jurupa Valley Sheriff's Station*

Type of Emergency Call	2015 Response Times
Priority 1	7.57 minutes
Priority 2	21.31 minutes

Source: Table CS-1, Police Response Times, Community Safety, Services, and Facilities Element, December 2016. Captain Jason Horton, Riverside County Sheriff's Department, February 17, 2016.

The Jurupa Valley Sheriff's Department actively engages in *Community-Oriented Policing*, which brings together law enforcement professionals with the community in a variety of outreach efforts to reduce crime. In addition, the Department assists the City of Jurupa Valley to incorporate *Crime Prevention through Environmental Design, or CPTED,* techniques in new development.

4.14.1.3 Schools

Two school districts provide public educational services in Jurupa Valley, the Jurupa Unified School District (JUSD) and the Corona-Norco Unified School District (CNUSD). The JUSD serves most of Jurupa Valley as well as a small portion of Eastvale west of the I-15 Freeway. The JUSD operates sixteen elementary schools, three middle schools, and three high schools in Jurupa Valley. Total K-12 enrollment as of 2015 was 19,465 students.

The CNUSD serves students living in the southwestern area of Jurupa Valley, as well as students living in the cities of Corona, Norco, and Eastvale, and portions of unincorporated Riverside County. The CNUSD Education Center is located in the City of Norco. The District operates one school in the City of Jurupa Valley, VanderMolen Fundamental Elementary School, located at 6744 Carnelian Street. Older students living in this area attend River Heights Intermediate School and Roosevelt High, both of which are located in Eastvale. Students may also request a transfer to other schools based on available space.

During the City's planning process, community members pointed out that schools should ideally be community centers and serve as focal points where the community comes together for education, recreation, and other activities. They also identified the need to modernize and remodel several additional schools within JUSD and to provide a community college, occupational training institute, or similar facility. There are presently no institutions of higher education in Jurupa Valley. The closest facilities within Riverside County are Norco College, Riverside City College and the University of California, Riverside. The community also expressed a strong desire to build a satellite college campus and/or trade school in Jurupa Valley, and to provide other venues offering adult education.

4.14.1.4 Libraries

The Riverside County Library System provides library services in Jurupa Valley and throughout Riverside County. Overall, the Library System operates 35 libraries and 2 bookmobiles. Library facilities in Jurupa Valley include the Glen Avon Library located at 9244 Galena Street and the Rubidoux Library located at 5840 Mission Blvd. The community stressed the importance of Jurupa Valley's libraries and their desire to provide additional libraries in underserved areas of the City such as the western quadrant of the City. They also expressed a desire to develop libraries as focal points of the community with good access to pedestrian and bicycle routes, and to public transit.

NOP/Scoping Comments. During the public scoping meeting no public comments were made about the potential significant impacts on existing and future public services such as police and fire protection, schools and libraries, and parks. No comment letters from agencies were received during the NOP period regarding public services.

4.14.2 Regulatory Framework

4.14.2.1 Federal Regulations

The National Fire Protection Association (NFPA), Fire Code section 1710 recommends that a first-responder unit arrive at the fire scene in 6 minutes or less at least 90 percent of the time, measured from the 911 call. NFPA recommends that full response to a structural fire occur within 10 minutes of the 911 call at least 90 percent of the time. NFPA also recommends a 6-minute response time for basic life support and 10 minute response for advanced life support at least 90 percent of the time.

4.14.2.2 State Regulations

Assembly Bill 2926. To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

Senate Bill (SB) 50. This bill, passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district, depending on certain conditions within a district.

4.14.2.3 Local Regulations

The Community Safety, Services, and Facilities Element and the Land Use Element of the 2017 General Plan contain the following goals, policies, and programs relative to public services:

Community Safety, Services, and Facilities Element

CS 2 Community Services and Facilities

Goal

CS 2 Provide a high level of community services and facilities to serve the existing and future needs of Jurupa Valley.

Policies

CS 2.1.1 **Provide Facilities and Services.** Work with community service agencies and districts on the planning and provision of adequate community facilities and services.

CS 2.1.2 **Concurrency with Development.** Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CS 2.1.3 **Facility Design.** Work with service agencies to ensure new public facilities are well designed, energy efficient and compatible with adjacent land uses.

CS 2.1.4 **Fair Share.** Ensure that new development pays its fair share of public facility and service costs.

CS 2.1.5 **Joint Use.** Promote the joint use of public facilities to meet multiple needs of the community.

Police Services

Policies

CS 2.1.7 **Community Safety.** Coordinate with the Riverside Sheriff's Department on an on-going basis to ensure the continued safety of the City.

CS 2.1.8 **Criminal Activity.** Support efforts to develop innovative methods to reduce criminal activity and increase safety in the community.

CS 2.1.9 **Graffiti**. Support efforts of the Sheriff's Department, JCSD, and the Riverside County Economic Development Agency to identify and remove graffiti and prosecute graffiti vandals.

CS 2.1.10 **Homelessness**. Support efforts to reduce the homeless population and provide outreach services to the homeless.

CS 2.11.1 **Residential Noise Complaints.** Discourage loud parties with amplified music in residential neighborhoods and support the Sheriff Department's efforts to do the same.

CS 2.1.12 **CPTED.** Incorporate CPTED principles in the design of new development to encourage natural surveillance and reduce crime.

Programs

CS 2.1.1.2 **CPTED Guidelines.** Incorporate CPTED design guidelines into the City's development review standards and procedures.

CS 2.1.1.3 **Planning Applications.** Route new Planning applications to the Sheriff's Department to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.

Fire and Emergency Medical Services

Policies

CS 2.1.13 **Fire Safety Techniques.** Incorporate fire-safety techniques in new development.

CS 2.1.14 **Fire Department Review.** Involve the Fire Department in the review of development applications in fire prone areas.

CS 2.1.15 **Coordination.** Coordinate with the Fire Marshal on fire prevention throughout the community.

CS 2.1.16 **Adequate Facilities.** Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City's needs over time.

CS 2.1.17 **Public Education.** Support efforts to educate the public about fire safety and prevention.

Educational Facilities

Policies

CS 2.1.18 **Coordination With School Districts.** Coordinate with JUSD and CNUSD in planning for the current and future needs of Jurupa Valley students.

CS 2.1.19 **Modernization.** Encourage efforts of JUSD to modernize and renovate schools within the district.

CS 2.1.20 **Safe Routes to School.** Work with the school districts to ensure the safety of travel routes to and from schools.

CS 2.1.21 **Schools As Neighborhood Centers.** Develop new schools, as needed, that also serve as neighborhood centers and that are pedestrian and bicyclist-friendly.

CS 2.1.22 **Joint Use.** Encourage school districts to allow joint use of schools for after-school sports, classes, childcare, or other uses to maximize the community value of these important public investments.

CS 2.1.23 **Review of Development Proposals.** Involve the school districts in the review of large residential development proposals to ensure that adequate schools are provided without affecting existing facilities.

CS 2.1.24 **Higher Education.** Encourage institutions of higher education, and other adult education providers, to locate facilities and programs in Jurupa Valley.

CS 2.1.25 **Vocational and Trade Schools.** Encourage and accommodate to the greatest extent possible the development and location of vocational and trade schools in order to broaden the local pool of skilled and technical workers.

Program

CS 2.1.1.4 Review the Zoning Ordinance to identify potential zones, locations, development incentives and requirements for advanced educational and occupational training schools and similar facilities. Make this information available to potential applicants, real estate and development professionals, marketing and construction firms, and local school districts.

Libraries

Policies

CS 2.1.26 **Provide Adequate Facilities.** Work with the Riverside County Library System to provide adequate facilities and services for the current and future population of Jurupa Valley and to promote and use the libraries for community meetings and events.

CS 2.1.27 **New Libraries.** Encourage the development of new libraries in underserved areas of the city.

CS 2.1.28 **Libraries as Community Centers.** Design new library facilities as community centers with access to pedestrian and bicycle routes as well as public transit.

CS 2.1.29 **Educational Programming.** Encourage the County of Riverside to provide reading and literacy programs and other educational programs at the local library branch or via other means for those who cannot visit library facilities.

CS 2.1.30 **Funding.** Encourage County of Riverside efforts to provide adequate funding for improvements to local library facilities and programs through County, State and Federal funding, private and corporate donations, or other resources.

CS 2.1.31 **Technology.** Encourage the adoption of technological advances that can provide improved access to library resources.

Land Use Element

LUE 4 Public Facility/Institutional

Policies

LUE 4.1 **Public Facility Development.** Accommodate the development of public facilities and services in areas designated by the General Plan, specific plans, community and village plan land use maps.

LUE 4.2 **Encroachment.** Protect major public facilities, such as Flabob Airport, publicly owned buildings, landfill, and solid waste disposal sites, from the encroachment of incompatible uses.

LUE 4.3 **Locations.** New public facilities shall be located and designed to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, vehicular traffic, and parking and safety hazards.

LUE 4.7 **Consideration of Scale.** Due to the scale of General Plan maps and the area of the City, utility easements and linear rights-of-way may not be shown on General Plan, specific, and community plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

LUE 4.8 **Impact Mitigation of New Public Facilities.** Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, flood control channels, etc., shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.

LUE 13 Infrastructure, Public Facilities and Services

Policies

LUE 13.1 **Service Capacity.** Ensure that development does not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/fire/emergency medical services, recreational facilities and transportation systems.

LUE 13.2 **Monitoring.** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 7 General Plan Administration

Policy

LUE 7.4 **Agency Coordination.** Coordinate with local agencies, such as community service districts (CSDs), school districts, Riverside County Fire and Sheriff Departments and others to ensure to ensure adequate service provision for development.

LUE 14 Fiscal Impacts

Policies

LUE 14.1 **Fair Share Infrastructure Funding.** Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

LUE 14.2 **Fiscal Analysis.** Require a fiscal impact analysis for specific plans and major development proposals to reduce or prevent fiscal impacts to the City.

4.14.3 Methodology

The evaluation of impacts to public services (fire, police, schools, and libraries) associated with implementation of the City 2017 General Plan is based upon the City's Community Safety, Services, and Facilities Element and the Land Use Element of the 2017 General Plan.

4.14.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. Based on Appendix G of the CEQA Guidelines, fire and police protection, school and library services, and park facilities impacts would be considered significant if the following condition resulted from implementation of the City General Plan (i.e., from increased consumption or generation from new development in the future).

- Substantial adverse physical impacts associated with the provision of 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 fire, police, school, and library services.

4.14.5 Programmatic Impact Evaluation

4.14.5.1 Fire Protection

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire-fighting facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire services?

Programmatic Impacts. Development under the 2017 General Plan may result in a total of approximately 13,140 additional residential units and 33 million square feet of new non-residential buildings in 20 years, increasing the number of new residents to just under 50,000 at maximum build-out. New fire stations and equipment could be required as the city grows. The increased demand for fire and emergency services could result in a significant impact.

Evaluation of the General Plan Goals and Policies: The following summarized policies of the Community Safety, Services and Facilities Element and the Land Use Element of the 2017 General Plan are relative to maintaining fire services in the City (full text of measures is provided in Section 4.14.2.3):

Community Safety, Services, and Facilities Element

Policies

CS 2.1.1 Work with community service agencies and districts on the planning and provision of adequate community facilities and services.

CS 2.1.2 Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CS 2.1.4 Ensure that new development pays its fair share of public facility and service costs.

CS 2.1.5 Promote the joint use of public facilities to meet multiple needs of the community.

CS 2.1.14 Involve the Fire Department in the review of development applications in fire prone areas.

CS 2.1.15 Coordinate with the Fire Marshal on fire prevention throughout the community.

CS 2.1.16 Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City's needs over time.

Land Use Element

Policies

LUE 13.1 Ensure that development does not exceed the City's or community services districts' ability to adequately provide fire and emergency services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers and outside agencies and jurisdictions to ensure that housing and population growth does not reduce public service levels.

LUE 7.4 Coordinate with local agencies, such as Riverside County Fire Department to ensure adequate service provision for development.

LUE 14.1 Require that new development contribute its fair share to fund infrastructure and public facilities such as fire facilities.

The General Plan policies regarding public services are designed to assure the City will have adequate services now and in the future as development occurs, the City grows, and increases in population which will require additional public services. These policies all focus on making sure the City has adequate public services in the future, including fire protection.

Level of Programmatic Impact Before Mitigation. Project developers would be required to pay Development Impact Fees to offset the project-related demand on existing fire services. The fees would ensure that as each future project is developed, adequate fire protection and emergency/medical services would be provided. In addition, each project would be required to be constructed consistent with current fire regulations, including provision of fire safety features. Compliance with the applicable design requirements and payment of its full, fair share of infrastructure costs would ensure that a proposed project would not adversely impact current fire protection services. Impact fees levied on new projects would be used to fund construction of new stations and/or expansion of existing facilities to reduce fire service impacts. Development fees would also be used to purchase required fire trucks and equipment and/or to hire additional fire fighters.

Programmatic Mitigation Measure. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the 2017 General Plan policies above, particularly the "fair share" policy that requires new development to pay its related costs for public facilities and services, along with standard conditions of construction imposed on new developments and fire marshal review to ensure compliance with fire standards, programmatic

impacts to fire protection service would be reduced to less than significant levels and no mitigation is required.

4.14.5.2 Police Services

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services?

Programmatic Impacts. Development under the General Plan may result in a total of approximately 13,140 additional residential units and 33 million square feet of new non-residential buildings in 20 years, increasing the number of new residents to just under 50,000 at maximum build-out. There would be a need for expanded police protection services routinely associated with residential and commercial growth, including routine patrols, responding to calls for service such as graffiti or vandalism, robbery, domestic violence, etc. The number of additional service calls and call response times would slowly increase, and overall service levels would decrease incrementally. The subsequent increased demand for police protection services could be a significant impact.

Evaluation of the General Plan Goals and Policies: The following summarized policies and programs of the Community Safety, Services and Facilities Element and the Land Use Element of the 2017 General Plan are relative to maintaining police services in the City:

Community Safety, Services and Facilities Element

Policies

CS 2.1.1 Work with community service agencies and districts on the planning and provision of adequate community facilities and services.

CS 2.1.2 Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CS 2.1.4 Ensure that new development pays its fair share of public facility and service costs.

CS 2.1.7 Coordinate with the Riverside Sheriff's Department on an on-going basis to ensure the continued safety of the City.

Programs

CS 2.1.1.2 Incorporate CPTED design guidelines into the City's development review standards and procedures.

CS 2.1.1.3 Route new Planning applications to the Sheriff's Department to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.

Land Use Element

Policies

LUE 13.1 Ensure that development does not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and public services such as police services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 7.4 Coordinate with local agencies such as Sheriff Departments to ensure to ensure adequate service provision for development.

LUE 14.1 Require that new development contribute its fair share to fund infrastructure and public facilities such as police facilities.

The 2916 General Plan policies regarding public services are designed to assure the City will have adequate services now and in the future as development occurs, the City grows, and increases in population which will require additional public services. These policies all focus on making sure the City has adequate public services in the future, including police protection.

Level of Programmatic Impact Before Mitigation. Impact fees levied on new development projects in the future would be used to fund construction or expansion of facilities to reduce police service impacts. With implementation of the 2017 General Plan policies and programs above, particularly the "fair share" policy that requires new development to pay its fair share of public facility and service costs, impacts to existing police protection services would be reduced to less than significant levels and no mitigation is required.

Programmatic Mitigation Measure. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the General Plan policies and programs above, particularly the "fair share" policy that requires new development to pay its fair share of public facility and service costs, impacts would be reduced to less than significant levels and no mitigation is required.

4.14.5.3 Schools

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Programmatic Impacts. Development under the 2017 General Plan may result in a total of approximately 13,140 additional residential units and 33 million square feet of new non-residential buildings in 20 years, increasing the number of new residents to just under 50,000 people at maximum build-out. The related increase in school enrollment could result in a significant impact to area schools. As growth occurs in the future, enrollments at the JUSD and CNUSD schools that serve City residents will incrementally increase. The additional 13,140 (maximum) residential units that could be built in the City could generate thousands of additional students at JUSD schools and increase enrollment at the one CNUSD school serving the City. The City of Jurupa Valley has several General Plan policies related to providing adequate community services and facilities; however, school services and facilities are the responsibility of the JUSD and CNUSD which are separate governmental entities from the City of Jurupa Valley.

Evaluation of the General Plan Goals and Policies: The following summarized policies and programs of the Community Safety, Services and Facilities Element and the Land Use Element of the 2017 General Plan are relative to school services in the City:

Community Safety, Services and Facilities Element

Policies

CS 2.1.1 Work with community service agencies and districts on the planning and provision of adequate community facilities and services.

CS 2.1.2 Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CS 2.1.4 Ensure that new development pays its fair share of public facility and service costs.

CS 2.1.5 Promote the joint use of public facilities to meet multiple needs of the community.

CS 2.1.18 Coordinate with JUSD and CNUSD in planning for the current and future needs of Jurupa Valley students.

CS 2.1.19 Encourage efforts of JUSD to modernize and renovate schools within the district.

CS 2.1.20 Work with the school districts to ensure the safety of travel routes to and from schools.

CS 2.1.21 Develop new schools, as needed, that also serve as neighborhood centers and that are pedestrian and bicyclist-friendly.

CS 2.1.22 Encourage school districts to allow joint use of schools for after-school sports, classes, childcare, or other uses to maximize the community value of these important public investments.

CS 2.1.23 Involve the school districts in the review of large residential development proposals to ensure that adequate schools are provided without affecting existing facilities.

CS 2.1.24 Encourage institutions of higher education and other adult education providers to locate facilities and programs in Jurupa Valley.

CS 2.1.25 Encourage and accommodate to the greatest extent possible the development and location of vocational and trade schools in order to broaden the local pool of skilled and technical workers.

Program

CS 2.1.1.4 Review the Zoning Ordinance to identify potential zones, locations, development incentives and requirements for advanced educational and occupational training schools and similar facilities. Make this information available to potential applicants, real estate and development professionals, marketing and construction firms, and local school districts.

Land Use Element

Policies

LUE 7.4 Coordinate with local agencies, such as school districts to ensure adequate service provision for development.

LUE 13.1 Ensure that development does not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/fire/emergency medical services, recreational facilities and transportation systems.

LUE 14.1 Require that new development contribute its fair share to fund infrastructure and public facilities such as schools.

The General Plan policies regarding public services are designed to assure the City will have adequate services now and in the future as development occurs, the City grows, and increases in population which will require additional public services. These policies all focus on making sure the City has adequate public services in the future, including schools.

Level of Programmatic Impact Before Mitigation. Project developers would be required to pay Development Impact Fees to offset project-related demand on public school services. Fair share

payment of infrastructure costs by project developers would ensure that newly proposed projects would not adversely impact school services.

Programmatic Mitigation Measure. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan policies and programs above, potential programmatic impacts to public school services will be reduced to less than significant levels and no mitigation is required.

4.14.5.4 Libraries

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered libraries, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Programmatic Impacts. Development under the General Plan may result in a total of approximately 13,140 additional residential units and 33 million square feet of new non-residential buildings in 20 years, increasing the number of new residents to just under 50,000 people at maximum build-out. New or expanded libraries could be required as the city grows and a decrease in library services could result in a significant impact.

Evaluation of the General Plan Goals and Policies: The following summarized policies of the Community Safety, Services and Facilities Element and the Land Use Element of the General Plan are relative to library services in the City:

Community Safety, Services and Facilities Element

Policies

CS 2.1.1	Work with community service agencies and districts on the planning and provision of adequate community facilities and services.
CS 2.1.2	Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.
CS 2.1.4	Ensure that new development pays its fair share of public facility and service costs.
CS 2.1.5	Promote the joint use of public facilities to meet multiple needs of the community.
CS 2.1.26	Work with the Riverside County Library System to provide adequate facilities and services for the current and future population of Jurupa Valley and to promote and use the libraries for community meetings and events.
CS 2.1.27	Encourage the development of new libraries in underserved areas of the city.
CS 2.1.28	Design new library facilities as community centers with access to pedestrian and bicycle routes as well as public transit.
CS 2.1.29	Encourage the County of Riverside to provide reading and literacy programs and other educational programs at the local library branch or via other means for those who cannot visit library facilities.
CS 2.1.30	Encourage the County of Riverside efforts to provide adequate funding for improvements to local library facilities and programs through County, State and Federal funding, private and corporate donations, or other resources.
CS 2.1.31	Encourage the adoption of technological advances that can provide improved access to library resources.

Land Use Element

Policies

LUE 13.1 Ensure that development does not exceed the City's or community services districts' ability to adequately provide library services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers and outside agencies and jurisdictions to ensure that housing and population growth does not reduce public service levels.

LUE 14.1 Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

The General Plan policies regarding public services are designed to assure the City will have adequate services now and in the future as development occurs, the City grows, and increases in population which will require additional public services. These policies all focus on making sure the City has adequate public services in the future, including libraries.

Level of Programmatic Impact Before Mitigation. Project developers would be required to pay Development Impact Fees to offset project-related demand on existing library services. Fair share payment of infrastructure costs by project developers would ensure that newly proposed projects would not have an adverse impact on the availability of library services. These impact fees could also be used to fund construction or expansion of library facilities, if necessary, to reduce impacts.

Programmatic Mitigation Measure. No mitigation needed.

Level of Programmatic Impact After Mitigation. With implementation of the identified 2017 General Plan policies above, impacts to library services will be reduced to less than significant levels and no mitigation is required.

4.14.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to 2017 General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,322 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The cumulative "universe" for police and fire protection services is the service areas for the City of Jurupa Valley. The need for the public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area. Service population, as well as the type and density of development, determines the need for new or expanded police and other public services. Utilizing statistical information, local planning policies, and by interacting with other agencies, fire and police service providers can delineate past patterns, emerging trends, and

future issues of concern. Once identified, service providers can redeploy resources to meet future needs.

As additional development occurs in the City of Jurupa Valley, there may be an overall increase in the demand for law enforcement and fire protection services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. New development within the service areas of the Riverside County Sheriff's Department Jurupa Valley Station and Riverside County Fire Department Stations that serve Jurupa Valley, in cooperation with Cal Fire, would be required to adhere to conditions established by fire and police service providers, and pay applicable development impact fees to ensure adequate staffing and equipment levels. Therefore, there would be no cumulative impact on police and fire services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded police and fire protection facilities would be evaluated as those facilities are cleared under CEQA and mitigation provided where appropriate.

The following policies of the Community Safety, Services, and Facilities Element and the Land Use Element address potential cumulative public service impacts:

Community Safety, Services, and Facilities Element

Policies

CS 2.1.1 Work with community service agencies and districts on the planning and provision of adequate community facilities and services.

CS 2.1.2 Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CS 2.1.4 Ensure that new development pays its fair share of public facility and service costs.

CS 2.1.5 Promote the joint use of public facilities to meet multiple needs of the community.

CS 2.1.16 Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City's needs over time.

Land Use Element

Policies

LUE 13.1 Ensure that development does not exceed the City's or community services districts' ability to adequately provide fire and emergency services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers and outside agencies and jurisdictions to ensure that housing and population growth does not reduce public service levels.

LUE 7.4 Coordinate with local agencies, such as Riverside County Fire Department to ensure adequate service provision for development.

LUE 14.1 Require that new development contribute its fair share to fund infrastructure and public facilities such as fire facilities.

The cumulative "universe" for school-related issues encompasses the Jurupa Unified School District and Corona-Norco Unified School District that provides school services/facilities in the project area. The District's requires payment of development fees to provide for new school services and/or facilities. Because every new development is mandated to provide the fees applicable to the school district affected, there would be no cumulative impact on school services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded school facilities would be evaluated as those facilities are cleared under CEQA and mitigation provided where appropriate.

4.15 RECREATION AND PARKS

This chapter of the EIR analyzes the impact of future development under the 2017 General Plan on existing local and regional recreational services or the need to construct or expand additional recreational facilities as the City grows. This section is based in part on the following reference documents, which are incorporated by reference:

- *City of Jurupa Valley General Plan*, July 1, 2011.
- *Community Safety, Services, and Facilities Element,* 2017 General Plan, December 2016.

4.15.1 Existing Setting

The Community Safety, Services, and Facilities Element states that the City…

> "…promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. Jurupa Valley contains a variety of open spaces that serve many functions, hence the often used label of "multi-purpose." The City's quilted pattern of hills, valleys, and slopes provides a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River borders the City on its eastern and southern flanks and includes many native plant species, some of which grow only in the habitat this river provides."

The parks and recreational areas in the City of Jurupa Valley are provided by the Jurupa Area Recreation and Park District (JARPD) and the Riverside County Regional Park and Open-Space District (District). The Jurupa Mountains Discovery Center is also located in the City of Jurupa Valley (see Figure 4.15.1 Jurupa Valley Area Parks). The JARPD provides recreational facilities for current and future families in the Jurupa Area. The JARPD also manages youth sports, classes, special events, childcare, after-school programs, summer programs, community classes, community involvement programs, and reservations for ball fields, picnics, and facilities. The District includes three Bureaus including: the Parks and Recreation Bureau, Resources Bureau, and the Business Operations Bureau. The District provides high-quality recreational opportunities and preserves important features of the County's natural, cultural, and historical heritage. The District's Parks and Recreation Bureau provides services and facilities such as aquatic programs and facilities, regional parks, trails, camping, sports facilities, special event planning, and reservation. The Jurupa Mountains Discovery Center includes the Ruth and Sam Kirby Earth Science Museum, trails, gardens, and educational classes for students and boy scouts.

The City of Jurupa Valley also contains many trail and bikeway systems that travel through urban, rural, and natural areas. The equestrian trails contribute to the long withstanding equine culture of the City. The rails in the City are Community and Regional Trails which are designed for all types of non-motorized use, including equestrian (see Figure 4.15.2). The Community Trail runs adjacent to the east and northeast boundary of the site and the Regional Trail runs parallel, south of the site through the Regional Parks area. The main purpose of Community Trails is to link areas of the community to the Regional Trails system and to link areas of the community to each other. The Regional Trails are the main trails throughout the County of Riverside and are meant to serve as the link to areas that are distant from each other. Regional Trails are also designed to connect with state, federal, and other trail systems outside the City's jurisdiction.

4.15.1.1 Riverside County Parks in Jurupa Valley

The District provides services throughout Riverside County. The following facilities are provided by the District within the City of Jurupa Valley. See Figure 4.15.1 for park locations.

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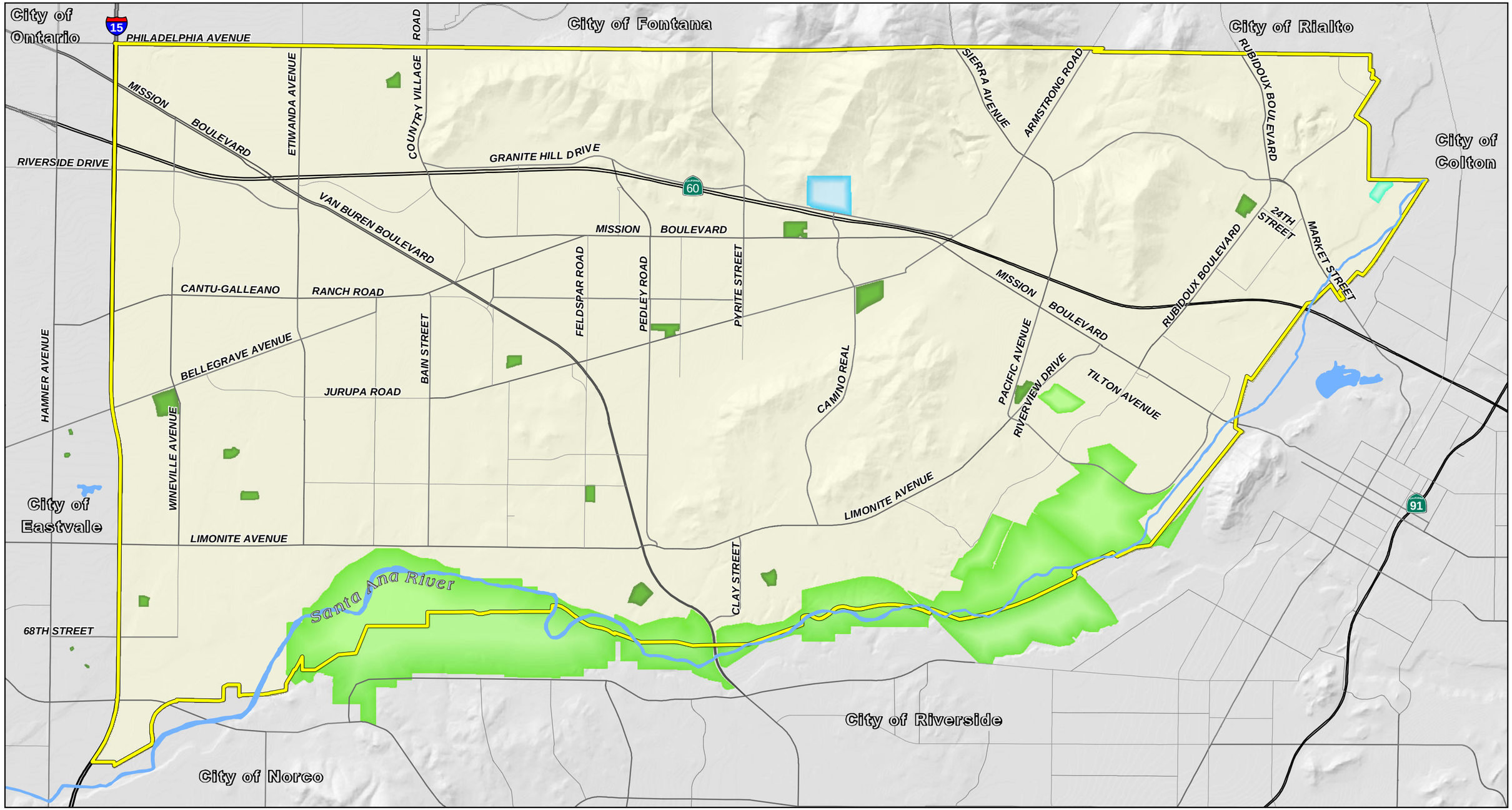

LSA

City of Jurupa Valley
Jurupa Mountains Cultural Center
Jurupa Area Recreation & Park District Park
County Regional Park
OHV Park

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Figure 4.15.1
Jurupa Valley Area Parks

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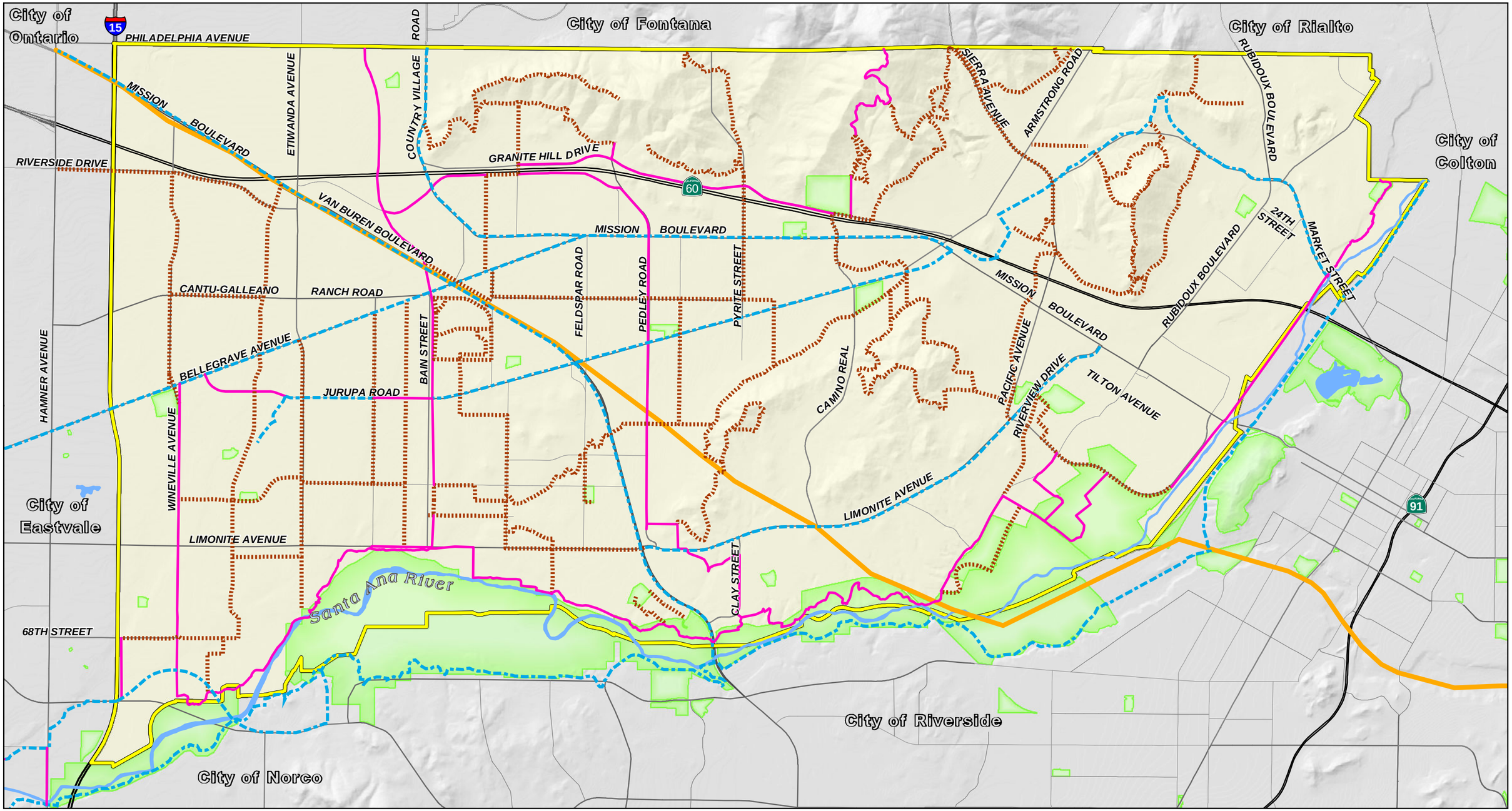

LSA

- City of Jurupa Valley
- Parks
- Combination Trail (Regional/Class 1 Bike Path)
- Community Trail
- Historic Trail
- Regional Trail

SOURCE: Riverside County 7/2015

0 2,000 4,000 Feet

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Figure 4.15.2
Riverside County Planned Trails

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Cove Waterpark and Jurupa Aquatic Center (Map #2) is located at 4310 Camino Real in the City of Jurupa Valley. The waterpark includes pools, a lazy river, slides, and a FlowRider. The aquatic center offers swimming lessons, specialty classes such as lifeguarding, and summer camps.

Rancho Jurupa Park (Map #3) is located at 4800 Crestmore Road and includes 200 acres and 140 campsites. The park offers camping, fishing, hiking, miniature golf, and disk golf.

Rancho Jurupa Regional Sports Park (Map #4) is located at 5249 Crestmore Road and includes 32 acres of natural and synthetic turf fields. The sports park includes four large marked and lighted synthetic turf fields, two large natural turf fields, and nine smaller natural turf fields. In addition, picnic shelters, restrooms, a snack bar and two playgrounds are also located within the park's property.

4.15.1.2 Jurupa Area Recreation and Park District Local Parks

The City's existing General Plan designates open space uses as Open Space/Recreation, Open Space Rural, or Conservation and Conservation Habitat. The JARPD website indicates it currently has approximately 125.82 acres of Developed Park Space, 171.40 acres of Open Space, and 22.81 acres of Trails.[1] Table 4.15.A summarizes the acreages and features of recreational facilities, open space, and trails within the City. See Figure 4.15.3 for park locations.

Table 4.15.A: City Recreation Facilities

Map Number	Name	Address	Acreage	Amenities
Developed Parks				
1	District Office (entire block)	4810 Pedley Road	13.18	Playground, community center, restrooms, and skate park
2.	Rick Thompson Arena and Agate Park-Harvey Field	8629 Jurupa Road and 8623 Jurupa Road	--	Equestrian Arena, restrooms, playground, grassy area, picnic tables, ball fields, and picnic shelters
3.	Avalon Park	2510 Avalon Street	10.00	Playground, grassy area, picnic tables, ballfields, outdoor basketball, sand volleyball, gymnasium, and restrooms
4.	Clay Park	8029 Havenview Drive	6.45	Playground, grassy area, picnic tables, outdoor basketball, sand volleyball, restrooms, and picnic shelter
5.	Knowles Field	5001 Poinsetta Place	6.41	Ballfields and restrooms
6.	Laramore Park and Arena	11380 Little Dipper Street	5.18	Playground, grassy area, picnic tables, equestrian arena, and restrooms
7.	Veterans Memorial Park	4389 Riverview Drive	10.24	Playground, grassy area, picnic tables, ballfields, outdoor basketball, community center, pool, picnic shelter, and restrooms
8.	Rancho Mira Loma Park	34 Rouselle off Wysocki 3205 Wysocki	6.41	Playground, grassy area, picnic tables, outdoor basketball, restrooms, and picnic shelter
9.	Wineville Park	34 Trail Canyon - 5551 Trail Canyon Drive.	4.89	Playground, grassy area, picnic tables, and picnic shelter
10.	Felspar Arena	Felspar and 58th Street	1.50	Equestrian arena

[1] Personal communication with Brenda Reynolds, CFD Parks and Project Manager, Jurupa Area Recreation and Park District, August 21, 2014.

Table 4.15.A: City Recreation Facilities

Map Number	Name	Address	Acreage	Amenities
11.	Limonite Meadows Park	6596 Pat's Ranch Road	3.49	Playground, grassy area, and picnic tables
12.	Centennial Park	7330 Jurupa Road	23.73	Currently under construction
14.	Moonriver Park	6859 Moonriver Street	0.35	Playground, grassy area, and picnic tables
15.	Delaware Greenbelt	6986 Delaware River Drive	0.25	grassy area and picnic tables
16.	Cambria Park	5471 Harmony Drive	0.54	Playground, grassy area, picnic tables, and picnic shelter
17.	Harmony Park	5641 Treasure Drive	0.59	Playground, grassy area, picnic tables, outdoor basketball
18.	Glen Avon Heritage Park	7701 Mission Blvd.	11.63	Playground, grassy area, picnic tables, outdoor basketball, restrooms, splash ground, and picnic shelter
19.	Vernola Park	5211 Wineville	20.98	Playground, grassy area, picnic tables, ballfields, outdoor basketball, restrooms, and picnic shelter
	Subtotal		**125.82**	
Undeveloped Parks and Open Space				
13.	Horseshoe Lake Park	8788 Lakeview Avenue	13.73	--
--	Jurupa Mountains Park	1.4 miles N of N/W corner of Patriot HS (approximately)	20.00	--
--	Jurupa Mountains Park #2	East of Stringfellow north of parcel 174-030-001 -Standard Dredg	137.67	--
	Subtotal		**171.40**	
Trails				
--	Arrabella Estates Trail	--	2.59	--
--	Indian Palms	--	1.05	--
--	Jensen Horse Trail	--	1.50	--
--	Karen Land Trail	--	0.29	--
--	Laramore/Sky Country	--	5.91	--
--	Paramount Estates Trail	--	3.34	--
--	Sunset Ridge Trail	--	6.13	--
--	Wineville/ Brehm Trail	--	2.00	--
	Subtotal		**22.81**	
	Total JARPD Park Acreage		**320.03**	

Sources:
1. Personal communication with Brenda Reynolds, CFD Parks and Project Manager, Jurupa Area Recreation and Park District, August 2, 2016.
2. JARPD Facilities, http://www.jarpd.org/facilities-1.shtml, accessed August 2, 2016.

4.15.1.3 NOP/Scoping Comments

During the public scoping meeting three public comments were made about the project's potential impacts to existing equestrian trails and equestrian safety. No agency letters or comments were made during the NOP period.

4.15.2 Regulatory Framework

4.15.2.1 State Regulations

Quimby Act (California Government Code 66477). This State policy requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of tentative map or parcel map.

4.15.2.2 Local Policies

City of Jurupa Valley General Plan Policies. The Community Safety, Services, and Facilities Element of the 2017 General Plan contains the following goals, policies, and programs to address recreational facilities and programs:

Community Services and Facilities Element

Goal

CS 2 Provide a high level of community services and facilities to serve the existing and future needs of Jurupa Valley.

Policies

CS 2.1.32 **Evaluation of User Needs.** Encourage park and recreation service providers to evaluate user feedback, track facility use, and utilize projections to understand park and recreation facility needs and plan for future acquisition and development.

CS 2.1.33 **Park and Recreation Facilities Maintenance.** Encourage park and recreation service providers to maintain parks, trails and other recreation facilities in good condition and strive to meet Council-adopted community parks and recreation goals.

C S 2.1.34 Joint Use Agreements. Maintain and improve joint-use recreational agreements with school districts and public agencies and seek new opportunities for joint recreational uses.

CS 2.1.35 **Universal Access.** Encourage responsible agencies to provide, where feasible, inclusive recreation facilities that meet or exceed accepted standards for universal access for all persons and abilities and encourage others to do likewise.

CS 2.1.36 **Users.** Encourage responsible agencies to provide parks and recreation facilities and programs that meet the needs of all residents, regardless of income levels, ages, and abilities and encourage others to do likewise.

CS 2.1.37 **Historic Sites.** Celebrate historic sites with recreational learning opportunities in parks and recreation facilities.

CS 2.1.38 **Natural Environment.** Protect and where possible, utilize parks, trails and open spaces for learning opportunities and passive recreation, in conjunction with our environmental goals.

CS 2.1.39 **Street Closures/Public Spaces.** Support temporary, and where safe and appropriate, long-term street closures to create or expand public spaces and to accommodate street fairs, farmers' markets, art shows and other special community events.

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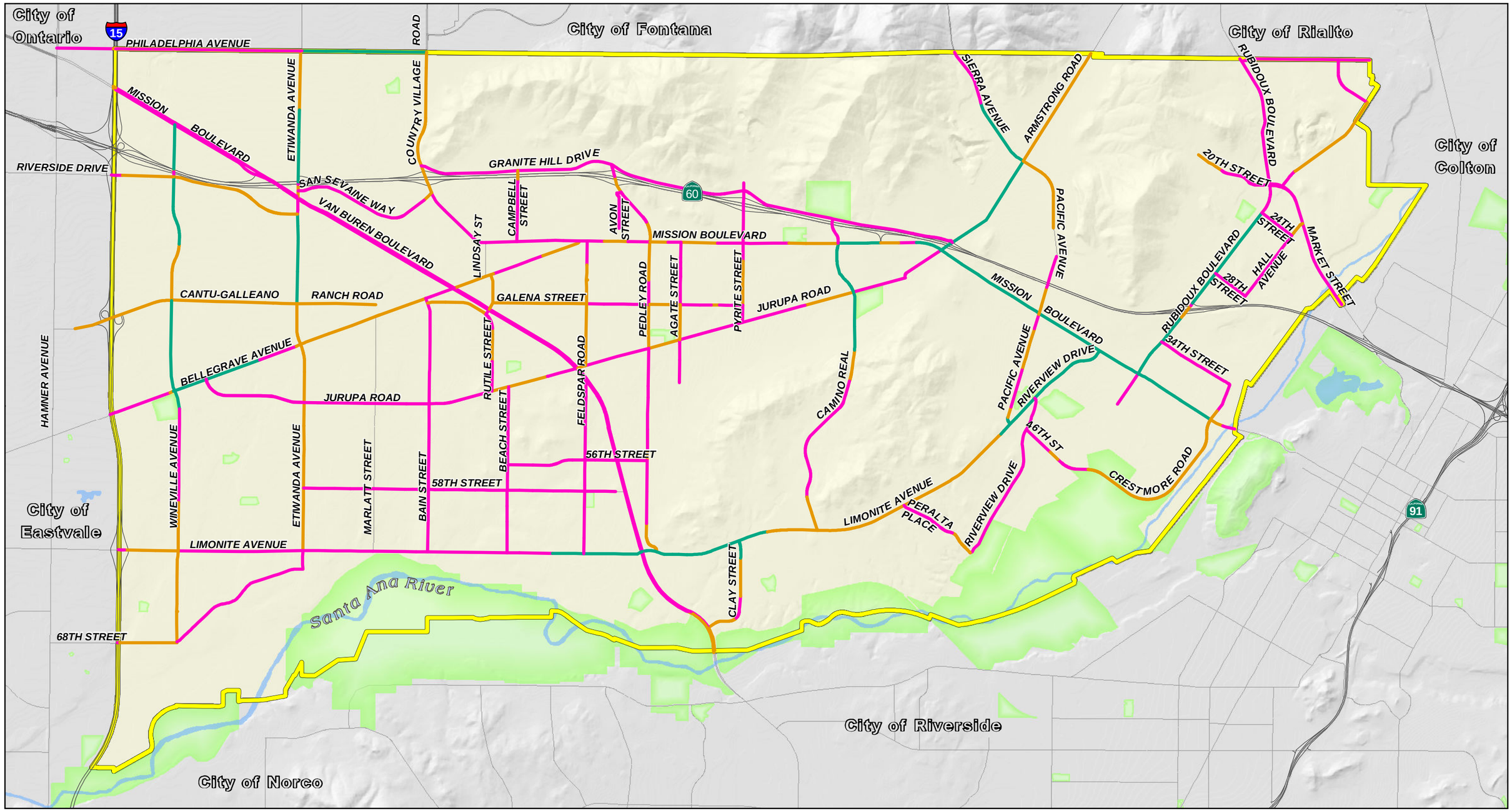

LSA

- City of Jurupa Valley
- Parks
- Sidewalks on Both Sides
- Sidewalks on One Side
- No Existing Sidewalks

SOURCE: LSA Associates 11/2015

0 2,000 4,000 Feet

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Figure 4.15.3
Existing Sidewalks

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CS 2.1.40 **Master Plan.** In cooperation with JARPD, County of Riverside, JCSD and other responsible agencies, prepare and adopt a Joint Recreational Opportunities and Open Space Master Plan, which identifies priorities for park expansion, acquisition, improvement, and funding. The Plan will be adopted within two years of General Plan adoption and updated at least every ten years.

CS 2.1.41 **Equestrian Heritage.** Work with community groups to encourage, promote, and as resources allow, help support projects that help celebrate the City's equestrian heritage, such as trails, staging areas, hitching posts, corrals, exercise areas, and performance arena.

It should be noted that the Conservation and Open Space Element of the 2017 General Plan contains a number of goals, policies, and programs related to open space and scenic resources, which are independent from but indirectly related to recreation and parks. These goals, policies, and programs are addressed in Section 4.1, *Aesthetics*.

4.15.3 Methodology

The potential impacts of the proposed project on recreation and park resources were evaluated based on whether implementation of the proposed project could result in increased use of existing recreation and park resources, or whether implementation of the proposed project could necessitate the construction or expansion of recreation and park facilities.

4.15.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts related to recreation facilities are based on the State *CEQA Guidelines,* Appendix G. A project would have a significant impact related to recreational facilities if it would:

- The project increases 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; and/or
- The project includes recreational facilities or requires the construction or expansion of recreational facilities that have an adverse physical effect on the environment.

4.15.5 Programmatic Impact Evaluation

4.15.5.1 Increased Use of Existing Recreational Facilities

Threshold	Would the project result in increased use of existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur or be accelerated?
Threshold	Would the project result in construction or expansion of recreational facilities that would have an adverse physical effect on the environment?

Programmatic Impacts. The City's primary park provider, JARPD, has established a parkland service ratio goal of 5.0 acres per 1,000 residents. The City has current population of 97,774 people which results in 490 acres of required parkland, based on the 5.0 acres per 1,000 residents standard. The City currently has 126 acres of parkland, so the City has a deficit of 162 acres of parkland. Based

on the land use plan of the 2017 General Plan, the City could add up to 49,275 additional residents as the City builds out[1], which would create an additional demand for 148 acres of local parkland (at 3 acres per thousand) or up to 246 acres of parkland at 5 acres per thousand). Eventually the City may need up to 751 total acres of local parkland based on the projected total buildout population[1] of the City. This additional acreage does not include any future parks or park sites not listed in Table 4.15.A or any joint use of school facilities through the local school districts.

The City and other agencies (JAPD, County of Riverside, etc.) provide a variety of recreational facilities and programs that serve residents and visitors to this portion of the County, including the City of Jurupa Valley. These include the nearby Santa Ana River and several county parks, as well as a network of local parks. Unless carefully planned, it is possible that future private development or public infrastructure may negatively affect existing parkland or result in inadequate provision of public parkland in the future. This represents a potentially significant impact.

Evaluation of General Plan Goals and Policies. The following summarized goals and policies of the Community Safety, Services, and Facilities Element of the 2017 General Plan are specifically related to recreational facilities and programs (for complete text, see Section 4.15.2.2):

Community Safety, Services, and Facilities Element

Goal

CS 2 Provide a high level of community services and facilities *[including recreation].*

Policies

CS 2.1.32 Collect and evaluated feedback from park users to improve services.

CS 2.1.33 Maintain parks, trails and other recreation facilities in good condition.

CS 2.1.34 Maintain joint-use recreational agreements with school districts and public agencies.

CS 2.1.35 Seek to provide universal access to facilities and programs.

CS 2.1.36 Provide parks that meet the needs of all residents.

CS 2.1.37 Integrate park and historic sites and provide learning opportunities for both.

CS 2.1.38 Protect environmental resources when planning and operating parks and trails.

CS 2.1.39 Support temporary and safe road closures to promote community events.

CS 2.1.40 Implement a Joint Recreational Opportunities and Open Space Master Plan.

CS 2.1.41 Promote the City's equestrian heritage (hitching posts, corrals, arenas, etc.).

This goal and these policies emphasize the proper care and maintenance of existing park facilities to avoid substantial physical deterioration but also make it clear the City will continue to require new development to provide adequate park and recreational facilities (e.g., Policy CS 2.1.36).

These programmatic plans address existing and future needs of City residents, and also are sensitive to direct or indirect impacts that providing additional recreational facilities may have on the environment (Policy CS 2.1.38). Therefore, these policies will help reduce potential programmatic impacts of the 2017 General Plan to less than significant levels, and no mitigation is needed.

Possible Indirect Impacts. Active parkland required under AB1600 that must be provided by private development within the City may result in project-level and project-specific environmental impacts that would need to be addressed at the time specific parkland sites or facilities are proposed or built. Provision of recreational facilities within the City would help reduce additional impacts from increased use of other City and regional recreational facilities (e.g., County or State parks). If park facilities are constructed through the use of in-lieu fees paid by private development, it is possible the construction

[1] See Table 3.B, Residential Land Use Buildout Projections, in Section 3

and/or operation of those facilities may result in significant environmental impacts, depending on size and location of the new facilities. Any new offsite park facilities would be required to separately comply with the requirements of CEQA, and the CEQA documents and processes for those facilities would have to identify any significant impacts at that time. It is overly speculative at this time to estimate potential impacts of any offsite recreational facilities associated with any private development projects within the City.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies regarding recreational facilities and programs will reduce potential impacts related to recreation and parks to less than significant levels and no mitigation is required.

4.15.6 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

For context, the cumulative "universe" for impacts to parks would mainly be the City but taking into consideration the location of parks maintained by the County, CSDs or other agencies overlapping or adjacent to the City of Jurupa Valley (i.e., not all of western Riverside County). This analysis is also sensitive to the fact there are federal and state recreational facilities that City residents can utilize in the nearby San Gabriel and San Bernardino Mountains as well.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to 2017 General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

The worst case growth projections assumed no new open space, conservation, or parks would be added to meet the needs of City residents in the coming years. However, practically speaking, that will not be the case. The City's development review process, especially for larger developments, will identify specific properties or sites for additional park facilities consistent with area master plans for park facilities (e.g., County, JCSD, JARPD, etc.).

By its very nature, the 2017 General Plan establishes overall guiding principles or programmatic direction against which to review new development to assure it does not result in significant impacts to scenic resources, or results in a substantial increase in lighting or glare as development occurs. The goals and policies of the Community Safety, Services, and Facilities Element of the 2017 General Plan related to parks and recreational facilities are designed to protect existing and provide for new recreational resources during the evaluation of future development.

It should be noted that the 2017 General Plan growth projections also provide "optimum" growth estimates which would be more likely since some amount of new development would be dedicated as parks or open space as part of the City's development review process. At a programmatic level, General Plan Policy 2.1.1 requires all future development to provide additional parks or recreational resources as appropriate.

These programmatic actions will help reduce impacts of individual development projects within the City to less than significant levels. For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to cultural resources (with the recommended mitigation).

4.16 TRANSPORTATION AND TRAFFIC

This section analyzes the potential traffic and circulation impacts of the proposed 2017 General Plan Mobility Element. The primary purpose of this analysis is to identify the circulation system improvements and programs (e.g., traffic calming measures, speed reduction measures, volume control measures, intelligent transportation systems, adaptive traffic control systems, transportation demand management, transit pass programs, safe routes to school, complete streets, transit strategies, equestrian/multi-purpose trails) necessary to maintain the level of service standards and mobility goals proposed as part of the Mobility Element. This section is based on the following technical study:

- *General Plan Traffic Study (GPTS),* City of Jurupa Valley, Riverside County, California. LSA Associates, Inc. (LSA). November 2016 (EIR Appendix K).

4.16.1 Existing Setting

The City of Jurupa Valley (City) is located in the County of Riverside and is generally bounded by the Interstate 15 to the west, Philadelphia Street/El Rivino Road to the north, and the Santa Ana River to the east and south. The ability to move people and goods throughout Jurupa Valley and beyond is important to residents and businesses. While local roadways are an important element for mobility in Jurupa Valley, public transit, a multi-use trail system, and bicycle facilities provide opportunities for alternative modes of travel that could relieve pressure on roadways. Furthermore, alternate modes, such as bicycles and pedestrians, have valuable secondary benefits that enhance the overall setting of Jurupa Valley. These benefits include traffic calming, walkability, healthy living, air quality improvement and community cohesion. The Mobility Element governs the long term mobility system of the City and is closely correlated with the Land Use Element. It is intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, bicycle and pedestrian amenities, transit opportunities and community character. The overall circulation network of roads and intersections in the City is shown in Figures 4.16.1A and 4.16.1B.

4.16.1.1 Traffic Level of Service Definitions

Before discussing existing road and intersection conditions, information on how traffic movement along roadways and through intersections is measured must be provided. The term "Level of Service" (LOS) will be referred to frequently in this section. LOS was used in the GPTS to determine performance at study intersections and roadway segments. Roadway operations and the relationship between capacity and traffic volumes are generally expressed in LOS, which are described using the letter grades A through F (see Table 4.16.A). LOS "grades" or levels reflect the reality that conditions rapidly deteriorate as traffic approaches the absolute capacity of the roadway. These levels recognize that, while an absolute limit exists as to the amount of traffic which can travel through a given intersection or roadway segment for a given time interval (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection or roadway segment to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

The GPTS used the 2000 Highway Capacity Manual (HCM 2000) methodology to determine LOS at signalized and unsignalized intersections. Overall average intersection delay and level of service were reported for intersections with traffic signal or all-way stop control. For intersections with cross-

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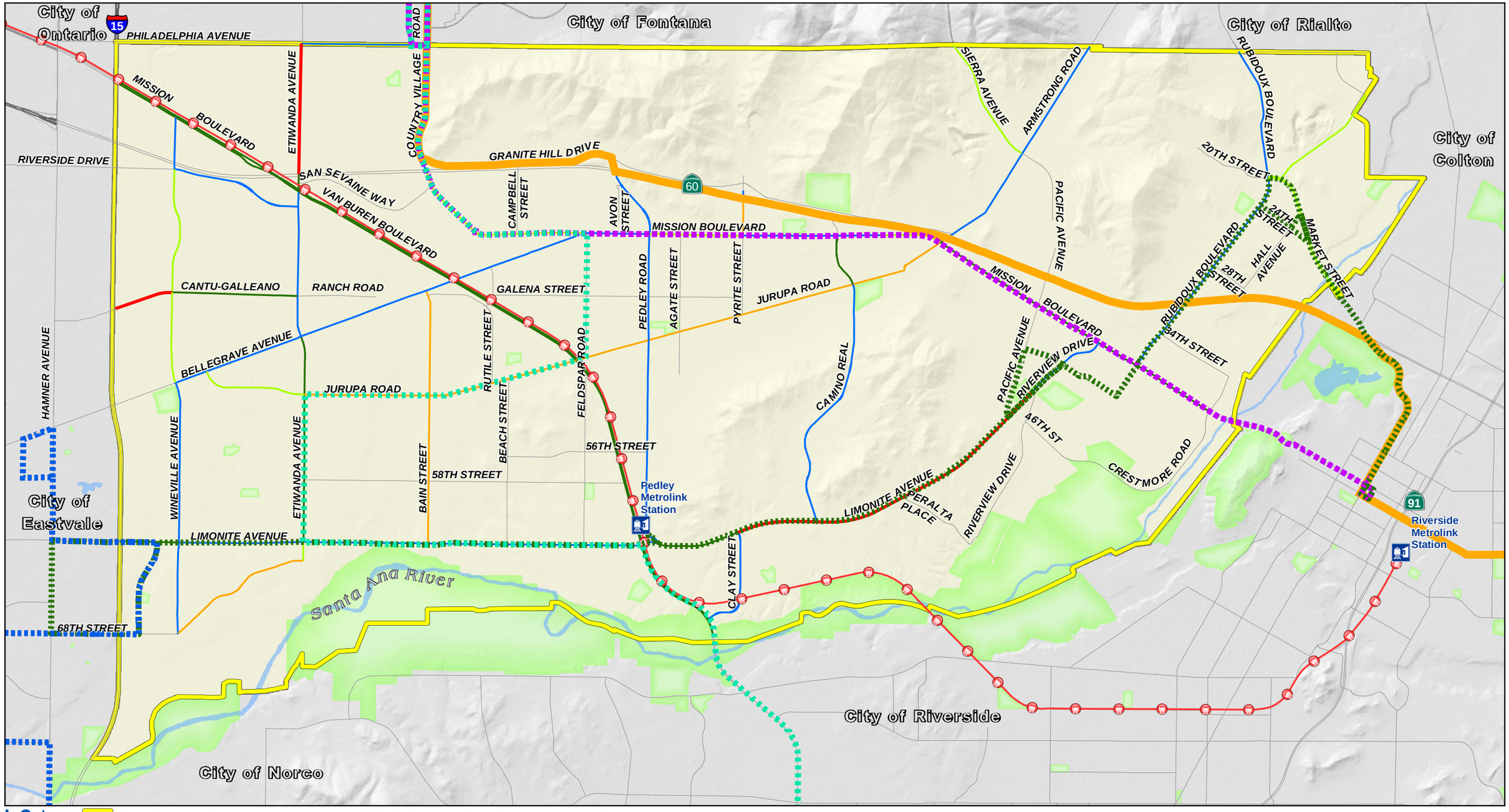

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.1A
Existing Circulation Network

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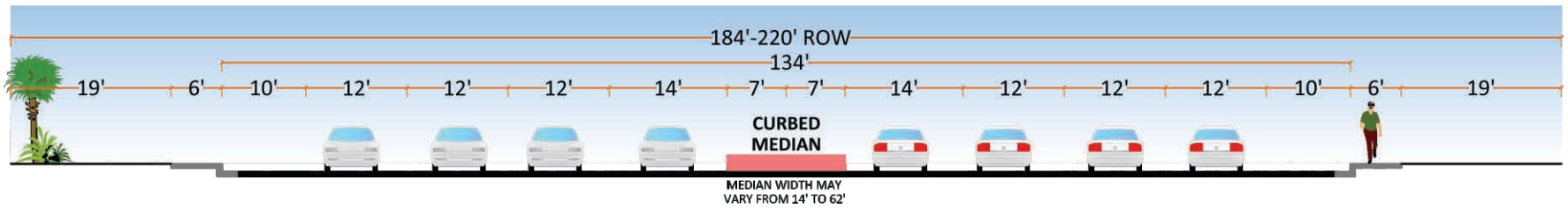

EXHIBIT 1: EXPRESSWAY- 6 TO 8 LANES

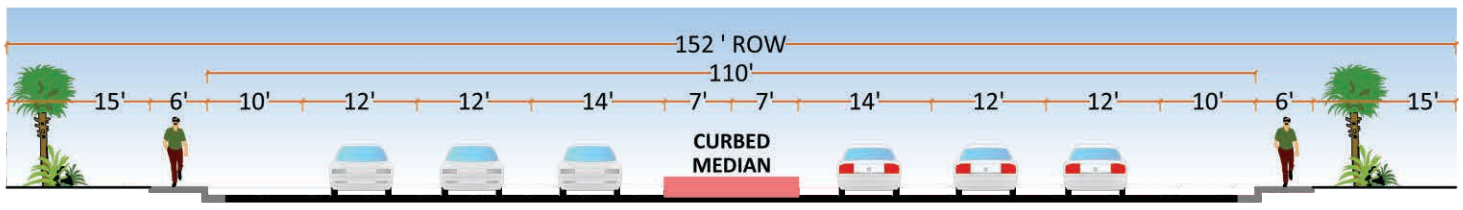

EXHIBIT 2: URBAN ARTERIAL

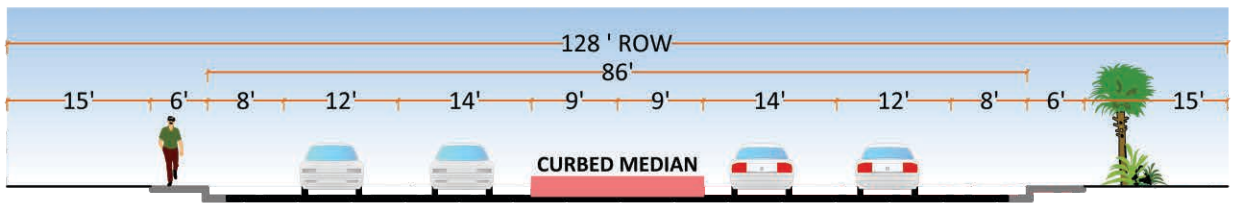

EXHIBIT 3: ARTERIAL

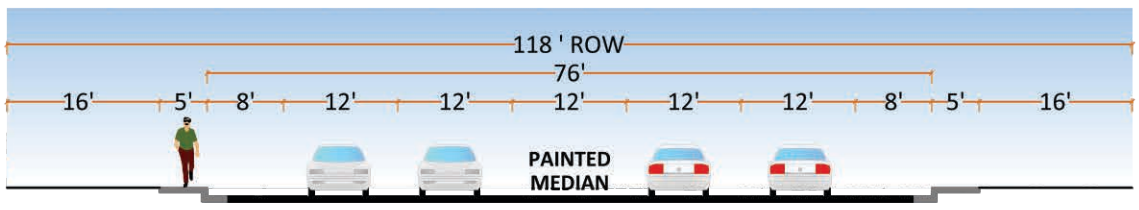

EXHIBIT 4: MAJOR - 4 LANES

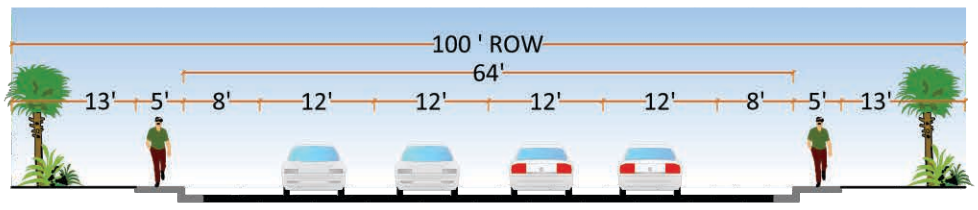

EXHIBIT 5: SECONDARY

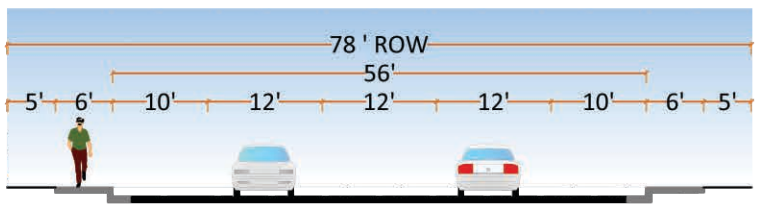

EXHIBIT 6: INDUSTRIAL COLLECTOR

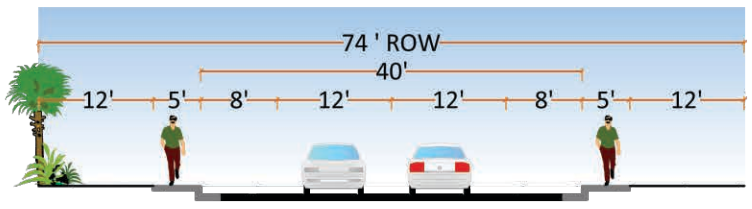

EXHIBIT 7: COLLECTOR

LSA

SOURCE: County of Riverside General Plan, Circulation Element, 2003

Jurupa Valley 2017 General Plan
Environmental Impact Report
Figure 4.16.1B
Roadway Cross Sections

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street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) were shown. Table 4.16.B shows the level of service criteria for unsignalized and signalized intersections.

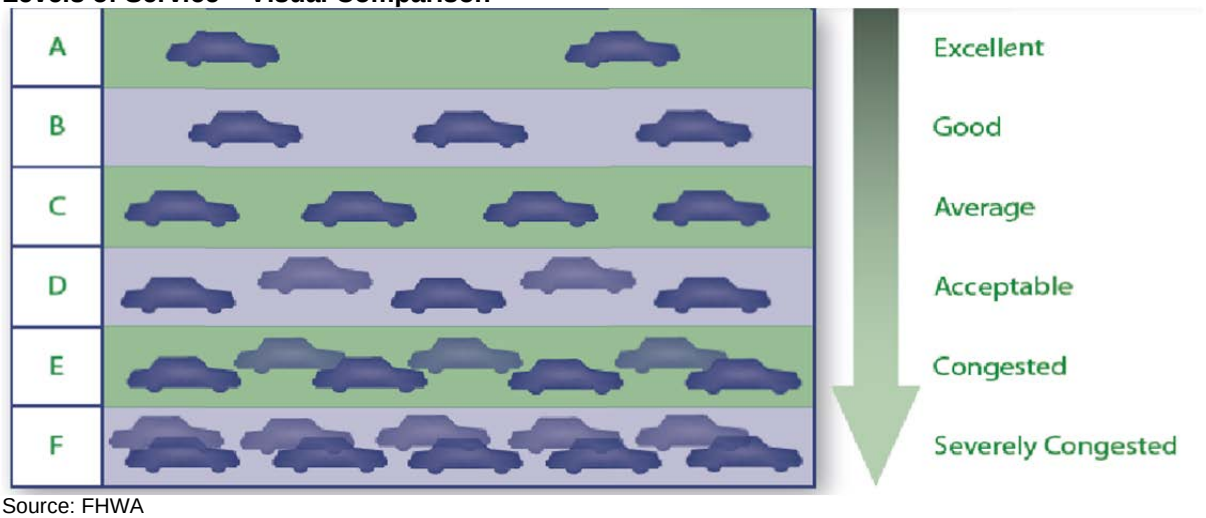
The GPTS used the County of Riverside Urban Arterial (4- and 6-lane) roadway segment capacities to determine roadway segment LOS. Table 4.16.C shows the level of service criteria for roadway segments.

Table 4.16.A: Traffic Level of Service (LOS) Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. The approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number approach full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: *Highway Capacity Manual, Special Report 209,* Transportation Research Board, Washington, DC, 1985.

Levels of Service – Visual Comparison



Source: FHWA

Table 4.16.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay Per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Transportation Research Board, *2010 Highway Capacity Manual, Intersection Level of Service Criteria,* December 2010.

Table 4.16.C: Roadway Segment Capacity and Levels of Service (LOS)

Functional Classification	Number of Lanes	Maximum Two-Way Daily Traffic Volume		
		LOS C	LOS D	LOS E
Collector Street	2	10,400	11,700	13,000
Secondary Highway	4	20,700	23,300	25,900
Major Highway	4	27,300	30,700	34,100
Arterial Highway	4	28,700	32,300	35,900
Urban Arterial Highway	4	28,700	32,300	35,900
Urban Arterial Highway	6	43,100	48,500	53,900
Urban Arterial Highway	8	57,400	64,600	71,800
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	6	94,000	105,800	120,600
Freeway	8	128,400	144,500	160,500

Source: Riverside County Congestion Management Plan, 2011.

4.16.1.2 Roadways

The traffic study for the 2017 General Plan looked at the 82 roadways listed in Table 4.16.D to determine existing Level of Service (LOS). Based largely on comments by surrounding jurisdictions, two roadway segments were added to the evaluation of 2035 conditions under a with-project (General Plan Build-out) scenario. These locations are south of Holmes Avenue along Etiwanda Avenue and Etiwanda Avenue to Bellegrave Avenue along Cantu-Galleano Ranch Road, as shown in Table 4.16.G in Section 4.16.6. The analysis of existing conditions will aid in determining existing circulation deficiencies within the City of Jurupa Valley and act as a benchmark for future improvements to the City's circulation network. The analysis includes a level of service analysis at study area intersections and roadway segments, a summary of existing transit service, truck circulation patterns, bicycle and pedestrian facilities, trails, and public transit within the City of Jurupa Valley. The existing major roadways within the City of Jurupa Valley are described below:

- **Wineville Avenue** is a 4-lane Major Highway and is oriented in a north-south direction. The speed limit on Wineville Avenue is 45–50 miles per hour.
- **Etiwanda Avenue** is a 6-lane Urban Arterial from the northern City limits to State Route 60 and transitions to a 4-lane Arterial Highway. Etiwanda Avenue oriented in a north-south direction and has a speed limit of 45–55 miles per hour.

- **Bain Street** is a 2-lane collector roadway and is oriented in a north-south direction. The speed limit on Bain Street is 45 miles per hour.
- **Country Village Road** is a 3 to 4-lane Major Highway and is oriented in a north-south direction. The speed limit on Country Village Road is 45 miles per hour.
- **Pedley Road** is a 2-lane Major Highway[1] (variable designation) and is oriented in a north-south direction. The speed limit on Pedley Road is 45 miles per hour.
- **Pyrite Street** is a 2-lane Collector roadway and is oriented in a north-south direction. The speed limit on Pyrite Street is 40 miles per hour.
- **Clay Street** is a 4-lane Major Highway and is oriented in a north-south direction from Limonite Avenue to General Road, and transitions to an east-west direction from General Road to Van Buren Boulevard. The speed limit on Clay Street is 35 miles per hour.
- **Camino Real** is a 4-lane Major Highway and is oriented in a north-south direction. The speed limit on Camino Real is 25–40 miles per hour.
- **Philadelphia Avenue** is oriented in an east-west direction from the western City limits to Rochester Avenue, from Rochester Avenue to Wineville Avenue is a 2-lane Major Highway, from Wineville Avenue to Etiwanda Avenue is a 3-lane Major Highway, and from Etiwanda Avenue to Country Village Road is a 2-lane Major Highway. The speed limit on Philadelphia Avenue is 45 miles per hour.
- **Van Buren Boulevard** is a 4-lane Urban Arterial roadway that is oriented in a north-south direction. The speed limit on Van Buren Boulevard is generally 55 miles per hour.
- **Riverside Drive** is a Major Highway with 2 lanes in the eastbound direction and 1 lane in the westbound direction. The speed limit on Riverside Drive is 50 miles per hour.
- **Cantu-Galleano Ranch Road** is a 6-lane Urban Arterial from the I-15 SB Ramps to Wineville Avenue, and transitions to a 2-lane roadway east of Wineville Avenue. The speed limit on Cantu-Galleano Ranch Road is 45 miles per hour.
- **Mission Boulevard** is a 4-lane Major Highway that is generally oriented in an east-west direction and transitions to a north-south direction from Lindsay Street to the SR-60 Ramps. The speed limit on Mission Boulevard is generally 35–45 miles per hour.
- **Bellegrave Avenue** is a 3 to 4-lane Major Highway from Wineville Avenue to Bain Street, and transitions to a 2-lane Major Highway east of Bain Street. Bellegrave Avenue is oriented in an east-west direction and has a speed limit of 25–45 miles per hour.
- **Jurupa Road** is a 2-lane Collector roadway and is oriented in an east-west direction. The speed limit on Jurupa Road is 40–45 miles per hour.
- **Valley Way** is a 4-lane Arterial Highway and is oriented in a north-south direction. The speed limit on Valley Way is 30–45 miles per hour.
- **Limonite Avenue** is a 4-lane Major Highway that is oriented in an east-west direction. The speed limit on Limonite Avenue is generally 45–50 miles per hour.
- **Rubidoux Boulevard** is a 4-lane Major Highway and is oriented in a north-south direction. The speed limit on Rubidoux Boulevard is 40–50 miles per hour.

As shown in Table 4.16.D and Figure 4.16.2, all roadway segments are operating at satisfactory levels of service, with the exception of the following ten roadway segments:

[1] The existing conditions report has seven street classifications – Expressway, Urban Arterial, Arterial, Major, Secondary, Collector and Industrial Collector. Pedley has multiple classifications including a Major based on descriptions in the street classification. This description is from the City-wide traffic report.

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Bain Street to Collins Streets; and
- Market Street east of Rubidoux Boulevard.

Table 4.16.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	4,443	0.13	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	3,995	0.15	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Secondary	4,326	0.22	C
4	Bellegrave Avenue to Limonite Avenue	3-Lane Major	4,340	0.17	C
5	Limonite Avenue to 68th Street	3-Lane Major	2,600	0.10	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	32,607	0.60	C
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	30,196	0.84	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	22,794	0.63	C
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	16,803	0.49	C
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	12,059	0.35	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Major	11,130	0.44	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	10,422	0.29	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	11,407	0.32	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	8,175	0.63	C
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	3,402	0.26	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	2,830	0.22	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	3-Lane Major	38,338	1.50	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	43,211	1.27	F

Table 4.16.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	8,646	0.51	C
20	SR-60 EB Ramps to Mission Boulevard	2-Lane Major	14,121	0.83	D
21	Mission Boulevard to Jurupa Road	3-Lane Major	11,646	0.46	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	10,138	0.59	C
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	6,800	0.40	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	7,530	0.58	C
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	18,645	0.55	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	6,843	0.19	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	8,114	0.24	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	3,458	0.20	C
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Road to SR-60 WB On-Ramp	4-Lane Arterial	17,255	0.48	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	30,077	0.84	D
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	27,804	0.77	C
32	Etiwanda Avenue to Bellegrave Avenue	4-Lane Arterial	41,999	1.17	F
33	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	56,117	1.56	F
34	Jurupa Road to Limonite Avenue	4-Lane Arterial	50,795	1.41	F
35	Limonite Avenue to Clay Street	4-Lane Arterial	50,912	1.42	F
Segments on Riverside Drive					
36	Wineville Road to Etiwanda Avenue	3-Lane Major	6,353	0.25	C
Segments on Cantu-Galleano Rancho Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	10,001	0.19	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	10,172	0.19	C
39	Wineville Avenue/Road to Etiwanda Avenue	2-Lane Arterial	4,843	0.27	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	10,825	0.42	C
41	Bellegrave Avenue to Pedley Road	4-Lane Major	10,612	0.31	C
42	Pedley Road to Pyrite Street	4-Lane Secondary	8,738	0.34	C
43	Pyrite Street to Camino Real	4-Lane Major	12,372	0.36	C
44	Camino Real to SR-60 EB Ramps	4-Lane Major	10,875	0.32	C
45	SR-60 EB Ramps to Valley Way	4-Lane Secondary	19,354	0.75	C

Table 4.16.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
46	Valley Way to Riverview Drive	4-Lane Arterial	18,752	0.52	C
47	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	18,063	0.50	C
48	East of Rubidoux Boulevard	4-Lane Arterial	19,936	0.56	C
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	3-Lane Major	16,747	0.65	C
50	Wineville Avenue to Etiwanda Avenue	3-Lane Major	8,489	0.33	C
51	Etiwanda Avenue to Bain Street	4-Lane Major	10,350	0.30	C
52	Bain Street to Van Buren Boulevard	2-Lane Major	7,679	0.45	C
53	Van Buren Boulevard to Mission Boulevard	2-Lane Major	8,022	0.47	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,514	0.35	C
55	Etiwanda Avenue to Bain Street	2-Lane Collector	4,870	0.37	C
56	Bain Street to Van Buren Boulevard	2-Lane Collector	10,562	0.81	D
57	Van Buren Boulevard to Pedley Road	2-Lane Collector	11,584	0.89	D
58	Pedley Road to Camino Real	2-Lane Collector	8,499	0.65	C
59	Camino Real to Valley Way	2-Lane Collector	9,700	0.75	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	2-Lane Collector	7,721	0.59	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	31,166	0.87	D
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	30,305	0.84	D
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	27,994	0.82	D
64	North of Sierra Avenue	2-Lane Major	10,902	0.64	C
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	32,893	0.96	E
66	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	27,564	0.77	C
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	22,764	0.67	C
68	Etiwanda Avenue to Bain Street	2-Lane Major	20,765	1.22	F
69	Bain Street to Collins Street	2-Lane Major	20,418	1.20	F
70	Collins Street to Van Buren Boulevard	4-Lane Major	26,016	0.76	C
71	Van Buren Boulevard to Pedley Road	4-Lane Major	19,143	0.56	C
72	Pedley Road to Clay Street	4-Lane Arterial	19,249	0.54	C
73	Clay Street to Riverview Drive	5-Lane Urban Arterial	25,339	0.74	C
74	Riverview Drive to Mission Boulevard	4-Lane Major	14,864	0.44	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	18,500	0.54	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	19,432	0.57	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	21,309	0.62	C

Table 4.16.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
78	North of Market Street	4-Lane Major	18,679	0.55	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	1,846	0.14	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Secondary	22,555	0.87	D
Segments on Market Street					
81	East of Rubidoux Boulevard	2-Lane Secondary	17,036	1.32	F
Segments on Agua Mansa Road					
82	North of Market Street	3-Lane Secondary	13,408	0.69	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SAN SEVAINE WAY
VAN BUREN BOULEVARD
CAMPBELL STREET
LINDSAY ST
AVON STREET
MISSION BOULEVARD
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
PACIFIC AVENUE
HALL AVENUE
28TH STREET
CANTU-GALLEANO RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
MISSION BOULEVARD
RUBIDOUX BOULEVARD
34TH STREET
HAMNER AVENUE
BELLEGRAVE AVENUE
RUTILE STREET
CAMINO REAL
PACIFIC AVENUE
RIVERVIEW DRIVE
46TH ST
WINEVILLE AVENUE
ETIWANDA AVENUE
MARLATT STREET
BAIN STREET
BEACH STREET
FELDSPAR ROAD
56TH STREET
58TH STREET
LIMONITE AVENUE
PERALTA PLACE
RIVERVIEW DRIVE
CRESTMORE ROAD
CLAY STREET
68TH STREET
HOLMES AVENUE
91
60
15

LSA

City of Jurupa Valley
Parks

Level of Service
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

Daily Volume
45,000
30,000
10,000
20,000 Daily Volume

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.2
Existing Roadway Segment Levels of Service

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4.16.1.3 Intersections

The traffic study for the 2017 General Plan looked at 61 intersections to determine existing and future Level of Service (LOS), as shown in Figures 4.16.3A through 4.16.3C. The existing study area includes all intersections that would be necessary to analyze the impacts of the City's future Land Use Plan and was defined through collaboration between LSA and City staff. A level of service analysis was conducted at study area intersections to determine current intersection performance. Table 4.16.E indicates all intersections are currently operating at satisfactory levels of service, with the exception of the following 13 intersections:

Intersections

- Wineville Avenue/Mission Boulevard (p.m. peak hour);
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/SR-60 Westbound Ramps (a.m. peak hour);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. peak hour)
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (p.m. peak hour);
- Rubidoux Boulevard/Market Street (p.m. peak hour); and
- Rubidoux Boulevard/Mission Boulevard (p.m. peak hour).

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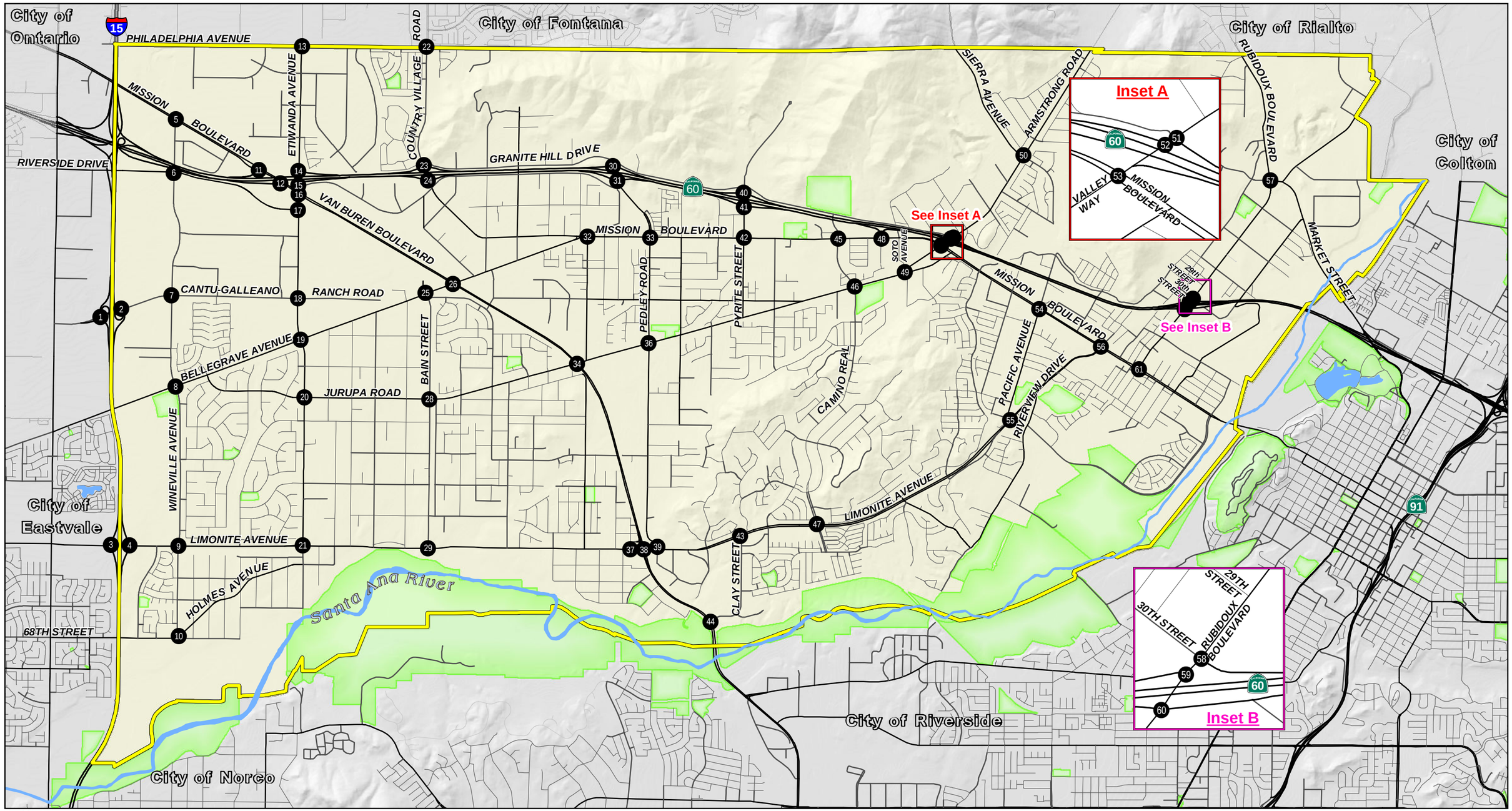

LSA

City of Jurupa Valley
Parks
Study Area Intersections
Existing Intersection

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.3A
Study Area Intersections

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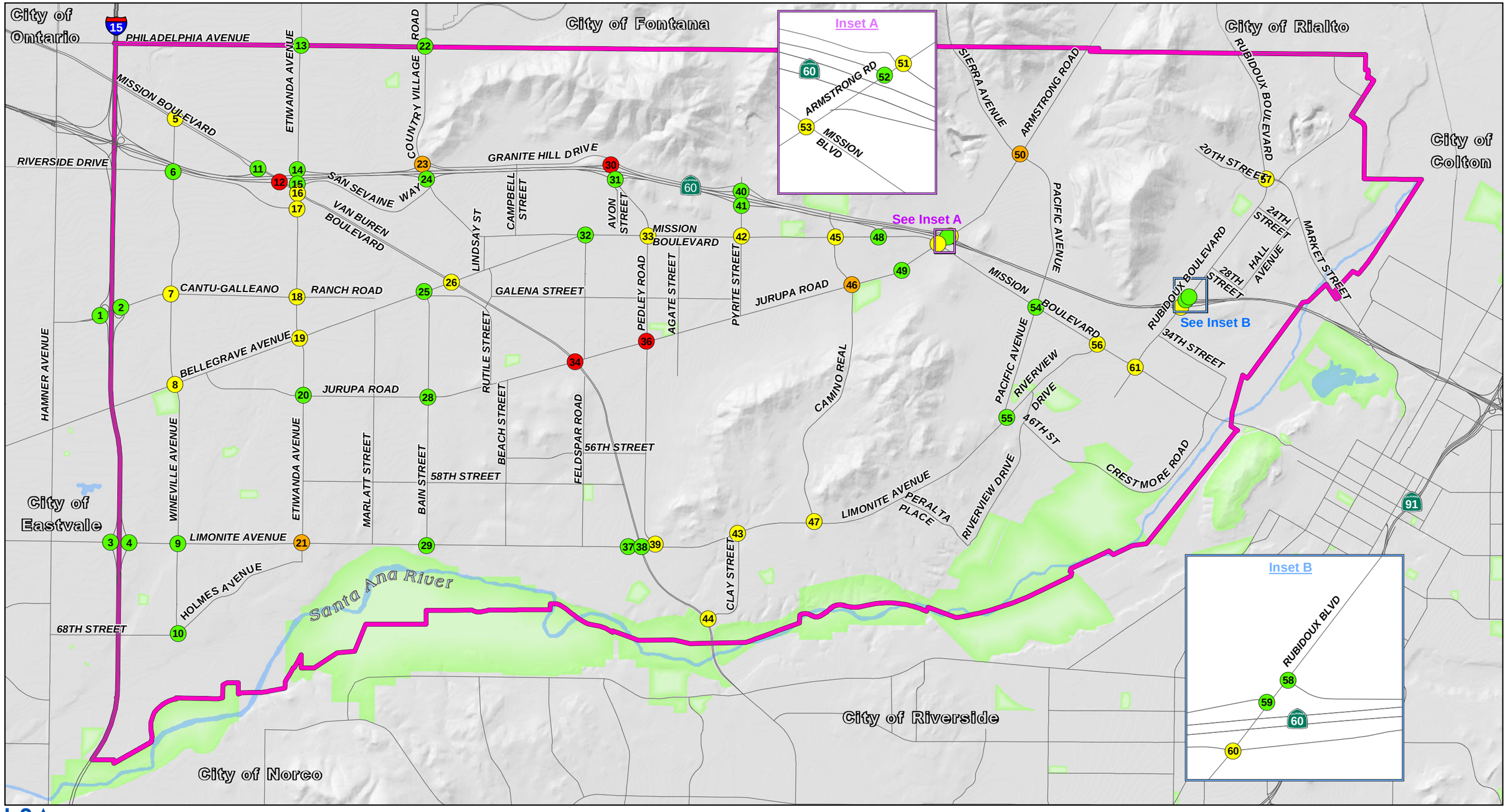

LSA

City of Jurupa Valley

Parks

Intersections

Level of Service A - C

Level of Service D

Level of Service E

Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000

Feet

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Figure 4.16.3B

Existing A.M. Peak Hour Intersection Levels of Service

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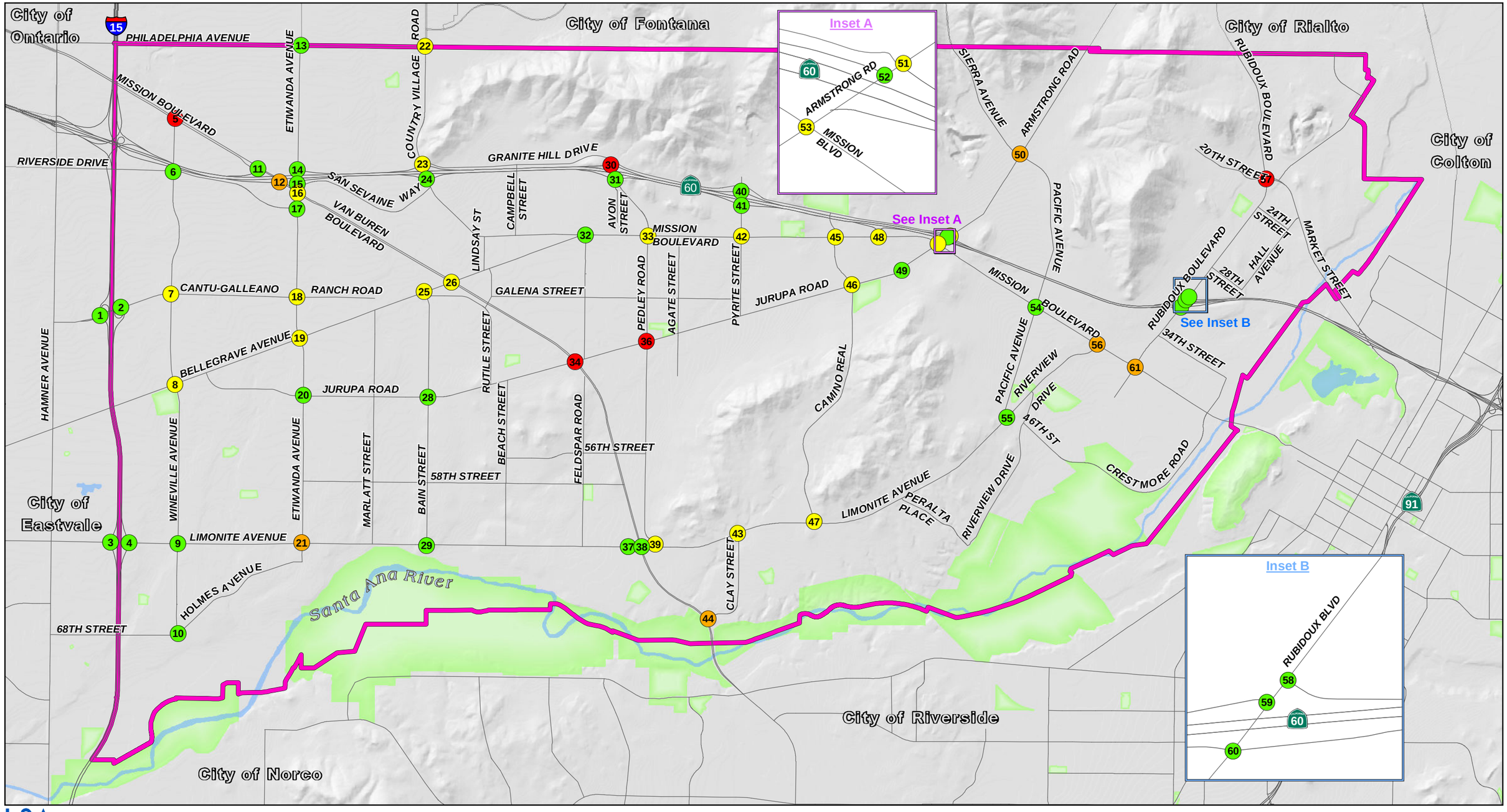

LSA

City of Jurupa Valley

Parks

Intersections

Level of Service A - C

Level of Service D

Level of Service E

Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000

Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.3C

Existing P.M. Peak Hour Intersection Levels of Service

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Table 4.16.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	16.0	16.0	B	17.6	17.6	B
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	16.4	16.4	B	21.9	21.9	C
3	I-15 SB Ramps/Limonite Avenue	Signal	30.6	30.6	C	22.6	22.6	C
4	I-15 NB Ramps/Limonite Avenue	Signal	32.5	32.5	C	29.9	29.9	C
5	Wineville Road/E Mission Boulevard	TWSC	28.9	28.9	D	>100	190.1	F
6	Wineville Road/Riverside Drive	AWSC	11.7	11.7	B	13.0	13.0	B
7	Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road	Signal	39.2	39.2	D	42.3	42.3	D
8	Wineville Avenue/Bellegrave Avenue	Signal	41.8	41.8	D	42.8	42.8	D
9	Wineville Avenue/Limonite Avenue	Signal	30.8	30.8	C	34.9	34.9	C
10	Wineville Avenue/68th Street	AWSC	9.4	9.4	A	8.7	8.7	A
11	E Mission Boulevard/SR-60 WB On-Ramp	Signal	21.7	21.7	C	21.7	21.7	C
12	E Mission Boulevard/SR-60 EB Off-Ramp	Signal	>100	164.4	F	57.4	57.4	E
13	Etiwanda Avenue/Philadelphia Avenue	Signal	26.1	26.1	C	27.4	27.4	C
14	Etiwanda Avenue/SR-60 WB Off-Ramp	Signal	21.4	21.4	C	13.7	13.7	B
15	Etiwanda Avenue/SR-60 EB On-Ramp	TWSC	22.2	22.2	C	13.9	13.9	B
16	Etiwanda Avenue/Van Buren Boulevard	Signal	45.3	45.3	D	53.7	53.7	D
17	Etiwanda Avenue/Riverside Drive	Signal	35.1	35.1	D	33.6	33.6	C
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	52.2	52.2	D	42.8	42.8	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	40.8	40.8	D	46.3	46.3	D
20	Etiwanda Avenue/Jurupa Road	Signal	26.0	26.0	C	24.9	24.9	C
21	Etiwanda Avenue/Limonite Avenue	Signal	65.3	65.3	E	64.8	64.8	E
22	Country Village Road/Philadelphia Avenue	Signal	13.9	13.9	B	38.9	38.9	D
23	Country Village Road/SR-60 WB Ramps	Signal	75.9	75.9	E	45.0	45.0	D
24	Mission Boulevard/SR-60 EB Ramps	Signal	26.2	26.2	C	29.3	29.3	C
25	Bain Street/Bellegrave Avenue	Signal	30.8	30.8	C	47.9	47.9	D
26	Van Buren Boulevard/Bellegrave Avenue	Signal	44.9	44.9	D	43.9	43.9	D
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
28	Bain Street/Jurupa Road	AWSC	13.0	13.0	B	10.1	10.1	B
29	Bain Street/Limonite Avenue	Signal	12.6	12.6	B	17.8	17.8	B

Table 4.16.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
30	Pedley Road/SR-60 WB Ramps	TWSC	>100	416.2	F	78.3	78.3	F
31	Pedley Road/SR-60 EB Ramps	TWSC	22.5	22.5	C	18.9	18.9	C
32	Bellegrave Avenue/Mission Boulevard	Signal	20.0	20.0	B	21.4	21.4	C
33	Pedley Road/Mission Boulevard	Signal	42.3	42.3	D	43.1	43.1	D
34	Van Buren Boulevard/Jurupa Road	Signal	>100	123.9	F	>100	124.6	F
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
36	Pedley Road/Jurupa Road	AWSC	>100	138.6	F	62.4	62.4	F
37	Collins Street/Limonite Avenue	Signal	28.4	28.4	C	33.3	33.3	C
38	Van Buren Boulevard/Limonite Avenue	Signal	24.2	24.2	C	24.5	24.5	C
39	Pedley Road-Morton Avenue/ Limonite Avenue	Signal	40.1	40.1	D	41.6	41.6	D
40	Pyrite Street/SR-60 WB Ramps	TWSC	21.4	21.4	C	23.1	23.1	C
41	Pyrite Street/SR-60 EB Ramps	TWSC	15.2	15.2	C	24.7	24.7	C
42	Pyrite Street/Mission Boulevard	Signal	36.0	36.0	D	43.3	43.3	D
43	Clay Street/Limonite Avenue	Signal	52.0	52.0	D	54.9	54.9	D
44	Van Buren Boulevard/Clay Street	Signal	42.9	42.9	D	70.6	70.6	E
45	Camino Real/Mission Boulevard	Signal	44.3	44.3	D	46.7	46.7	D
46	Camino Real/Jurupa Road	Signal	74.1	74.1	E	51.8	51.8	D
47	Camino Real/Limonite Avenue	Signal	50.4	50.4	D	50.5	50.5	D
48	Byrne Road-SR-60 EB Ramps/ Mission Boulevard	Signal	34.3	34.3	C	38.0	38.0	D
49	Valley Way/Jurupa Road	AWSC	19.3	19.3	C	16.0	16.0	C
50	Armstrong Road/Sierra Avenue	Signal	60.0	60.0	E	64.6	64.6	E
51	Valley Way/SR-60 WB Off-Ramp-Granite Hill Drive	Signal	42.5	42.5	D	43.4	43.4	D
52	Valley Way/SR-60 WB On Ramp	TWSC	22.0	22.0	C	17.5	17.5	C
53	Valley Way/Mission Boulevard	Signal	38.3	38.3	D	38.9	38.9	D
54	Pacific Avenue/Mission Boulevard	Signal	25.0	25.0	C	26.7	26.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.8	19.8	B	18.5	18.5	B
56	Riverview Drive/Mission Boulevard	Signal	52.0	52.0	D	61.4	61.4	E
57	Rubidoux Boulevard/Market Street	Signal	39.4	39.4	D	>100	217.7	F
58	Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street	Signal	19.2	19.2	B	20.6	20.6	C
59	Rubidoux Boulevard/SR-60 WB On-Ramp	TWSC	16.5	16.5	C	16.9	16.9	C
60	Rubidoux Boulevard/SR-60 EB Ramps	Signal	42.9	42.9	D	32.5	32.5	C
61	Rubidoux Boulevard/Mission Boulevard	Signal	54.7	54.7	D	76.4	76.4	E

AWSC = All-Way Stop Control TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service Shaded Rows Exceed LOS Standard

4.16.1.4 Truck Circulation

At present trucks of various types and sizes travel along freeways and roadways within and adjacent to the City, providing goods and services to commercial and industrial land uses within the City. Commercial uses are located throughout the City along major roads and at major intersections. Industrial uses areas are located in the northwest and northeast portions of the City, mostly north of the SR-60 freeway. Connectivity with regional roadways and freeways provides for an efficient, safe movement of goods both into and out of the City. Although the City does not have specific designated truck routes at present, the following roadway segments have restricted truck access[1] (see Figure 4.16.4):

- Etiwanda Avenue from Riverside Drive to Cantu-Galleano Ranch Road;
- Etiwanda Avenue from Cantu-Galleano Ranch Road to Bellegrave Avenue;
- Jurupa Road from Camino Real to Valley Way;
- Valley Way-Armstrong Road from Jurupa Road to Mission Boulevard;
- Holmes Avenue from Wineville Avenue to Etiwanda Avenue. Etiwanda Avenue between Riverside Drive to Cantu-Galleano Ranch Road; and
- Between Riverside Drive and Cantu-Galleano Ranch Road.

Trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 from Temecula to Ontario, State Route 60 westward from Interstate 215, and Interstate 10 in the Coachella Valley and San Gorgonio Pass areas. As robust industrial growth is projected to continue within Riverside County, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020.

4.16.1.5 Alternative (Non-Vehicular) Access

City residents expressed a desire to have choice in travel modes. Planned bicycle routes and trail systems can provide alternatives to driving automobiles. Planned bicycle, pedestrian, and multi-use trail systems will also help the City provide functional multi-modal transportation alternatives for City residents. The key to successful non-vehicular mobility is *connectivity*. Bicyclists, walkers, and equestrians all need to be able to travel seamlessly on a network to reach their destinations.

Bicycle Routes. Bicycle classifications include Class 1 bike paths, Class 2 bike paths, and Combination Trails (Regional/Class 1 bike paths). These facilities are described below. Each type of facility has certain characteristics and offer varying levels of safety, perceived or otherwise.

- Class I: Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. The right-of-way for Class I bikeways may be substantial, separated from roadways by landscaped strips or other barriers. May be designed and signed to also permit golf carts.
- Class II: Intended for preferential use by bicycles, and are provided for within the paved areas of roadways. Bike lane pavement striping and other markings, and bikeway signs are intended to promote an orderly flow of traffic by establishing demarcations between lanes designated for bicycles and lanes designated for motor vehicles.

[1] Cities have the legal basis for local authorities' to enforce varying weight limits or to restrict vehicles under California Vehicle Code Section 35700 which states that local authorities may fix a weight limit greater than the maximum on local roads.

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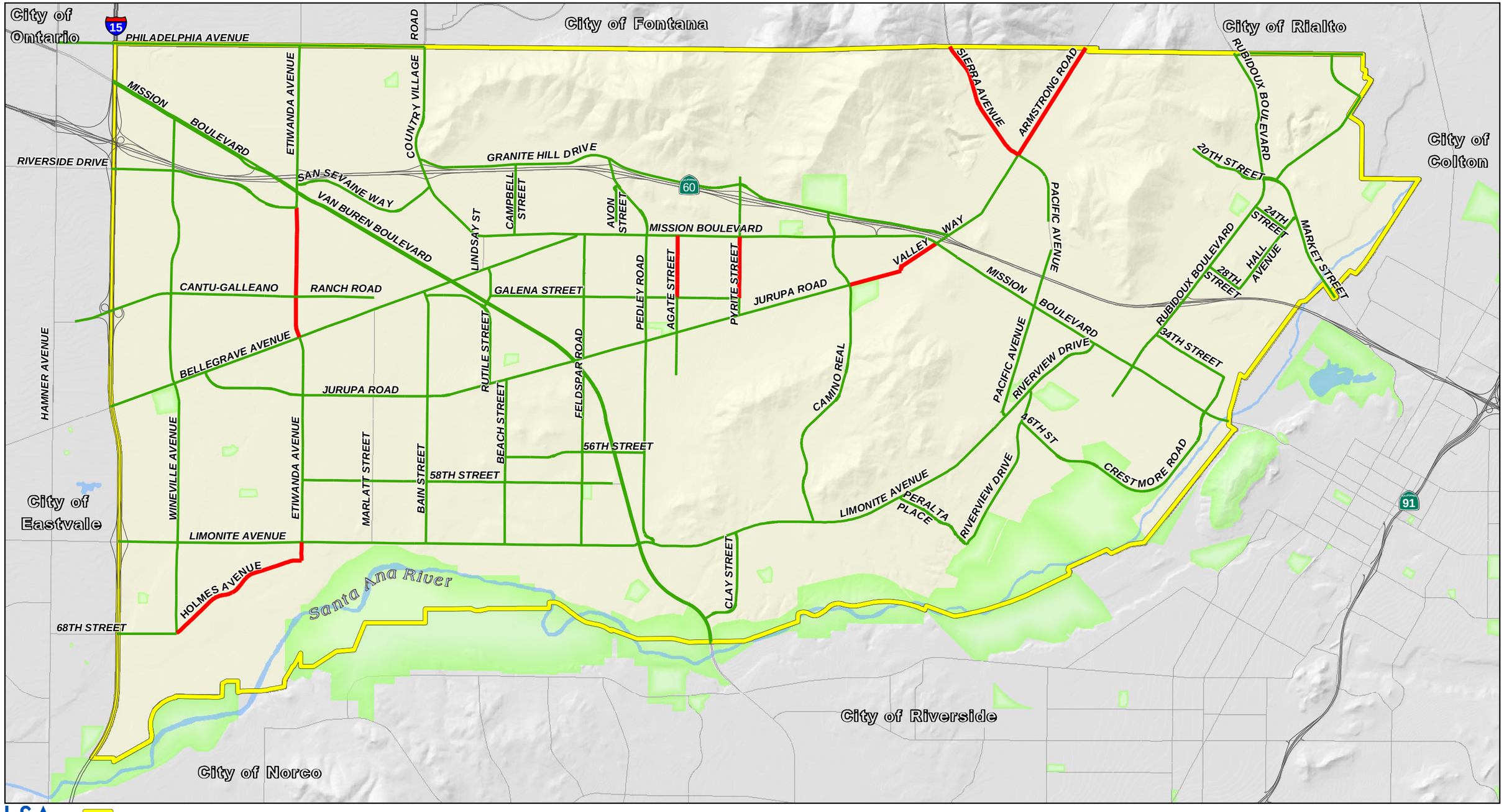

LSA

- City of Jurupa Valley
- Parks
- Trucks Not Allowed
- Trucks Allowed

SOURCE: City of Jurupa Valley 11/2015

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.4
Truck Restrictions

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- Combination Class I Bikeway/Regional Trails: Regional collectors linking together the urban and rural communities and major water bodies and regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips.

Pedestrians. Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

The ideal pedestrian system could be described as a grid system of streets with sidewalks on both sides that provide easy and direct connections between the trip origin and destination. It should also provide for convenient and safe street crossings and include sidewalks separated from streets and provide shade from trees.

Multi-Use Trails. The City of Jurupa Valley has a strong equestrian heritage that dates back many years and has many trails throughout the community that reflect the importance of that heritage. Protection of the existing equestrian character of the community and planning for new trails is an expressed priority of the City's General Plan. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for local residents. Figure 4.16.5 illustrates the network of existing or planned trails within the City. In 2016, the City's trail network is planned and maintained primarily by Jurupa Valley Community Recreation and Parks

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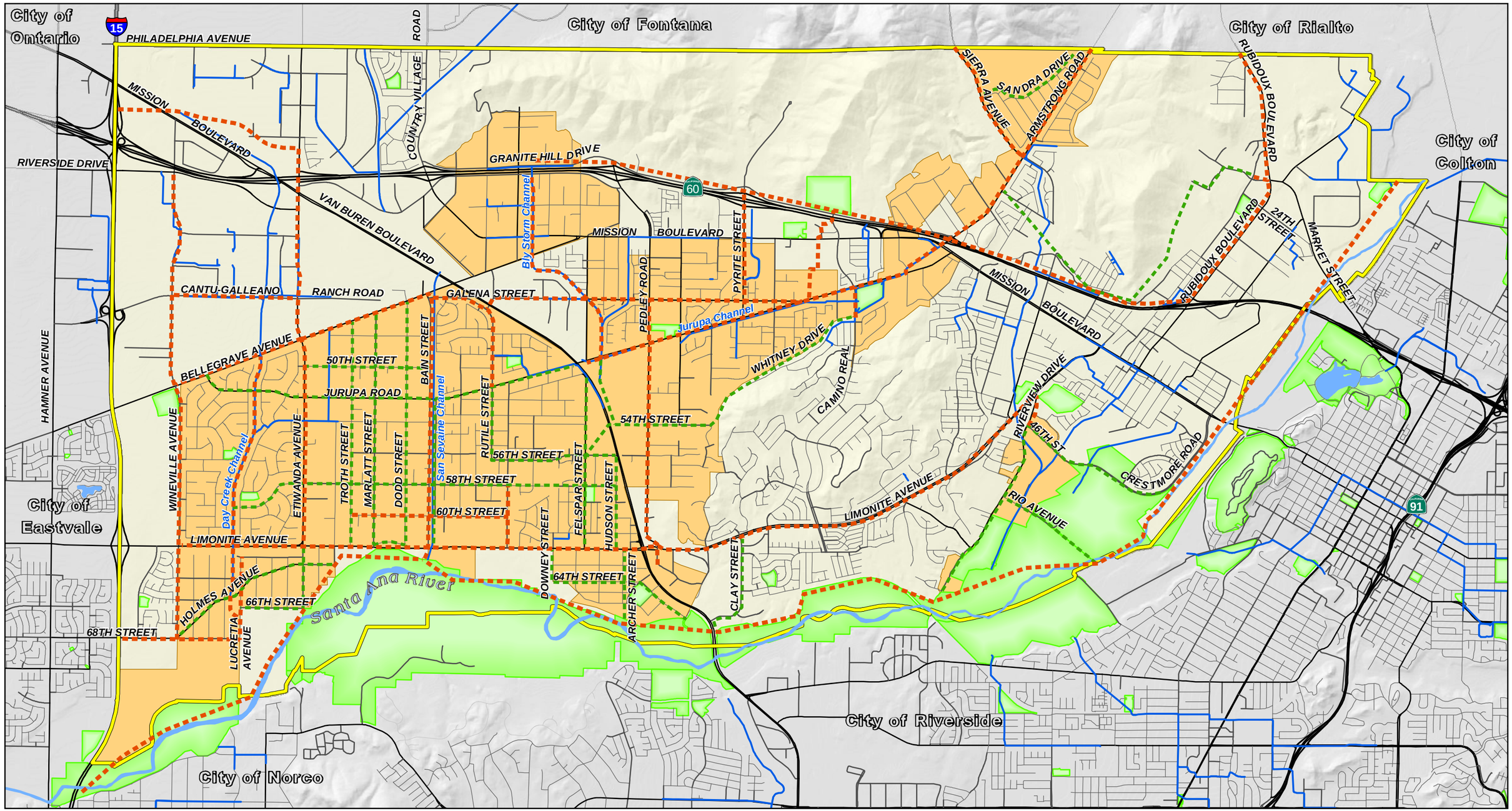

LSA

- City of Jurupa Valley
- Existing Floodways and Drainage Facilities
- Parks
- Primary Equestrian Route
- Secondary Equestrian Route
- Equestrian Lifestyle Protection Overlay*

* All streets within the ELPO area can be used for riding horses.

SOURCE: Riverside County 7/2015

0 2,000 4,000 Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.5

Jurupa Valley Master Plan Genralized Equestrian Trails

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District (JARPD), and installed primarily by developers as a condition of City approval of new development. Existing trails in Jurupa Valley at the time of the preparation of this EIR are located along:

- East side of Bain Street, between Bellegrave Avenue and Limonite Avenue;
- West side Etiwanda Avenue between Bellegrave Avenue and Limonite Avenue;
- North and south sides of Bellegrave Avenue, from Etiwanda Avenue to Wineville Avenue;
- East side of Wineville Avenue, between Limonite Avenue and 68th Street;
- East side of Wineville Avenue between Bellegrave Avenue and Redbud Lane;
- South side of Cantu-Galleano Ranch Road between Calle Del Sol and Etiwanda Avenue;
- North side of Limonite Avenue, between Wineville Avenue and Etiwanda Avenue;
- South side of 68th Street between the I-15 freeway and Lucretia Street;
- East side of Lucretia Street between 66th and 68th Streets;
- West side of Armstrong Road between 29th Street and 34th Street; and
- South side of 66th Street between Lucretia Street and Etiwanda Avenue.

In 2016, the City maintains one developed trail along the Santa Ana River Trail which is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have disconnected trails, resulting in a fragmented system. The City has four types of recreational trails:

- **Parkway Trails** are located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.
- **Regional Trails** are the main trails within the County, generally maintained and operated by the County of Riverside's Parks and Open Space District. They are designed to eventually provide linkages between areas which could be quite distant from each other. They are also designed to connect with State and Federal trails as well as trails within Jurupa Valley, other cities and unincorporated areas.
- **Community Trails** are designed to link areas of a community to the regional trail system and to link areas of a community with each other. Such trails are typically maintained and operated by a local parks and recreation district. Community Trails will have an easement of 10 to 14 feet wide and a trail width of 8 feet.
- **Historic Trails** are designated historic routes that recognize the rich history of Jurupa Valley and Riverside County. For example, the Juan Bautista de Anza National Historic Trail, the Southern Immigrant Trail, the Pacific Crest Trail and the Bradshaw Trail are graphical representations of the general location of these historic routes and do not necessarily represent a planned Regional or Community Trail.

Future Multi-Purpose Trails Vision. The vision for the Jurupa Valley Multi-Purpose Community Trails System is a network of pedestrian, equestrian and bicycle trails that link Jurupa Valley's eight distinct communities and its many neighborhoods with open space areas, schools, recreation facilities, regional trail connections and local landmarks (e.g. Mt. Rubidoux). This vision was shaped by many community groups and individuals, including the GPAC, Jurupa Valley residents and property owners, the City of Jurupa Valley decision-makers and staff, Jurupa Area Recreation and Parks District (JARPD), Riverside County Regional Park and Open-Space District, Riverside County Flood Control and Water Conservation District, Inland Empire Resource Conservation District and others. The JARPD's vision for a Master Trails Plan for the City is shown in Figure 4.16.5.

Transit. The Riverside Transit Agency (RTA) provides numerous public transportation opportunities for residents and visitors in Jurupa Valley. RTA operates fixed-routes providing public transit service throughout western Riverside County and coordinates transit services throughout a 2,500-square mile service area. RTA provides local and regional services throughout the region with 35 fixed-routes, eight CommuterLink routes, and Dial-A-Ride services. These public transportation opportunities include fixed-route transit, intercity transit, paratransit, senior transit, rural transit, and private transit services. Transit, paratransit, and private provider services are characterized as being either a fixed-route or demand response system. The Community Transit Association of America (CTAA) defines fixed-route service to include any transit service in which vehicles run along an established path at preset times. Demand response service is any non-fixed-route system of transporting individuals that requires advanced scheduling by the customer including services provided by public entities, non-profits, and private providers. Figure 4.16.6 shows the fixed-route transit services available in the City. Adequate connectivity exists on most major roadways in the east/west and north/south directions with the exception of Van Buren Boulevard from Limonite Avenue to the northwestern City limits, Bellegrave Avenue from the western City limits to Mission Boulevard, Jurupa Road from Van Buren Boulevard to Mission Boulevard, Camino Real from Mission Boulevard to Limonite Avenue, and Etiwanda Avenue from Jurupa Road to the northern City limits.

Commuter Rail. Although railroads are independent operations, the interaction between rail and other modes of transportation does affect the transportation system. Motorized vehicles and pedestrians, as well as freight movement, are affected by delay caused by trains at at-grade crossings. The commuter rail service through the City of Jurupa Valley is provided by Metrolink and is illustrated in Figure 4.16.6.

The City of Jurupa Valley has one Metrolink station, the Jurupa Valley/Pedley Station, located at 6001 Pedley Road (Figure 4.16.6). “Jurupa Valley” was added to the Pedley Station moniker on October 3, 2016 to reflect Jurupa Valley’s incorporation as a City in 2011. The Jurupa Valley/Pedley Station is owned by the Riverside County Transportation Commission and connects to the Riverside-Downtown Station to the east and the East Ontario Station to the west as part of the Metrolink Riverside Line.

The Pedley RTA fixed-route 29 provides a transit connection to the Jurupa Valley/Pedley Metrolink station, and passengers with a valid Metrolink ticket may ride the local bus system for free. Additionally, through collaboration and connectivity with the RTA, Metrolink passengers who take the train to the Riverside-Downtown Station may ride RTA fixed-route 54 to various destinations throughout Downtown Riverside free of charge with a valid Metrolink ticket.

The Riverside-Downtown Station is eleven minutes by train from the Jurupa Valley/Pedley Station and serves as a major public transit hub in the Inland Empire, with four Metrolink Lines (Riverside Line, San Bernardino Line, Inland Empire-Orange County Line, and 91/Perris Valley Line) serving southern California to Oceanside, Downtown Los Angeles, and San Bernardino. On June 6, 2016, Metrolink officially extended the 91/Perris Valley Line southeast from the Riverside-Downtown Station, adding 24 miles of rail and four additional stations (Riverside-Hunter Park, Moreno Valley/March Field, Perris Downtown, and South Perris) from Riverside to Perris Valley.

In conjunction with the existing Riverside Line connecting the Jurupa Valley/Pedley Station to Downtown Los Angeles and Downtown Riverside, the 2016 extension of the 91/Perris Valley Line from Downtown Riverside to Perris Valley contributes to the strategies developed to manage “pass-through” regional traffic in Jurupa Valley.

4.16.1.6 Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. A reduction in peak hour trips, overall roadway congestion, and

improved air quality can be achieved through the implementation of TDM strategies. Examples of these strategies include: telecommuting, flexible work hours, expanded public transit services and other transportation alternatives to the automobile, and electronic commerce that enables people to work and shop from home.

As the City continues to grow, transportation demand management and systems management will be necessary to preserve and increase available roadway "capacity." Level of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the local transportation system is to maintain acceptable levels of service along local streets and at intersections, while encouraging the California Department of Transportation (Caltrans), County of Riverside, and the Southern California Association of Governments (SCAG) to determine future infrastructure needs for federal and State highways.

According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips and will supplement the traditional long-distance usage. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. In the last decade, the region's number of trips and amount of travel have grown at a much faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper. The County has established TDM Guidelines to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people, and the City may choose to adopt similar guidelines.

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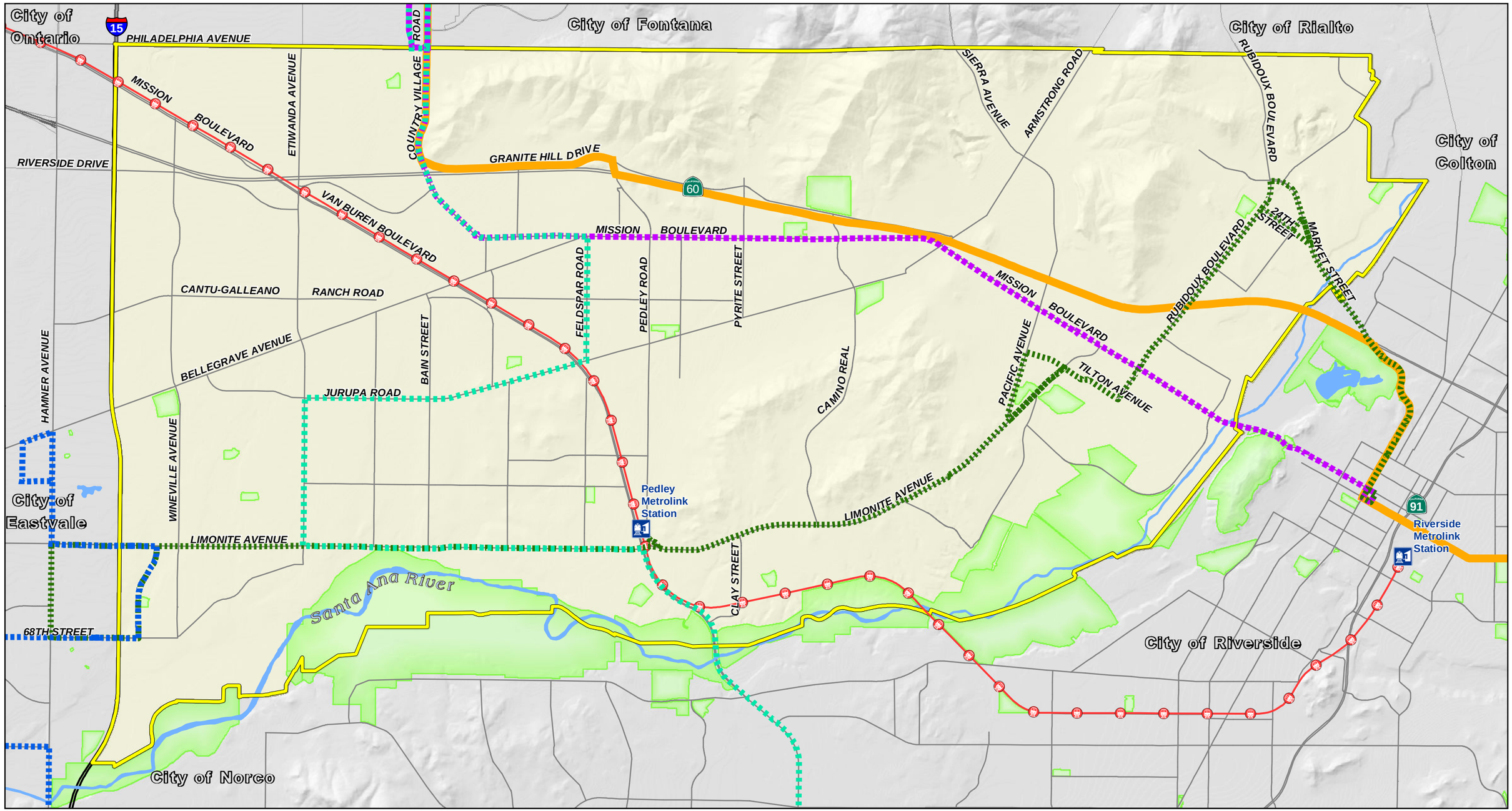

LSA

City of Jurupa Valley
Parks
Metrolink Station

Transit Routes
Route 3
Route 21
Route 29
Route 49
Route 204
Metrolink Riverside Route

SOURCE: Riverside County 7/2015; Riverside Transit Agency, 2015.

0 2,000 4,000
Feet

I:\CJV1502\Reports\EIR\fig4-16-6_TransitRoutes.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.6
Transit Routes and Commuter Rail

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4.16.1.7 Existing (Baseline) Conditions

Roadway Segments. As shown in previously referenced Figure 4.16.2 and Table 4.16.D, all roadway segments are operating at satisfactory levels of service, with the exception of the following ten (10) locations:

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Bain Street to Collins Streets; and
- Market Street east of Rubidoux Boulevard.

Intersections. As shown in previously referenced Table 4.16.E, the intersections in the City are currently operating at satisfactory levels of service with the exception of the following thirteen (13) locations:

- Wineville Avenue/Mission Boulevard (p.m. peak hour);
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/SR-60 Westbound Ramps (a.m. peak hour);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. peak hour);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (p.m. peak hour);
- Rubidoux Boulevard/Market Street (p.m. peak hour); and
- Rubidoux Boulevard/Mission Boulevard (p.m. peak hour).

4.16.1.8 NOP Comments

No public comments were received during the Notice of Preparation (NOP) period and the scoping meeting. The Riverside County Transportation and Land Management Agency (RCTLMA) sent a letter requesting consideration of traffic impacts to roads under County jurisdiction, and the Riverside County Airport Land Use Commission (ALUC) sent a letter stating the ALUC's right to review future proposed development that fell within its airport's compatibility zones.

4.16.2 Regulatory Framework

4.16.2.1 State Legislation

Governor Brown signed Senate Bill (SB) 743 in 2013 which will eventually change the way that transportation impacts are analyzed under CEQA. SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated" (Ibid.). Once the CEQA Guidelines are amended to include those alternative criteria, auto delay will no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. 743 also included several important changes to CEQA that apply to transit oriented developments, including aesthetics and parking. The Governor's Office of Planning and Research is working with local agencies to develop guidelines to help local governments implement Assembly Bill (AB) 742. In the interim, cities must take into account Vehicle Miles Traveled (VMT) as part of environmental review but may also continue to use LOS to evaluate roadway performance.

4.16.2.2 City of Jurupa Valley General Plan

The Mobility Element of the General Plan contains the following goals, policies, and programs that will regulate the size, design, and activities associated with streets, intersections, and other circulation-related issues.

Mobility Element

Mobility Corridors Policies and Programs

Goal

ME-1 Provides mobility corridors for all modes of travel, including transit, bicyclists, pedestrians, equestrians, rail traffic, and motor vehicles, and that helps reduce locally-generated VMT.

Policies

ME 1.1 **Mobility Corridors.** Require that the City's mobility corridors:

a. Accommodate public transit, motor vehicles, bicyclists, equestrians, and pedestrians within the public right-of-way wherever feasible, using multi-modal, "complete streets" design strategies.

b. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.

c. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the *Master Plan of Streets and Trails* (to be developed).

d. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.

e. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 1.2 **Corridor Design.** When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards:

a. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.

b. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.

c. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.

d. Where two lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character.

e. Provisions for bus turnouts, bus shelters, and connectivity to the Jurupa Valley/Pedley Metrolink Station.

ME 1.3 **Preserving Community Character in Mobility Corridors.** Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies:

a. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.

b. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.

c. Mobility corridors shall be designed to produce an attractive, safe, and high-quality environment of tree lined streets within a semi-rural, small-town community.

Programs

(TBA)

Roadway Network Policies and Programs

Goal

ME-2 Maintains an interconnected network of bicycle, pedestrian, equestrian, and public transit facilities that encourage non-automotive travel.

Policies

ME 2.1 **Roadway System.** Require that the City's mobility corridors:

a. Accommodate public transit, motor vehicles, bicyclists, equestrians, and pedestrians within the public right-of-way wherever feasible, using multi-modal, "complete streets" design strategies.

b. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.

c. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the *Master Plan of Streets and Trails* (to be developed).

d. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.

e. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 2.2 **Transportation Infrastructure.** Traffic control devices and transportation infrastructure shall operate to serve the needs of all roadway users, including motorists, public transit, pedestrians, equestrians, and cyclists.

ME 2.3 **Development Project Impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.

ME 2.4 **Transportation Options.** Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.

ME 2.5 **Public Transit Connections**. Support the development of transit connections that link the village centers located throughout the City and as identified in the Land Use Element and in the specific, community, and village plans.

ME 2.6 **Efficient Use.** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

ME 2.7 **System Evaluation.** Evaluate the planned circulation system as needed to enhance the street network to respond to anticipated growth and mobility needs.

ME 2.8 **Interagency Cooperation**. Cooperate with local, regional, State, and federal agencies to establish an efficient circulation system.

ME 2.9 **Project Integration.** Encourage development of projects that facilitate use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities, and bicycle facilities.

ME 2.10 **Transportation Projects**. Consider the following regional and community wide transportation projects when developing transportation improvement plans in Jurupa Valley:

a. Construct new interchanges on State Route 60 at Camino Real and Sierra Avenue/Pacific Avenue.

b. Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities) to

encourage the use of public transportation and ridesharing for longer distance trips.

c. Construct new grade separated interchanges on Van Buren Boulevard and parallel rail lines at Jurupa Road, Limonite Avenue, and Galena/Bellegrave Avenue.

Programs

ME 2.1.1 **Mitigation Measures.** As necessary to mitigate potential impacts, the City will implement improvements identified as mitigation measures in the Final Environmental Impact Report for the 2017 General Plan.

ME 2.1.2 **School Planning.** Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off, and other special events.

ME 2.1.3 **Sidewalks.** Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to provide a continuous safe route for pedestrians.

ME 2.1.4 **Barrier-free Access.** Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as required by State or federal law.

ME 2.1.5 **Master Plan of Streets and Trails.** Within two years of adopting the 2017 General Plan, prepare a Master Plan of Streets and Trails, including specific plans for future major capital projects such as the Cantu-Galleano/Bellegrave connection, cross sections for unimproved linkages to be developed through land development, design standards for mobility corridors to address all transportation needs, including rural and local streets, industrial collector streets, etc. Phase 1 of the plan shall address mobility corridors and major roadways and shall be prepared within one year of 2017 General Plan adoption. Phase 2 shall include Local Streets, Collectors, and the trails network as described in Policies and programs Sections 3.0 and 4.0. The Plan shall be consistent with this Mobility Element.

Levels of Service

ME 2.11 **Target Levels of Service**. Until a multi-modal based metric is adopted, City will maintain the following target Levels of Service, or "LOS":

a) LOS "C" along all City maintained roads and conventional State highways. As an exception, LOS "D" may be allowed in designated areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Express ways, conventional State highways or freeway ramp intersections.

b) LOS "E" may be allowed in designated village centers to the extent that it would support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.

Planned Circulation Systems

ME 2.12 **Multi-Modal Level of Service.** When the City determines there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, "complete streets" perspective using Vehicle Miles traveled (VMT), consistent with SB 743 and State guidelines.

ME 2.13 **Traffic Study Guidelines**. Apply level of service and/or VMT standards to new development, consistent with State law, based on new Traffic Study Guidelines, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.

ME 2.14 **Traffic Impact Evaluation**. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

ME 2.15 **Traffic Impacts.** Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project-related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.

ME 2.16 **Impact Mitigation**. Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.

Programs

ME 2.1.6 **Traffic Study Guidelines.** City will prepare and adopt Traffic Study Guidelines to aid in the evaluation of transportation-related impacts to circulation facilities, residential neighborhoods, environmental conditions and open space, and to identify the appropriate mitigation for such impacts.

ME 2.1.7 **Planned Network Improvements.** City will evaluate and where appropriate, include the planned intersection and roadway segment improvements as described in the 2017 General Plan Mobility Element in its Capital Improvement Program. City will implement the improvements as resources allow.

Pedestrian and Bicycle Facilities Policies and Programs

Goal

ME-3 Promotes trails for pedestrian, bicycle, and equestrian use for recreational as well as local travel needs.

Policies

ME 3.1 **Bicycle and Pedestrian Trail Network.** Plan, develop and maintain a bikeway and pedestrian network according to a Bicycle and Pedestrian Plan, to be prepared following General Plan adoption. Bicycle facilities should be located off-road to the greatest extent possible, such as along flood control channels, the Santa Ana River banks, regional parks, and within residential developments and greenbelts.

ME 3.2 **Bicycle- and Pedestrian-Oriented Site Design.** Encourage bicycle- and pedestrian-oriented site design in commercial areas.

ME 3.3 **Design Standards.** In determining the appropriate street or intersection design standard to apply, the City will seek to balance cyclists' and pedestrians' safety and convenience with that of other roadway users.

ME 3.4 **Intersections and Crossing Locations.** Utilize federal, State, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.

ME 3.5 **Grant Funding.** Pursue federal, State, county, regional, and other funding opportunities to increase non-motorized mode share percentages, improve transportation system performance, and increase user safety.

ME 3.6 **Internal Linkages**. Bicycle and pedestrian trail networks should be located and designed to link to retail and commercial centers.

ME 3.7 **External Linkages.** Link on-road and off-road bicycle and pedestrian facilities to existing and planned bicycle and pedestrian facilities in adjacent and regional jurisdictions.

ME 3.8 **Traffic Control Devices**. Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.

Programs

ME 3.1.1 **Pedestrian and Bikeway Plan.** Prepare a comprehensive Master Pedestrian and Bikeway Plan within two years of adoption of this General Plan Update.

Pedestrian Facilities

Policies

ME 3.9 **Pedestrian Facilities.** Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design, or other conditions.

ME 3.10 **Accessible Pedestrian Facilities.** All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.

ME 3.11 **Pedestrian Connectivity.** Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.

ME 3.12 **Pedestrian Facility Improvements.** As funding permits, the City will install, or require as a condition of development approval, pedestrian facility improvements such as installation of signs, signals, sidewalks, street crosswalks, proper lighting, pedestrian- and equestrian-activated signals, street trees, benches, transit shelters, trails, landscaping, and other ancillary pedestrian features.

ME 3.13 **Sidewalk Repair or Replacement.** Repair or replace substandard public sidewalks and paving in public areas, in accordance with a Sidewalk Repair Program.

ME 3.14 **Public Pedestrian Improvements.** Encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting, and directional signs.

ME 3.15 **Pedestrian Facilities.** Provide facilities for the safe movement of pedestrians within new developments, as specified in the General Plan and City Engineering and trail standards.

ME 3.16 **Removal of Barriers**. Maximize visibility and access and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians within and between adjacent developments, where appropriate. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

ME 3.17 **Public Transit Connections**. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

ME 3.18 **Safe Crossings**. City will plan for and implement pedestrian access facilities improvements that are consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators, or other features necessary for safe street crossing.

ME 3.19 **Safe Routes to Schools**. Collaborate with school districts and other agencies to provide and designate safe routes to schools, consisting of sidewalks, bicycle facilities, or improved trails.

ME 3.20 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. City may require both the dedication and improvement of pedestrian facilities as a condition of development approval.

ME 3.21 **ADA Compliance**. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

ME 3.22 **Trail Crossings**. Require, where appropriate and feasible, the construction of overpasses or under crossings where pedestrian, bicycle, and equestrian facilities intersect freeways, expressways, urban arterials, and primary roadways.

ME 3.23 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved facilities are warranted.

Programs

(TBA)

Bicycle Facilities

Policies

ME 3.24 **Integration of Bicycle Planning**. Integrate development of the bicycle facilities network into larger land use planning and development projects.

ME 3.25 **Bicycle-Friendly Infrastructure.** Require bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.

ME 3.26 **Bicycle Facilities.** In preparing City land use plans and applicable Capital Improvement Programs, the City will address bicycle needs, including:

a. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists (i.e., a bike station);
b. Facilities for bicycle parking within newly-built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use, and non-residential sites;
c. Safe, secure, attractive, and convenient bicycle parking; and
d. Wayfinding systems and traffic control signage or markings for all bicycle facilities.

ME 3.27 **Bicycle and Pedestrian Wayfinding.** Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings, or other technologies.

ME 3.28 **Regional Bicycle and Pedestrian Coordination.** Coordinate regional trail and bicycle planning, acquisition, and development efforts with adjacent jurisdictions.

ME 3.29 **Off-Road Trail Linkages.** Where feasible, the City connects off-road trails with the on-road transportation network.

ME 3.30 **Bicycle and Pedestrian Facility Design Standards.** City shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.

ME 3.31 **Safety Awareness**. Encourage and support the creation of comprehensive safety awareness programs for pedestrians, equestrians, cyclists, and drivers.

ME 3.32 **Improvements along Bicycle and Pedestrian Routes.** Improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.

ME 3.33 **Roadway Repairs.** When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate.

ME 3.34 **Bikeway Width.** Where feasible, design bikeways beyond the minimum required widths, but within federal, State, or local standards (For example, Class 2 lanes should not exceed eight feet in width to avoid confusion with driving lanes).

ME 3.35 **Bicycle Parking.** Require convenient, secure, attractive, and easy to use bicycle parking to be provided at public buildings, commercial areas, multi-family residential development projects, and at schools and parks, and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.

ME 3.36 **Bicycle Improvements Conditionally Required**. Require the construction or rehabilitation of bicycle facilities and/or "bicycle-friendly" improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.

Programs

ME 3.1.2 **Zoning Ordinance Update.** Update the Zoning Ordinance to require end of trip bicycle facilities, as appropriate to the scale and use of the project, such as bicycle parking, lockers, and showers in new or major remodels of multi-family residential and non-residential uses.

ME 3.1.3 **Class II Bike Lanes.** Identify and designate Class II bike lanes where considered appropriate and there is sufficient curb-to-curb street paveout width.

ME 3.1.4 **Education.** Promote Bicycle and Walking Safety lessons in local recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.

ME 3.1.5 **Safe Routes to Schools**. Expand the Safe Routes to School program, including City sponsorship of bicycle safety training, International Walk/Bike to School events, cyclovias and similar events, and encourage all Jurupa Valley schools to get involved.

ME 3.1.6 **Bicycle-Friendly Businesses.** Establish a bicycle-friendly business program to incentivize and facilitate use of alternative modes of transportation by employees and customers.

Equestrian and Multi-Purpose Trail Facilities Network Policies and Programs

Goal

ME-4 Establishes policies that coordinate the circulation system with the General Plan, specific plans and village center plans, and Land Use Element, and that provide direction for future decision-making

Policies

ME 4.1 **Equestrian and Multi-Purpose Trails.** Provide trails for the safe movement of pedestrians and equestrians within and between new developments where

appropriate, and as specified in the General Plan and City Engineering and trail standards.

ME 4.2 **Removal of Barriers**. Maximize visibility and access and encourage the removal or modification of barriers (e.g. walls, fences, utilities, drainage ditches, refuse bins) for safe and convenient equestrian movement. Special emphasis should be placed on creating and maintaining safe and convenient trail linkages with the Equestrian Lifestyle Protection Overlay.

ME 4.3 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where trail facilities or improvements may be warranted. City may require both the dedication and improvement of pedestrian and equestrian facilities as a condition of development approval.

ME 4.4 **Safe Crossings**. City will plan for and implement pedestrian and equestrian access that is consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators, or other features necessary for safe street crossing.

ME 4.5 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved facilities are warranted.

Programs

ME 4.1.1 **Equestrian and Multipurpose Trails Implementation.** Implement the Equestrian Trails Plan as shown in Figure 3-48 (page 3-88) and implement the City Multi-Purpose Trail System Plan, to be developed.

ME 4.1.2 **Trail Linkages.** Locate and design trails to provide access to or link scenic corridors, schools, parks, and other natural areas.

ME 4.1.3 **Trail Access**. Require that all development proposals located along a planned trail or trails provide access to the trails system.

ME 4.1.4 **Gated Communities**. Ensure that existing and proposed gated communities with dedicated trails and new gated communities do not preclude trails from traversing their properties.

ME 4.1.5 **Trail Siting and Design.** Adhere to the following guidelines when siting or designing a trail:

a. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and along irrigation and flood control waterways so as to take advantage of existing rights-of-way, separate traffic and noise, and provide more services at less cost in one corridor.
b. Secure separate rights-of-way for non-motorized trails when physically, financially, and legally feasible.
c. Where a separate right-of-way is not feasible, maintain recreation trails within the City right-of-way.
d. Use trail design standards which will minimize maintenance due to erosion or vandalism.
e. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
f. Place all recreation trails a safe distance from the edge of active aggregate mining operations and separate them by physical barriers.

g. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public streets with high amounts of traffic.

h. Take into consideration such issues as sensitive habitat areas, flood potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and alternate land uses when designing and constructing trails.

i. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.

j. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.

ME 4.1.6 **Rail Fencing.** Install, or require the installation where appropriate, of a rail type fence separating road rights-of-way from adjacent trail easements and designed with two to three rails constructed of white PVM material.

Trail Acquisition, Maintenance, and Funding

Policies

ME 4.6 **Acquisition of Right-of-Way**. To expand its trails network, the City will:

a. Promote public/private partnerships for trail acquisition.

b. Determine which public and/or private agencies have easements or existing, unused rights-of-way which could be incorporated as trail linkages. Such agencies may include the Riverside County Flood Control District, community service districts, utilities, and railroads.

c. Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open-space instead of a higher land-use category.

ME 4.7 **Alternative Trail Locations.** Examine the use of utility easements and rights-of-way for use as public trail linkages to the regional trails system and/or other open space areas. Potential corridors include the right-of-way easements for:

a. Water and wastewater mains

b. Water storage project aqueducts

c. Flood control channels and maintenance access ways

d. Overhead utilities, and

e. Unused or abandoned rail rights-of-way

ME 4.8 **Trail Maintenance.** To help maintain its trails, the City will:

a. Consider the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,

b. Discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by intended trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.

ME 4.9 **Trails Program Funding.** Consider all possible sources of funding to plan, acquire, and construct trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds from local, regional, State, and federal government entities.

Programs

ME 4.1.7 **Grants.** Working with other agencies, the City will seek grants to help develop, operate, and maintain a comprehensive trail system through Jurupa Valley's designated open spaces, trails is a priority of the City. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for residents.

Public Transit Policies and Programs

Goal

ME-5 Creates a comprehensive, interconnected, and economical system of public transportation options that help reduce traffic congestion and vehicle emissions, and that help reduce dependence on the personal automobile.

Policies

ME 5.1 **Transit Funding**. Support transit operator efforts to maximize revenue sources for short- and long-range transit needs, including the operators' use of federal grants, State enabling legislation, and fare box revenue, and other appropriate funding sources. This can be accomplished through the Riverside County Transportation Commission (RCTC) and development of Short- and Long-Range Transit Plans.

ME 5.2 **Transit Usage**. Support transit operators' programs to foster transit usage.

ME 5.3 **"Clean" Transit**. Demand that local and regional public transit providers operate and maintain fleet vehicles so as to not generate significant noise and air quality impacts.

ME 5.4 **Paratransit Service**. Support appropriate and cost-effective transit services for seniors, disabled persons, and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit service providers, private services, and community-based services.

ME 5.5 **Transit Right-of-Way**. Reserve sufficient right-of-way to plan for and accommodate public transit service.

ME 5.6 **Village Centers**. Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., village centers, tourist attractions and employment centers).

ME 5.7 **Street Design for Transit**. Design the physical layout of major streets and collector highways to facilitate transit operations. Locations of bus turnouts and other transit features should be considered.

ME 5.8 **Transit Oriented Development**. Consider offering developer incentives to locate new development near transit-oriented areas such as village centers, mixed use areas, or along a designated transit corridor near a transit station. Incentives could include density bonuses, parking reductions, or fast-track development review and/or permit processing.

ME 5.9 **Public Transit Planning**. Encourage public transit development and expanded use through higher densities where appropriate, innovative street and building design, street improvements, and right-of-way dedication.

ME 5.10 **Transit-Only Lanes**. Advocate the designation of exclusive transit-only lanes on freeways.

ME 5.11 **Transit Centers and Park-N-Rides**. Encourage the development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

ME 5.12 **Bus Shelters.** Coordinate with transit operators to ensure that bus shelters are provided along and/or near all transit routes, whenever feasible. New developments may be required to provide bus shelters due to existing or future planned transit routes, even if demand for pedestrian facilities are not immediately warranted.

ME 5.13 **Accessible Transit.** Require bicycle, pedestrian, and wheelchair access to all transit facilities and maintain bicycle, pedestrian, and wheelchair facilities so that they are safe, attractive, and well lit.

ME 5.14 **Metrolink Facilities and Services**. Encourage continued improvements to the Jurupa Valley/Pedley Metrolink Station facilities and services.

ME 5.15 **Linkage**. Design and improve street and trails to link all transportation modes, including public transit, with the Metrolink station, park-n-ride facilities, and other transit centers.

Program

ME 5.1.1 Work with RTA to identify shelter options to ensure adequate safety and comfort for transit users and encourage RTA to provide bus shelters at all bus stops along Limonite, Mission, and Jurupa Road.

Freight Movement and Airports Policies and Programs

Goal

ME-6 Accommodates and manages *commercial* truck traffic to promote local jobs and economic growth and protect public safety, health, and welfare.

ME-7 Accommodates continued, safe freight railroad operations in Jurupa Valley.

ME-8 Helps preserve, protect, and enhance safety and land use compatibility at Flabob Airport.

Commercial Trucks

Policies

ME 6.1 **Commercial Truck Roadway Standards.** Implement commercial truck roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.

ME 6.2 **Freight Rail System.** Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.

ME 6.3 **Rail Separation.** Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads.

ME 6.4 **Intermodal Freight Facilities.** Encourage intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.

Programs

ME 6.1.1 **Identify Street Improvements.** Identify and where feasible, help Implement street and highway improvements and maintenance projects to provide convenient and

economical goods movement, particularly where heavy commercial truck traffic or congestion exists.

ME 6.1.2 **Establish Truck Routes.** Study commercial truck movements and operations in the City and establish weight-restricted truck routes away from noise-sensitive areas, where feasible.

ME 6.1.3 **Implement Truck Routes.** Limit truck traffic in residential and commercial areas to designated truck routes; limit construction and commercial truck through- traffic to designated routes; and include truck routes on City's Master Plan of Streets and Trails.

Railroad Freight Movement

Policies

ME 6.5 **Railroad Buffers.** Require sufficient buffers and physical safety barriers between railroad tracks and new noise-sensitive development, such as residential uses, schools, and public facilities.

ME 6.6 **Grade Separations and Crossings**. As resources allow, support construction of grade separations and crossings; or reconstruct existing grade separations and crossings as necessary for the smooth flow of traffic within the City, consistent with plans developed by the Western Riverside Council of Governments (WRCOG) and other responsible agencies.

ME 6.7 **Rails-To-Trails**. Reserve, where warranted, the repurposing of abandoned rail right-of-ways for public trail use or for alternative transportation purposes.

ME 6.8 **Transit Center Dedications**. Dedicate right-of-way and land for future transit centers in village centers and major activity areas (high concentrations of employment and residential uses) and away from noise-sensitive land uses.

Programs

(TBA)

Airports

Policies

ME 6.9 **Interagency Coordination**. Promote coordinated long-range planning between the City, County of Riverside, Airport Land Use Commission, Flabob airport authorities, businesses, and the public to meet City, County, and the region's aviation needs.

ME 6.10 **Airport Land Use Planning**. Apply a variety of land use planning techniques to maintain the viability of Flabob Airport. (See Land Use Element, Flabob and Riverside Municipal Airports Overlay).

ME 6.11 **Noise Reduction Measures**. Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using take-off, landing, and general flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by Federal Aviation Administration regulations.

Programs

(TBA)

Scenic Corridors, Street Character, and Design Goals, Policies, and Programs

Goal

ME-9 Preserves and where possible, enhances scenic corridors and communities' visual character through context-sensitive street and roadway design that removes blight, preserves scenic views, retains mature trees, protects sensitive environments and wildlife habitats, and enhances neighborhood safety and character.

Policies

Scenic Corridors

ME 7.1 **Scenic Corridors Designated.** The route segments shown in *Figure 3-62* designated as Local Scenic Corridors.

ME 7.2 **Scenic Corridor Preservation**. Protect and where possible, enhance views of important scenic resources from highways, streets, and roads designated as local scenic corridors, in accordance with City policies.

ME 7.3 **Development along Scenic Corridors.** Public and Private development along and within local scenic corridors shall comply with the following:

a. Public and private development projects, including noise walls, shall not wall off scenic roadways or block views of scenic resources, such as Santa Ana River or the Jurupa Mountains.

b. Development projects, including signs, visible from and located 500 feet of a scenic roadway shall be considered "sensitive" and require architectural review.

c. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.

d. Signs along scenic roadways should not obstruct or detract from scenic vistas or views.

e. Street lights should be low scale and focus light at intersections where it is needed most. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed.

ME 7.4 **Public Equipment and Facilities.** The City and other agencies should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards:

a. Whenever possible, signs in the public right-of-way should be consolidated onto a single low-profile standard.

b. Public utilities along scenic highways should be installed underground.

c. The placement and design of fencing, walls, landscaping, and street trees should not block views of scenic resources from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

d. Traffic signals with long mast arms should be discouraged along scenic roadways.

ME 7.5 **Creation of Scenic Highways.** The City will encourage the creation of State-designated (Caltrans) Scenic Highways within Jurupa Valley and adjoining Riverside, San Bernardino, and Orange County areas when:

a. Reviewing draft county general plan elements or major revisions to them.

b. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the Southern California Association of Governments (SCAG).

c. Reviewing development projects that are referred to the City by State or County agencies and that are located along locally designated scenic routes.

Transportation System Landscaping

ME 7.6 **Highway Landscaping**. Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.

ME 7.7 **Use of Native Plants and Recycled Water**. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.

ME 7.8 **Landscape Buffers.** Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping and/or other effective visual screens.

Programs

(TBA)

System Operation, Maintenance, and Funding Policies and Programs

Goal

ME-10 Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element's goals, policies, and programs.

ME-11 Provides strategies to manage "pass-through" reginal traffic such that the character of the community is preserved.

Policies

System Access

ME 8.1 **Dedicated Access**. All developments shall provide dedicated and recorded public access, except as provided for under the statutes of the State of California.

ME 8.2 **Driveway Location and Number**. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.

ME 8.3 **Driveways along Highways**. Discourage driveways taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if such access poses no traffic hazards or impacts to local streets.

ME 8.4 **Common Access Driveways**. Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated arterial street or highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

Programs

(TBA)

Design, Construction and Maintenance

Policies

ME 8.5 **City Standards.** Design, construct, and maintain streets as specified in the City Street Improvement Standards and Engineering Specifications.

ME 8.6 **Facilities Maintenance.** Maintain the transportation network while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

ME 8.7 **Design Guidelines.** Develop and implement street and intersection design guidelines and update City Engineering Standards for consistency with the design guidelines.

ME 8.8 **Residential Neighborhood Streets.** Streets in residential neighborhoods shall be designed to enhance and be compatible with neighborhood character, circulation patterns, and modal choices and to provide safe access to neighborhood-serving commercial uses, schools, churches, parks, and recreational areas.

ME 8.9 **Equestrian Streets.** In the Equestrian Lifestyle Protection Overlay, local residential streets shall also serve as equestrian routes for the entire right-of-way width and shall be posted to require motor vehicles to yield to equestrians.

ME 8.10 **Right-of-Way Improvements.** Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails, and parkways, installation of traffic signals, pavement markings, and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.

ME 8.11 **Street Design for Heavy Trucks.** Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

ME 8.12 **Heavy Truck Restrictions in Residential Neighborhoods.** Restrict heavy truck through-traffic and parking in residential and village center areas and plan land uses so that trucks do not need to traverse these areas.

ME 8.13 **Off-Street Loading Facilities.** Design off-street loading facilities for new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on public streets, except when specifically permitted by the City Engineer.

ME 8.14 **Driveway Access.** Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater, and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.

ME 8.15 **Intersection Design.** Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians, and vehicles.

ME 8.16 **Roadway Design**. Design curves and grades to permit safe movement of vehicular traffic at the road's target speed. Target speed should be consistent with and complement the character of the adjacent area.

ME 8.17 **Sight Distance.** Provide adequate sight distances for safe pedestrian, equestrian, and vehicular movement at all intersections.

ME 8.18 **Additional Right-of-Way**. Require additional right-of-way or easements where needed for utilities, noise mitigation, trails, bikeways, street trees, slope landscaping or stabilization, or drainage facilities.

ME 8.19 **Right-of-Way Alignment.** Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.

ME 8.20 **Pass-Through Traffic.** To the maximum extent feasible, design and maintain roadways to direct "pass through" traffic to use Regional Routes and Highways, Highway Arterials, and Parkways, not Arterials, Collectors, or Local streets.

ME 8.21 **Traffic Calming.** Consider using innovative traffic-calming techniques, such as roundabouts, road "diets", raised cross walks, stop signs, speed tables, bulbouts, planters, textured street paving, curbside parking, offset intersections, and other traffic control measures designed to slow traffic speeds where appropriate to reduce speed and increase safety.

ME 8.22 **Emergency Response Routes.** Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radii, and other factors as determined by the City Engineer in consultation with emergency responders.

ME 8.23 **On-Street Parking.** Design and manage on-street parking, where appropriate, to reduce traffic congestion, meet parking needs, and improve pedestrian and equestrian safety.

ME 8.24 **Off-Street Parking.** Design off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities by including separated walkways, bicycle and motorcycle parking, landscaping including trees with overhead canopies, shielded down lighting for safety, and other amenities, as appropriate.

ME 8.25 **Street and Highway Widening or Extensions.** Evaluate proposed street and highway extensions or widening projects for potential noise, air quality, and aesthetic impacts on existing and future land uses. Require that the effects of truck routes, speed limits, and motor vehicle volumes on noise levels are evaluated and mitigated during the environmental review process.

ME 8.26 **Transportation Noise.** Control transportation noise and speeds through proper roadway design and coordination of truck and vehicle routing and speed.

ME 8.27 **Wildlife Corridors.** Design roadways to accommodate wildlife crossings or established corridors whenever necessary and physically feasible.

ME 8.28 ***Dirt Roads.*** Identify dirt roads serving residential areas which may be impacted by traffic from new developments and design new developments to discourage traffic from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.

ME 8.29 **TDM in Development Review.** Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service, and exercise facilities.

Programs

(TBA)

Regional Coordination

ME 8.30 **Interagency Coordination**. Coordinate with transportation planning, programming, and implementation agencies such as Caltrans, Southern California Association of Governments, Riverside County Transportation Commission, Western Riverside Council of Governments, and the cities adjacent to the City of Jurupa Valley on

various studies relating to freeway design, high occupancy vehicle/high occupancy toll lanes, and transportation corridor planning, construction, and improvement.

ME 8.31 **Joint Funding and Improvements**. Partner with government agencies and authorities to secure funding and encourage transportation corridor improvements between Jurupa Valley and Los Angeles and Orange counties.

Programs

(TBA)

System Funding

ME 8.32 **Balanced Funding.** Implement a mobility plan that balances transportation facility needs with City fiscal capabilities. Supplement City funding with grant funding whenever possible.

ME 8.33 **Spread Costs.** Develop funding tools that help equitably spread costs of transportation system improvements among the users of the systems, including developers, property owners, community service districts, City and County, State and Federal agencies.

ME 8.34 **Funding Tools.** Use annexations, redevelopment agreements, tax-increment financing, revenue-sharing agreements, tax allocation agreements, and/or the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

ME 8.35 **Capital Improvement Program**. Prepare a multi-year Capital Improvement Program (CIP) that establishes improvement priorities and scheduling for transportation project construction over a period from five to ten years. The CIP will be reviewed and updated annually.

ME 8.36 **Regional Traffic Mitigation Fees**. Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.

Programs

(TBA)

Environmental Considerations

ME 8.37 **Tree Preservation in Rights-of-Way.** Preserve mature trees with street or highway rights-of-way that are identified as superior examples of California native species or naturalized tree species.

ME 8.38 **Flood Protection.** Provide all roadways located within identified flood areas with adequate flood control measures and locate roadways outside identified flood plains whenever possible.

ME 8.39 **Impact Mitigation.** Control dust and mitigate other environmental impacts during all stages of roadway maintenance, repair, or construction.

ME 8.40 **Noise Mitigation.** Protect residents from transportation generated noise hazards through the use of increased setbacks, landscaped berms, walls or other sound absorbing barriers, or a combination of these measures along freeways, expressways, and four-lane highways to protect adjacent noise-sensitive land uses from traffic- and rail-generated noise impacts.

ME 8.41 **Habitat Conservation Planning**. Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan into transportation plans and development proposals.

ME 8.42 **Habitat Protection.** Avoid disturbance of plant and animal communities, wildlife corridors, and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

ME 8.43 **Hazardous Materials Transport.** Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.

ME 8.44 **Air Quality.** Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

ME 8.45 **Non-Motorized Transportation**. Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.

ME 8.46 **Runoff Control.** Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

Programs

(TBA)

Transportation Systems Management

ME 8.47 **TSM Strategies.** Give priority to Transportation System Management (TSM) strategies to improve level of service, particularly in areas that are fully developed.

ME 8.48 **Traffic Signal Synchronization.** Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.

ME 8.49 **Street Widening.** Consider roadway widening or extension at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective and that widening would be consistent with and contribute to the character of the community.

ME 8.50 **Turn Lanes.** Install special turning lanes whenever necessary to relieve congestion and improve safety for all users.

ME 8.51 **Bus Turnouts.** Encourage development of bus turnouts, bus stop signage, and other features to improve traffic flow and safety, and to encourage use of public transit.

ME 8.52 **ITS.** Encourage the integration of Intelligent Transportation Systems (ITS), consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan, as the transportation system is improved and maintained.

Programs

ME 8.1.1 **New Interchanges on State Route 60.** Construct new interchanges on State Route 60 at Camino Real and Sierra Avenue/Pacific Avenue.

ME 8.1.2 **Regional Transportation Facilities and Services.** Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ridesharing for longer distance trips.

ME 8.1.3 **New Interchanges on Van Buren Boulevard.** Construct new interchanges on Van Buren Boulevard at Jurupa Road and Galena/Bellegrave Avenue.

4.16.3 Proposed General Plan Circulation System

Improvements to the City's roadway network are proposed under the future 2035 General Plan Build-out scenario and are based on input from Jurupa Valley citizens, the General Plan Advisory Committee, and City Staff, and reflect the Jurupa Valley Mobility Goals previously outlined in Section 4.16.2.2. The roadway and intersection circulation improvements include five roadway improvements established from the outset by City staff plus intersection improvements defined by the peak hour intersection level of service analyses conducted for the proposed General Plan. The roadway and intersection analyses are detailed in Section 4.16.6.2.

Roadway Segments. The following improvements are proposed to roadway segments within the City in an attempt to reflect Jurupa Valley's Mobility goals:

- **Etiwanda Avenue:** The roadway segment south of Limonite Avenue is proposed to include a two-lane Secondary roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue.
- **Van Buren Boulevard:** The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector.
- **Cantu-Galleano Ranch Road:** The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road.
- **Bellegrave Avenue:** The roadway segment between Marlatt Street and Dodd Street is proposed to realign with Cantu-Galleano Ranch Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue.
- **Market Street:** The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a three-lane Major Roadway.

Intersections. The following improvements are proposed to City intersections in support of the City's General Plan Land Use Element:

- **I-15 Southbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **I-15 Northbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **Wineville Road/Mission Boulevard:** Install a traffic signal.
- **Wineville Road/Riverside Drive:** Install a traffic signal.
- **Wineville Road/Cantu-Galleano Ranch Road:** Optimize the signal timing.
- **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.

- **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add a second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Bellegrave Avenue:** Optimize the signal timing.
- **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
- **Country Village Road/Philadelphia Avenue:** Optimize the signal timing.
- **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
- **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.
- **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal and add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
- **Pedley Road/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
- **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
- **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
- **Pedley Road/Jurupa Road:** Install a traffic signal.
- **Pedley Road-Morton Avenue/Limonite Avenue:** Optimize the signal timing.
- **Pyrite Street/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pyrite Street/SR-60 Eastbound Ramps:** Install a traffic signal.
- **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane.
- **Van Buren Boulevard/Clay Street:** Optimize the signal timing.
- **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
- **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.

- **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
- **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
- **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split phasing to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Rubidoux Boulevard/Market Street:** Add overlap phasing to the northbound right-turn lane and reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/ westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Rubidoux Boulevard/SR-60 Eastbound Ramps:** Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
- **Rubidoux Boulevard/Mission Boulevard:** Restripe the south leg to accommodate separate northbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.
- **Bellegrave Avenue/Cantu-Galleano Ranch Road:** Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

The City has examined and is continuing to examine a number of physical and operational changes or improvements to its circulation network in an attempt to meet its stated Level of Service standards. However, based on right-of-way constraints and the City's desire to maintain its rural character and discourage cut-through traffic on local streets, no additional roadway segment or intersection improvements are proposed for the 2035 General Plan Build-out. Figure 4.16.7 illustrates the City's 2035 General Plan Build-out circulation system. Figure 4.16.8A and Figure 4.16.8B illustrate the detailed intersection geometric improvements recommended for the 2035 General Plan Build-out circulation system.

4.16.4 Methodology

As stated previously, the primary purpose of the traffic analysis performed for proposed General Plan is to identify the circulation system improvements and programs necessary to maintain or improve levels of service and to achieve mobility goals proposed as part of the Mobility Element. Improvements to the City's roadway network were listed in Section 4.16.3.

The General Plan Traffic Study, including the base assumptions, technical methodologies, and analytical study area, was developed in conjunction with City staff and complies with the Congestion Management Program (CMP) for Riverside County and California Department of Transportation (Caltrans) traffic impact analysis guidelines.



LSA

- City of Jurupa Valley
- Parks
- Expressway (Up to 220' ROW)
- Urban Arterial (Up to 152' ROW)
- Arterial (Up to 128' ROW)
- Major (Up to 118' ROW)
- Secondary (Up to 100' ROW)
- Collector (Up to 74' ROW)

4 Number of Lanes
"3" lanes refers to two travel lanes plus a dedicated turn lane

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

I:\CJV1502\Reports\EIR\fig4-16-7_GP_BuildOut_RoadClass.mxd (12/21/2016)

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.7
General Plan Build-Out Circulation System

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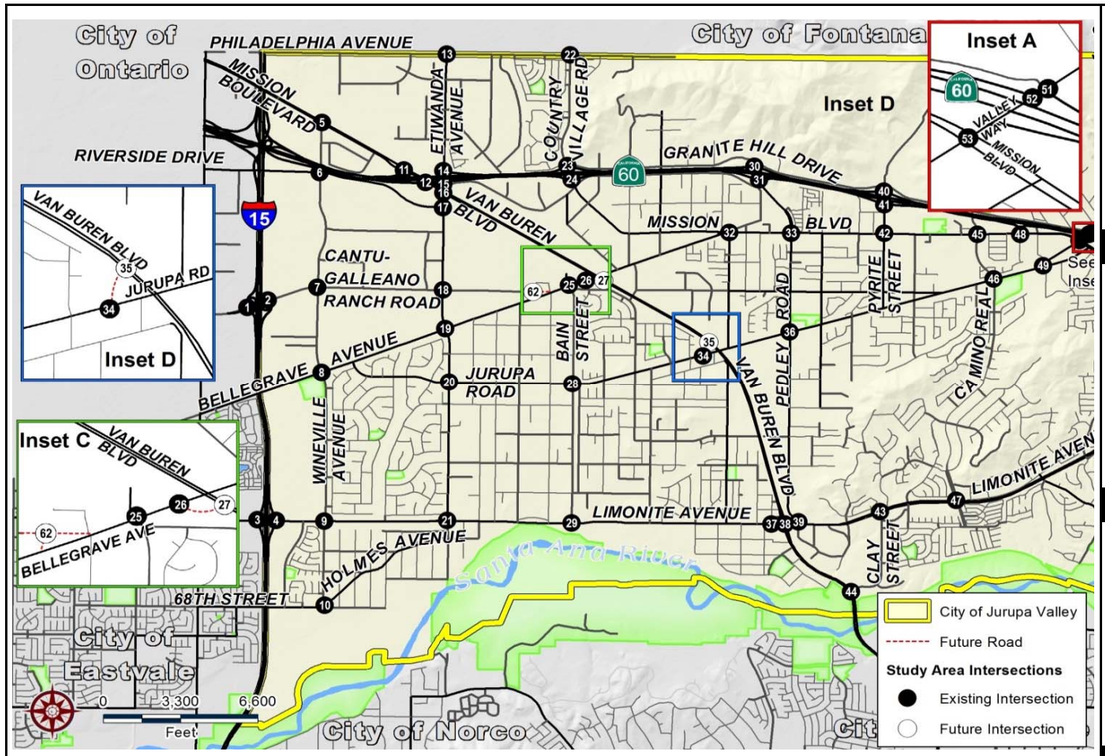
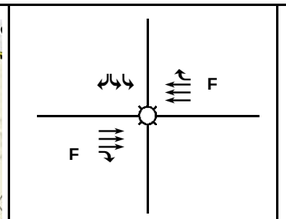
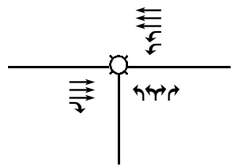
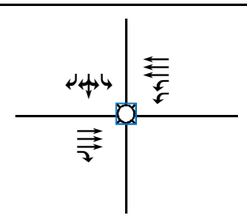




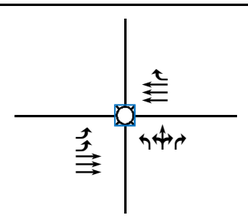
1 I-15 SB Ramps/Cantu-Galleano Ranch Rd



2 I-15 NB Ramps/Cantu-Galleano Ranch Rd



3 I-15 SB Ramps/Limonite Avenue



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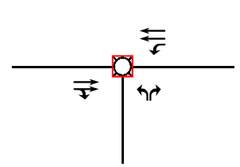
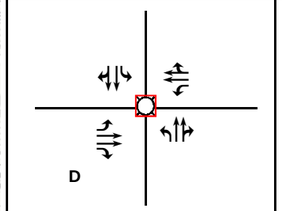
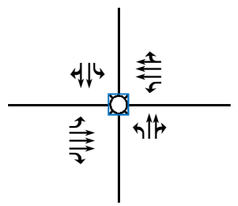


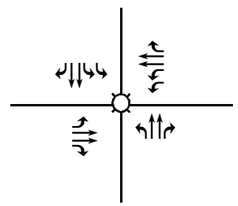
5 Wineville Avenue/E Mission Boulevard



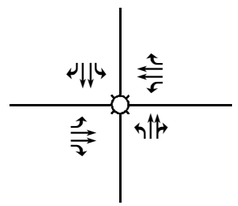
6 Wineville Avenue/Riverside Drive



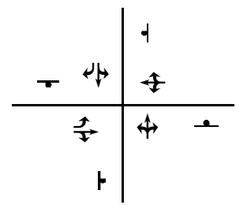
7 Wineville Avenue/Cantu-Galleano Ranch Rd



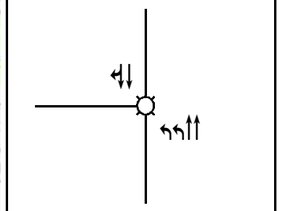
8 Wineville Avenue/Bellegrave Avenue



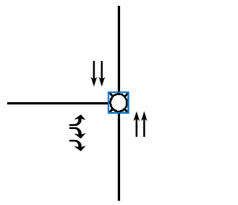
9 Wineville Avenue/Limonite Avenue



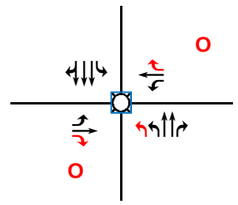
10 Wineville Avenue/68th Street



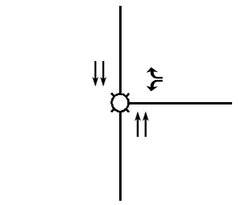
11 E Mission Boulevard/SR-60 Westbound On-Ram



12 E Mission Boulevard/SR-60 Eastbound Off-Ramp



13 Etiwanda Avenue/Philadelphia Avenue



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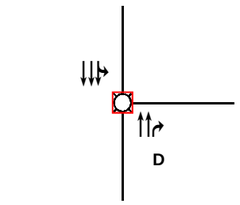

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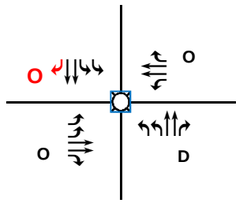
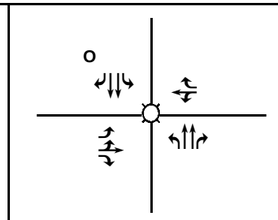
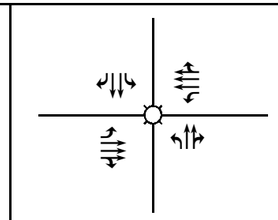


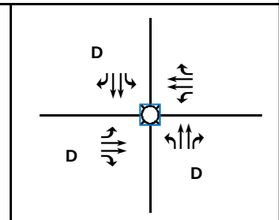
16 Etiwanda Avenue/Van Buren Boulevard



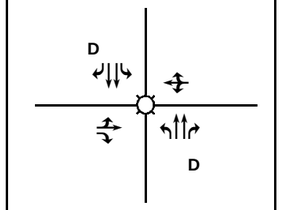
17 Etiwanda Avenue/Riverside Drive



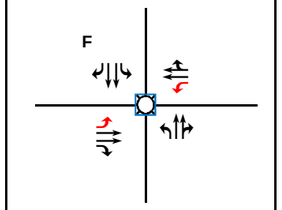
18 Etiwanda Avenue/Cantu-Galleano Ranch Rd



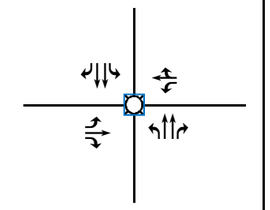
19 Etiwanda Avenue/Bellegrave Avenue



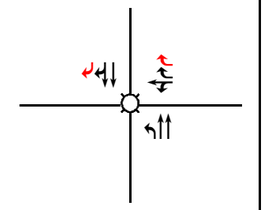
20 Etiwanda Avenue/Jurupa Road



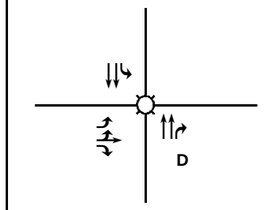
21 Etiwanda Avenue/Limonite Avenue



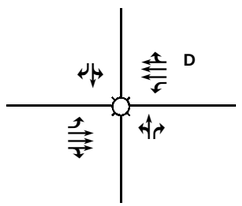
22 Country Village Road/Philadelphia Avenue



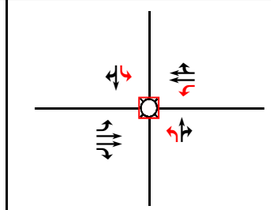
23 Country Village Road/SR-60 Westbound Ramps



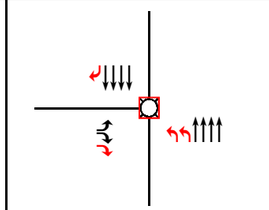
24 Mission Boulevard/SR-60 Eastbound Ramps



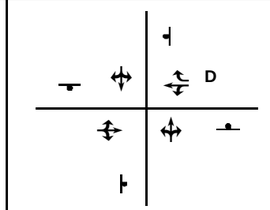
25 Bain Street/Bellegrave Avenue



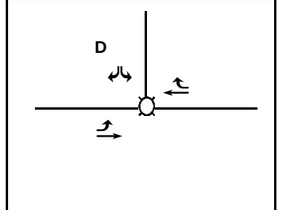
26 Van Buren Boulevard /Bellegrave Avenue



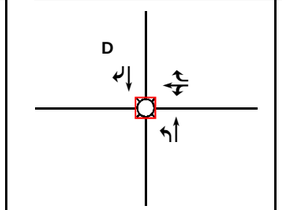
27 Future Bellegrave Ave Intersection @ Van Buren Boulevard



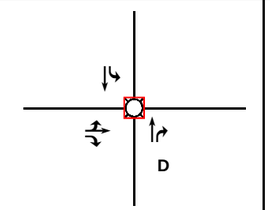
28 Bain Street/Jurupa Road



29 Bain Street/Limonite Avenue



30 Pedley Road/SR-60 Westbound Ramps



31 Pedley Road/SR-60 Eastbound Ramps

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap
- Install a traffic signal
- Optimize/Modify signal phasing
- Recommended Improvement

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.8A

General Plan Build-Out Intersection Geometric Improvements (1 of 2)

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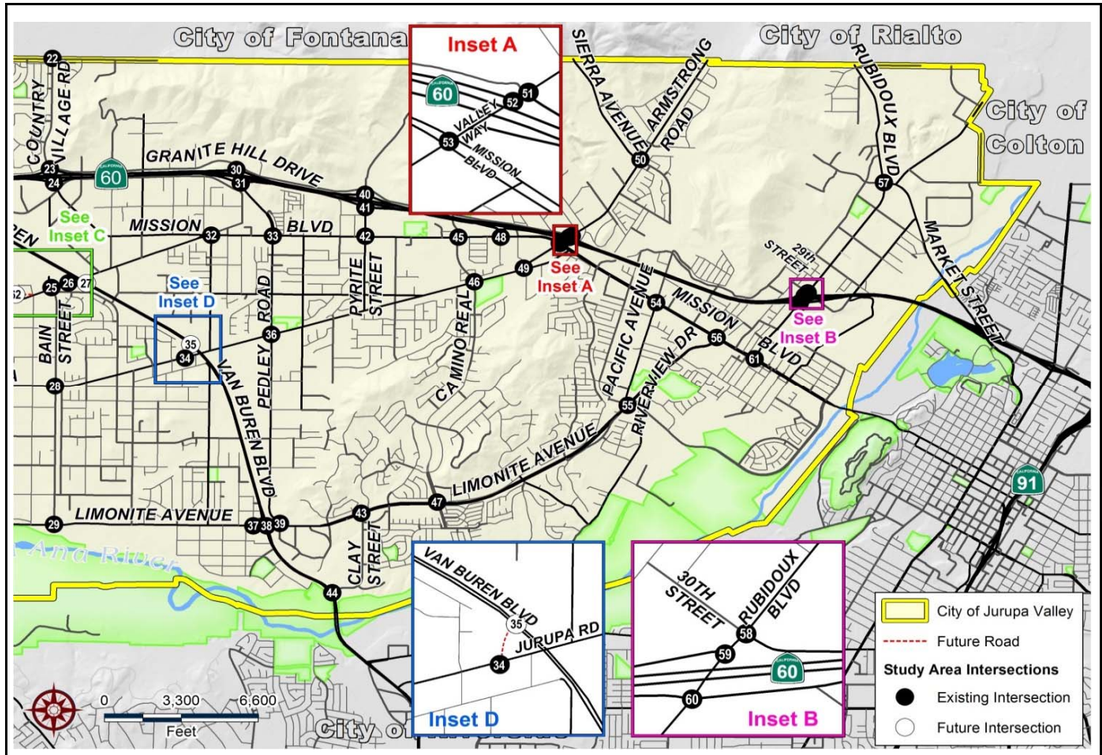

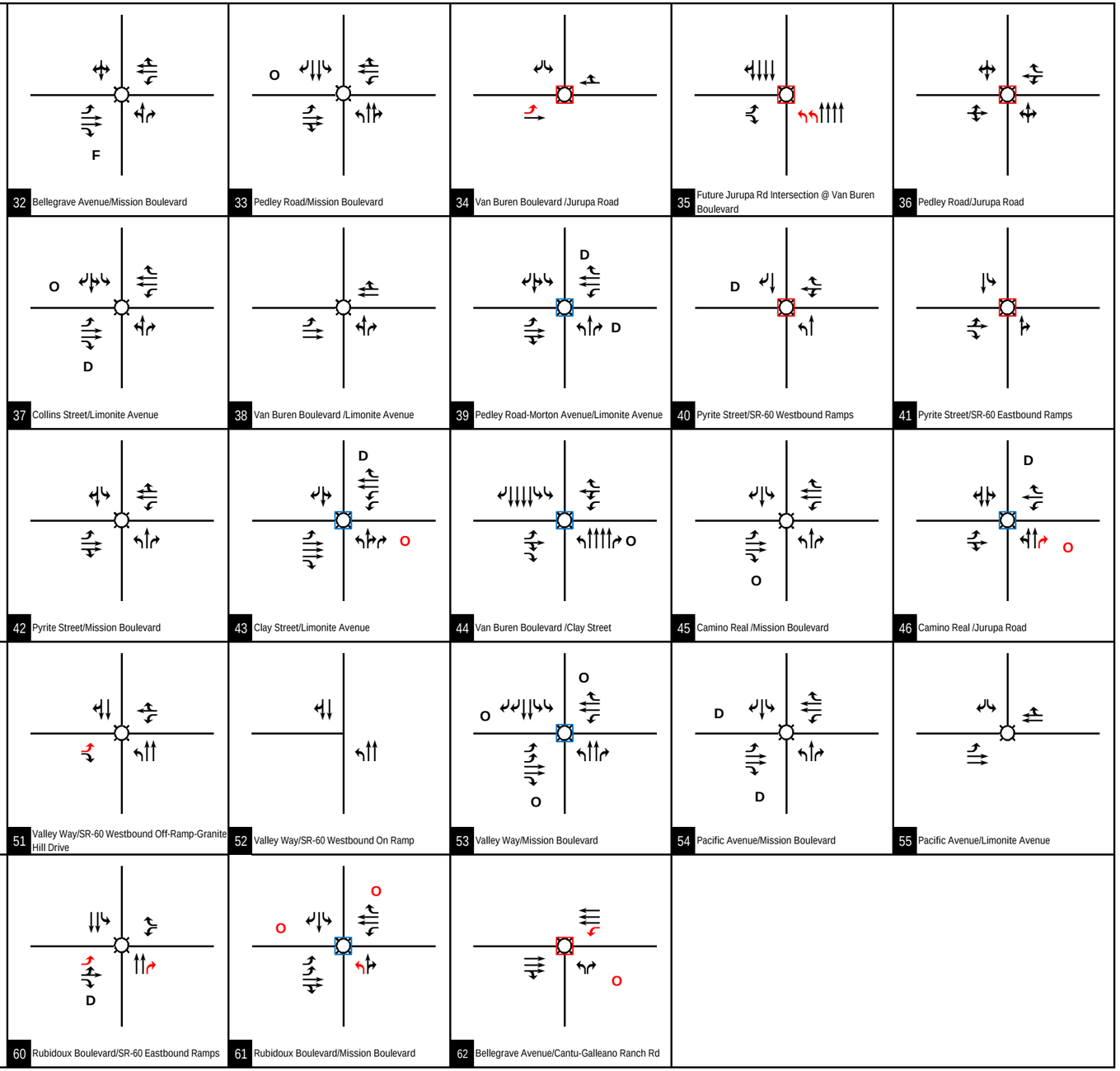

LSA

Legend

Signal
Stop Sign

D De-Facto Right-Turn Lane
F Free Right-Turn Lane
O Right-Turn Overlap

Install a traffic signal
Optimize/Modify signal phasing
Recommended Improvement

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.8B

General Plan Build-out Intersection Geometric Improvements (2 of 2)

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The City of Jurupa Valley Focused Version of the Riverside Transportation Analysis Model (RivTAM) was developed to evaluate the trip-making characteristics and resulting travel patterns of the Jurupa Valley General Plan. To accomplish this, the land uses in the City were converted to socioeconomic data, the roadway network was updated, and the model processes were performed. The resulting forecasts were evaluated to determine appropriate circulation system features. Detailed level of service analyses were conducted using the TRAFFIX 8.0 computer program. In consultation with City staff, the traffic analysis zone (TAZ) structure of the RivTAM was used with only minor modifications to 3 zones. Existing TAZs were divided along logical boundaries (e.g., major parcel lines) to allow a more detailed representation of traffic within the study area. The base year socioeconomic data for each TAZ were verified, and General Plan build-out socioeconomic data were developed for each TAZ consistent with the Land Use Element of the proposed General Plan. Base year and build-out socioeconomic data for each TAZ are included in Appendix K. For TAZs outside the City, the forecast year 2030 socioeconomic data already in the model were maintained for the build-out scenario because no later data are available.

Existing roadway segment bidirectional volumes are derived from Annual Average Daily Traffic (AADT) volume data provided by the City and through other available sources. Total bidirectional volumes on study area segments have been divided into passenger vehicles and truck volumes based on the truck percentages available from the most recent AADT truck counts for each segment. Consistent with *Highway Capacity Manual* methodologies, PCE volumes for these segments were computed using a PCE factor of 1.5 for all trucks, since the impact of trucks on freeway operations is less than on intersection operations. The CMP guidelines require examination of traffic impacts under forecast General Plan build-out conditions for Year 2035. All selected intersections were evaluated by applying the 2000 Highway Capacity Manual (HCM) methodology for calculating levels of service at signalized and unsignalized intersections.

The roadway, intersection, and freeway analyses are detailed in Section 4.16.6.2. The analysis includes an assessment of Future 2035 No-Project and Future 2035 General Plan Build-out Scenarios. The Future 2035 No Project scenario includes land use data and the roadway network from the County of Riverside's Circulation Element adopted in 2008 through the Riverside County Integrated Project (RCIP) which was adopted by the City after the City incorporated. The General Plan Build-out includes the land use data and roadway network from the City of Jurupa Valley 2017 General Plan Land Use Element. For both scenarios, build-out conditions are assumed for year 2035.

4.16.5 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The proposed project could create potentially significant traffic impacts associated with the following CEQA traffic impact thresholds of significance if it would:

- 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.
- 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.
    - (A significant traffic impact would occur if the project would cause a decrease from a standard LOS to a less than standard LOS at a study intersection based on a peak hour analysis. The following are the LOS standards that apply within the project study area:

  - City LOS D is based on the Jurupa Valley General Plan Mobility Element and applies to all study area intersections. Therefore, any study intersection potentially operating at LOS E or F requires mitigation.

- 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.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

There are currently no approved procedures, database materials, standards, significance thresholds, or other guidelines for traffic impact studies using Vehicle Miles Traveled (VMT) rather than Level of Service (LOS) per SB 743. However, the following analysis does present programmatic information on VMT for existing and future conditions which may help establish the groundwork for future VMT studies when state guidelines are adopted.

4.16.6 Programmatic Impact Evaluation

4.16.6.1 Conflict with Applicable Circulation Plan

Threshold	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.

For the purpose of the following analysis, it is important to note that the General Plan is a regulatory document that sets the framework for future growth and development and does not directly result in or cause development. Before any development can occur, it must be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Programmatic Impacts. The Mobility Element of the proposed 2017 General Plan would establish the local circulation plan to guide growth in Jurupa Valley. All of the goals, policies, or programs of the proposed Mobility Element are generally consistent and do not conflict with the County's Jurupa Area Plan that was the Circulation Element and has guided growth in the City up to adoption of the 2017 General Plan. Once adopted, the Mobility Element will become the circulation plan for the entire City, so there will be no significant impacts regarding conflicts with applicable plans.

Evaluation of General Plan Goals and Policies. All of the goals, policies, and programs of the 2017 General Plan Mobility Element are specifically related to the movement of goods and people, including pedestrians, bicycles, transit, light rail and commuter rail, air, and automobile traffic flows. There are too many to enumerate in this section, see the previous Section 4.16.2 for the complete text of the goals, policies, and programs. In general, the Mobility Element is organized as follows:

- Goal ME-1: Create an effective transportation network
  - Policies ME 1.1 – 1.3
- Goal ME-2: Create a multi-modal alternative circulation network
  - Policies ME 2.1 – 2.16
- Goal ME-3: Develop and promote the use of trails for recreational and local travel needs

  - Policies ME 3.1 – 3.36
- Goal ME-4: Coordinate circulation system with General Plan, specific plans, and Land Use Element
  - Policies ME 4.1 – 4.9
- Goal ME-5: Comprehensive, interconnected, and economical public transportation network
  - Policies ME 5.1 – 5.15
- Goal ME-6: Manage commercial truck traffic
  - Policies ME 6.1 – 6.4
- Goal ME-7: Safe freight railroad operations
  - Policies ME 6.5 – 6.8
- Goal ME-8: Safety and land use compatibility at Flabob Airport
  - Policies ME 6.9 – 6.11
- Goal ME-9: Scenic corridors, street character, and design
  - Policies ME 7.1 – 7.8
- Goal ME-10: Fund and implement the Mobility Element's goals, policies, and programs
  - Policies ME 8.1 – 8.52
- Goal ME-11: Strategies to manage "pass-through' traffic
  - Policies ME 8.1 – 8.52

Level of Programmatic Impact Before Mitigation. Upon adoption, the goals and policies of the Mobility Element of the proposed 2017 General Plan will become the approved circulation plan for Jurupa Valley, so there will be no significant impacts in this regard.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies will become the adopted circulation plan for the City, and no mitigation is required.

4.16.6.2 Level of Service Impacts

Threshold	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.

Programmatic Analysis. Future development of Jurupa Valley will contribute traffic onto local roadways, at local intersections, Congestion Management Program roadways, and onto area freeways as growth occurs. Projected growth by 2035 will result from conversion of a total of 4,258 acres of now vacant land which is 15.3 percent of the total City area. If development occurs at a regular pace, it would equal roughly 213 acres or 0.8 percent per year for approximately 20 years (2015 to 2035). Future growth is expected to add a maximum of 13,140 new residential units and maximum of 33 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*). The additional residential units alone could contribute approximately 131,400 total vehicular trips each day with over 13,000 trips during peak hours. The non-residential uses would add thousands more of daily and peak hour trips, although adding local jobs will help improve the City's job/housing balance on a regional scale and will reduce long regional commutes by providing more local jobs for local residents.

As shown in previously referenced Tables 4.16.D and 4.16.E, a number of existing roadways and intersections within the City already experience significant congestion during peak hours each day. The projected additional traffic would eventually result in significant traffic impacts along additional

roadways and at additional intersections within the City including roadways identified as Congestion Management Program roadways. *These conditions are expected to occur even if local roadways and intersections were fully improved within their existing rights-of-way.*

Local Roadway Analysis. Previously referenced Table 4.16.D and Figure 4.16.2 indicated 10 roadway segments out of 82 segments studied were operating at unsatisfactory levels of service under existing conditions. Under a future 2035 no-project scenario, the City will have 18 roadways that exceed LOS D as shown in Table 4.16.F and Figure 4.16.9.

Based largely on comments by surrounding jurisdictions, two (2) roadway segments were added to the evaluation of 2035 conditions under a with-project (General Plan Build-out) scenario, as shown in Table 4.16.G. Under a future 2035 General Plan Build-out scenario, the City will have 31 roadways that exceed LOS D as shown in Table 4.16.G and Figure 4.16.10. Because of these forecast deficiencies, the City will be concentrating on planning long-term solutions to anticipated congestion on local roadways. The Mobility Element of the 2017 General Plan lays the groundwork for this effort. Based on this information, it appears a number of streets will not meet the LOS standard as traffic volumes increase from future growth. Therefore, this is considered to be a significant impact, and mitigation is needed to specifically address a comprehensive strategy to reduce future traffic congestion.

Table 4.16.F: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	8,329	0.24	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	10,381	0.30	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Arterial	9,792	0.27	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Arterial	12,915	0.36	C
5	Limonite Avenue to 68th Street	4-Lane Major	3,771	0.11	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	47,594	0.88	D
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	6-Lane Urban Arterial	45,807	0.85	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	6-Lane Urban Arterial	40,198	0.75	C
9	Van Buren Boulevard to Riverside Drive	6-Lane Urban Arterial	28,040	0.52	C
10	Riverside Drive to Cantu-Galleano Ranch Road	6-Lane Urban Arterial	19,142	0.36	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	17,667	0.52	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	15,210	0.42	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	16,647	0.46	C
Segments on Bain Street					
14	Bellegrave Avenue to Jurupa Road	4-Lane Major	6,676	0.20	C
15	Jurupa Road to Limonite Avenue	4-Lane Major	7,789	0.23	C

Table 4.16.F: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Country Village Road					
16	Philadelphia Avenue to SR-60 WB Ramps	6-Lane Urban Arterial	53,714	1.00	E
17	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	52,092	1.45	F
Segments on Pedley Road					
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	11,885	0.33	C
19	SR-60 EB Ramps to Mission Boulevard	4-Lane Arterial	18,366	0.51	C
20	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,057	0.39	C
21	Jurupa Road to Limonite Avenue	4-Lane Major	20,373	0.60	C
Segments on Pyrite Street					
22	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	7,941	0.23	C
23	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	9,241	0.27	C
Segments on Clay Street					
24	Limonite Avenue to Van Buren Boulevard	4-Lane Secondary	30,208	1.17	F
Segments on Camino Real					
25	Mission Boulevard to Jurupa Road	4-Lane Major	12,980	0.38	C
26	Jurupa Road to Limonite Avenue	4-Lane Major	13,022	0.38	C
Segments on Philadelphia Avenue					
27	Etiwanda Avenue to Country Village Road	2-Lane Collector	10,470	0.81	D
Segments on Van Buren Boulevard-East Mission Boulevard					
28	Wineville Road to SR-60 WB On-Ramp	6-Lane Urban Arterial	28,067	0.52	C
29	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	6-Lane Urban Arterial	44,832	0.83	D
30	SR-60 EB Off Ramp to Etiwanda Avenue	6-Lane Urban Arterial	42,024	0.78	C
31	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	55,826	1.04	F
32	Bellegrave Avenue to Jurupa Road	6-Lane Urban Arterial	78,475	1.46	F
33	Jurupa Road to Limonite Avenue	6-Lane Urban Arterial	72,965	1.35	F
34	Limonite Avenue to Clay Street	6-Lane Urban Arterial	91,917	1.71	F
Segments on Riverside Drive					
35	Wineville Road to Etiwanda Avenue	4-Lane Major	11,872	0.35	C
Segments on Cantu-Galleano Ranch Road					
36	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	29,159	0.54	C
37	I-15 NB Ramps to Wineville Avenue/Road	4-Lane Arterial	25,126	0.70	C
38	Wineville Avenue/Road to Etiwanda Avenue	6-Lane Urban Arterial	21,618	0.40	C
39	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	12,665	0.23	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Arterial	17,106	0.48	C
41	Bellegrave Avenue to Pedley Road	4-Lane Arterial	23,586	0.66	C
42	Pedley Road to Pyrite Street	4-Lane Arterial	22,052	0.61	C

Table 4.16.F: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
43	Pyrite Street to Camino Real	4-Lane Arterial	25,092	0.70	C
44	Camino Real to SR-60 EB Ramps	4-Lane Arterial	24,675	0.69	C
45	SR-60 EB Ramps to Valley Way	4-Lane Arterial	33,154	0.92	E
46	Valley Way to Riverview Drive	4-Lane Arterial	29,278	0.82	D
47	Riverview Drive to Rubidoux Boulevard	6-Lane Urban Arterial	35,131	0.65	C
48	East of Rubidoux Boulevard	4-Lane Arterial	35,157	0.98	E
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	4-Lane Major	29,388	0.86	D
50	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,359	0.89	D
51	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	34,639	1.02	F
52	Cantu-Galleano Ranch Road to Van Buren Boulevard	4-Lane Arterial	33,050	0.92	E
53	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	23,790	0.44	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Collector	6,150	0.47	C
55	Etiwanda Avenue to Bain Street	4-Lane Secondary	15,155	0.59	C
56	Bain Street to Van Buren Boulevard	4-Lane Arterial	15,155	0.42	C
57	Van Buren Boulevard to Pedley Road	4-Lane Arterial	16,540	0.46	C
58	Pedley Road to Camino Real	4-Lane Arterial	20,752	0.58	C
59	Camino Real to Valley Way	4-Lane Arterial	21,081	0.59	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	4-Lane Major	25,658	0.75	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Major	49,330	1.45	F
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Major	43,411	1.27	F
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	34,587	1.01	F
64	North of Sierra Avenue	4-Lane Major	26,579	0.78	C
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	59,875	1.11	F
66	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	56,242	1.04	F
67	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	47,113	0.87	D
68	Etiwanda Avenue to Bain Street	6-Lane Urban Arterial	45,481	0.84	D
69	Bain Street to Collins Street	6-Lane Urban Arterial	39,529	0.73	C
70	Collins Street to Van Buren Boulevard	6-Lane Urban Arterial	44,146	0.82	D
71	Van Buren Boulevard to Pedley Road	6-Lane Urban Arterial	42,069	0.78	C
72	Pedley Road to Clay Street	6-Lane Urban Arterial	37,923	0.70	C
73	Clay Street to Camino Real	6-Lane Urban Arterial	36,554	0.68	C
74	Lakeside Drive to Mission Boulevard	4-Lane Major	15,298	0.45	C

Table 4.16.F: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Arterial	23,834	0.66	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Arterial	24,318	0.68	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	25,325	0.74	C
78	North of Market Street	4-Lane Arterial	22,975	0.64	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	2,033	0.16	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Arterial	34,941	0.97	E
Segments on Market Street					
81	East of Rubidoux Boulevard	4-Lane Arterial	28,767	0.80	D
Segments on Agua Mansa Road					
82	North of Market Street	4-Lane Major	24,227	0.71	C

LOS = Level of Service V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

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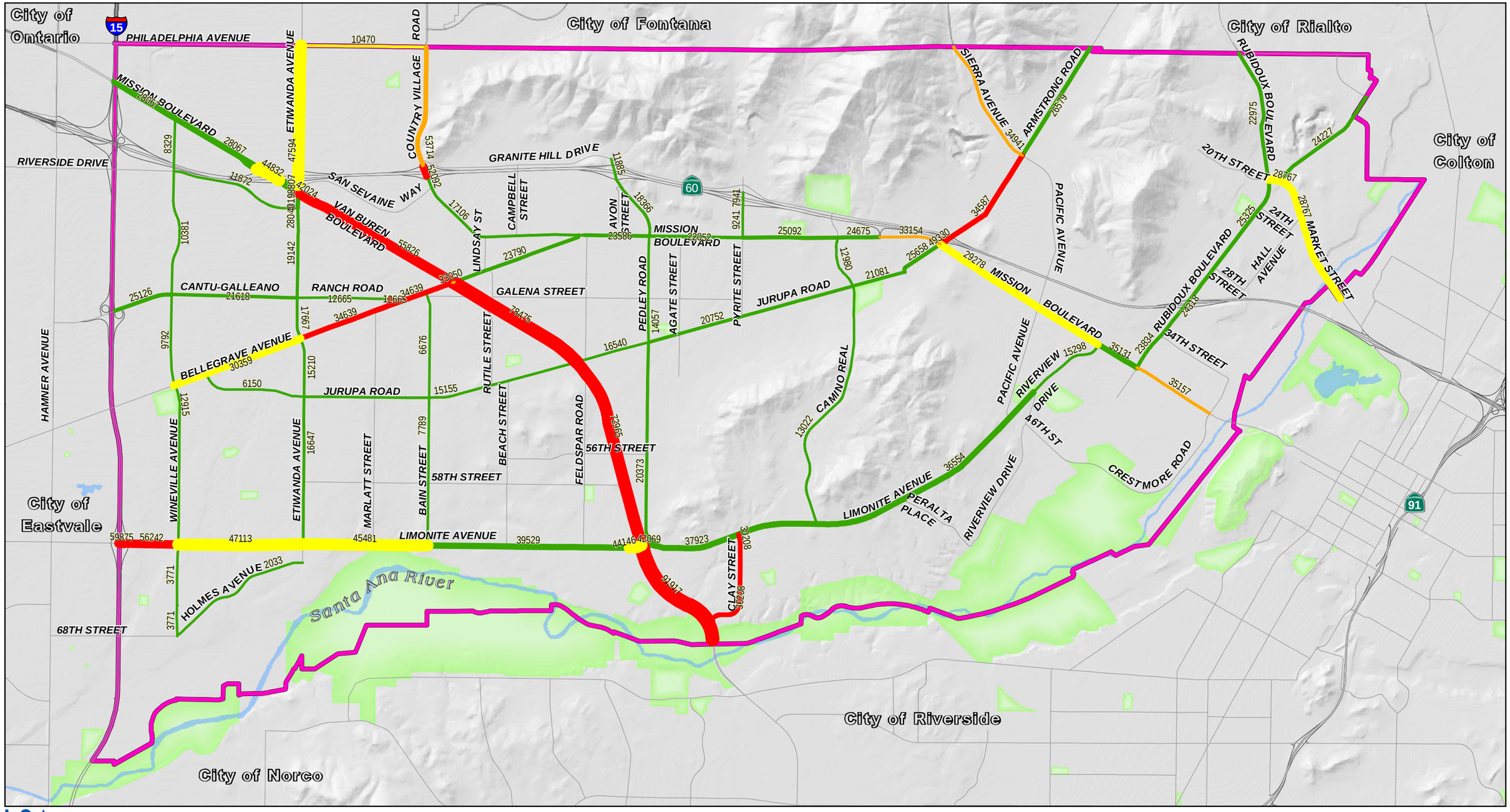

LSA

City of Jurupa Valley
Parks

Level of Service
- Level of Service A- C
- Level of Service D
- Level of Service E
- Level of Service F

Daily Volume

45,000 30,000 10,000

20,000 Daily Volume

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.9
Future No Project Roadway Segment Levels of Service

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Table 4.16.G: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	7,554	0.22	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	8,745	0.34	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Secondary	7,852	0.30	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Major	9,989	0.29	C
5	Limonite Avenue to 68th Street	3-Lane Major	3,781	0.15	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	52,991	0.98	E
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	52,562	1.46	F
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	46,764	1.30	F
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	34,857	1.02	F
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	21,637	0.63	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	13,676	0.40	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	12,806	0.36	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	14,017	0.39	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	29,966	2.31	F
15	South of Holmes Avenue	2-Lane Secondary	29,339	2.27	F
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	5,363	0.41	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	4,425	0.34	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	4-Lane Major	50,687	1.49	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	49,803	1.46	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	12,440	0.73	C
20	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	20,013	0.59	C
21	Mission Boulevard to Jurupa Road	3-Lane Major	12,952	0.51	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	14,152	0.83	D
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	10,486	0.61	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	10,469	0.81	D
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	24,701	0.72	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,994	0.42	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	13,871	0.41	C

Table 4.16.G: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	14,393	0.84	D
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Avenue to SR-60 WB On-Ramp	4-Lane Arterial	26,952	0.75	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	44,856	1.25	F
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	42,739	1.19	F
32	Etiwanda Avenue to Bellegrave Avenue	8-Lane Expressway	65,960	0.81	D
33	Bellegrave Avenue to Jurupa Road	8-Lane Expressway	86,873	1.06	F
34	Jurupa Road to Limonite Avenue	8-Lane Expressway	80,774	0.99	E
35	Limonite Avenue to Clay Street	8-Lane Expressway	87,216	1.07	F
Segments on Riverside Drive					
36	Wineville Avenue to Etiwanda Avenue	3-Lane Major	14,772	0.58	C
Segments on Cantu-Galleano Ranch Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	33,635	0.62	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	29,177	0.54	C
39	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	21,995	0.41	C
40	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	16,344	0.30	C
Segments on Mission Boulevard					
41	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	13,864	0.54	C
42	Bellegrave Avenue to Pedley Road	4-Lane Major	16,421	0.48	C
43	Pedley Road to Pyrite Street	4-Lane Secondary	13,730	0.53	C
44	Pyrite Street to Camino Real	4-Lane Major	16,604	0.49	C
45	Camino Real to SR-60 EB Ramps	4-Lane Major	15,310	0.45	C
46	SR-60 EB Ramps to Valley Way	4-Lane Secondary	26,767	1.03	F
47	Valley Way to Riverview Drive	4-Lane Arterial	30,436	0.85	D
48	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	26,363	0.73	C
49	East of Rubidoux Boulevard	4-Lane Arterial	26,625	0.74	C
Segments on Bellegrave Avenue					
50	West of Wineville Avenue	4-Lane Major	27,589	0.81	D
51	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,666	0.90	D
52	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	17,893	0.52	C
53	Cantu-Galleano Ranch Road to Van Buren Boulevard	6-Lane Urban Arterial	31,912	0.59	C
54	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	30,994	0.58	C
Segments on Jurupa Road					
55	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,696	0.36	C
56	Etiwanda Avenue to Bain Street	2-Lane Collector	6,844	0.53	C
57	Bain Street to Van Buren Boulevard	2-Lane Collector	12,504	0.39	E
58	Van Buren Boulevard to Pedley Road	2-Lane Collector	14,536	1.12	F

Table 4.16.G: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
59	Pedley Road to Camino Real	2-Lane Collector	11,871	0.91	E
60	Camino Real to Valley Way	2-Lane Collector	17,051	1.31	F
Segments on Valley Way-Armstrong Road					
61	Jurupa Road to Mission Boulevard	2-Lane Collector	13,165	1.01	F
62	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	49,987	1.39	F
63	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	45,751	1.27	F
64	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	42,653	1.25	F
65	North of Sierra Avenue	2-Lane Major	20,311	1.19	F
Segments on Limonite Avenue					
66	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	61,665	1.81	F
67	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	47,147	1.31	F
68	Wineville Avenue to Etiwanda Avenue	4-Lane Major	38,039	1.12	F
69	Etiwanda Avenue to Bain Street	2-Lane Major	25,533	1.50	F
70	Bain Street to Collins Street	4-Lane Major	28,737	0.84	D
71	Collins Street to Van Buren Boulevard	4-Lane Major	33,732	0.99	E
72	Van Buren Boulevard to Pedley Road	4-Lane Major	26,947	0.79	C
73	Pedley Road to Clay Street	4-Lane Arterial	24,935	0.69	C
74	Clay Street to Riverview Drive	5-Lane Urban Arterial	33,075	0.97	C
75	Riverview Drive to Mission Boulevard	4-Lane Major	21,570	0.63	C
Segments on Rubidoux Boulevard					
76	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	23,386	0.69	C
77	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	26,946	0.79	C
78	SR-60 WB Ramps to Market Street	4-Lane Major	29,685	0.87	D
79	North of Market Street	4-Lane Major	23,123	0.68	C
Segments on Holmes Avenue					
80	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	4,520	0.35	C
Segments on Sierra Avenue					
81	West of Armstrong Road	4-Lane Secondary	29,489	1.14	F
Segments on Market Street					
82	East of Rubidoux Boulevard	2-Lane Major	25,930	1.52	F
Segments on Agua Mansa Road					
83	North of Market Street	3-Lane Secondary	23,420	1.21	F

LOS = Level of Service V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

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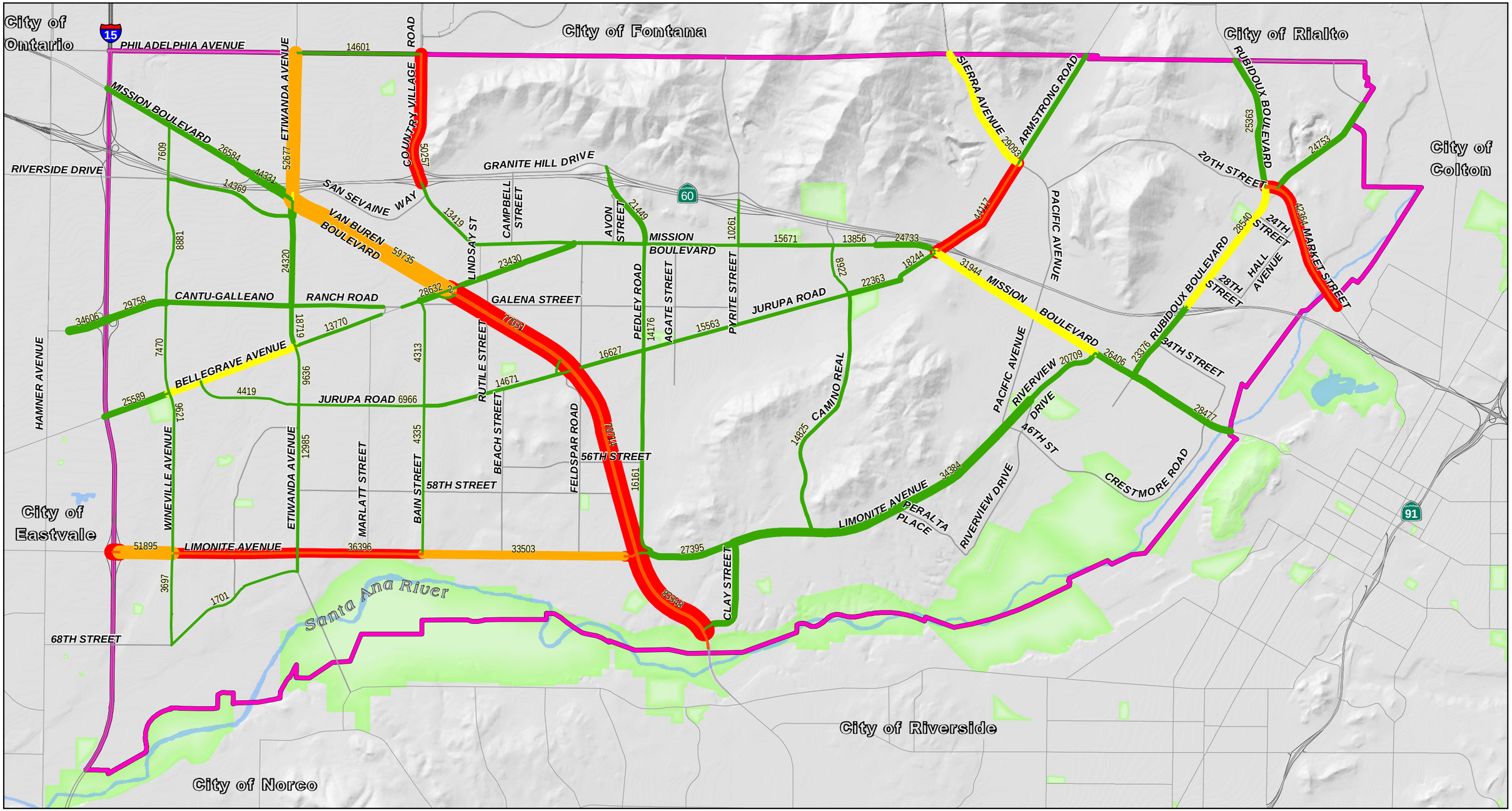

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Figure 4.16.10

General Plan Build-out Roadway Segment Levels of Service

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Local Intersection Analysis. Under existing conditions alone, Table 4.16.E indicates 13 intersections already exceed City peak hour standards and are considered of high concern when attempting to solve congestion issues. If growth were to occur under a 2035 no-project scenario, 37 intersections would become of either moderate or high concern regarding congestion, as shown in Table 4.16.H, Figure 4.16.11, and Figure 4.16.12. A high level of congestion or concern would be when one or both peak hours of an intersection is already at LOS E or F, or has LOS D in one peak hour and its contributing roadway segments are projected to be at LOS E or F by 2035. An intersection with a moderate level of concern would be one that is already at LOS D in one peak hour and one of its contributing roadways is expected to be above LOS C by 2035.

Under a future 2035 General Plan Build-out without improvements scenario, the City will still have 37 intersections operating at LOS standards exceeding City peak hour standards, as shown in Table 4.16.I, Figure 4.16.13, and Figure 4.16.14. However, implementation of the proposed roadway segment and intersection improvements outlined in Section 4.16.3 will reduce the number of intersections operating at deficient LOS from 37 to nine, as detailed in Table 4.16.J and Figures 4.16.15 and 4.16.16. This is considered to be a significant impact, and mitigation is required.

Based on this information, a number of intersections will not meet the LOS standard as traffic volumes increase from anticipated growth. Therefore, mitigation is needed to specifically address a comprehensive strategy to reduce future traffic congestion.

To address these deficiencies, the City in the near-term will be concentrating on intersections with high or moderate conditions and planning long-term solutions to anticipated congestion at local intersection. The Mobility Element of the 2017 General Plan lays the groundwork for this effort. In addition, mitigation is needed to specifically address a comprehensive strategy to reduce future traffic congestion.

Other Intersection Impacts. Level of Service at the following major intersections administered by surrounding jurisdictions will slowly decrease as development occurs in Jurupa Valley and the surrounding region as traffic volumes on local roadways increase under future conditions:

City of Ontario

- Philadelphia Street/Etiwanda Avenue
- Jurupa Avenue/Etiwanda Avenue

City of Fontana

- Jurupa Avenue/Etiwanda Avenue
- Jurupa Avenue/Mulberry Avenue (Country Village Road)
- Jurupa Avenue/Sierra Avenue
- Jurupa Avenue/Armstrong Road (Locust Avenue)
- Philadelphia Avenue/Country Village Road

County of Riverside

- Jurupa Avenue/Armstrong Road (Locust Avenue)
- Jurupa Avenue/Rubidoux Boulevard (Cedar Street)

City of Rialto

- Jurupa Avenue/Riverside Avenue

City of Colton

- Riverside Avenue/Agua Mansa Road

City of Riverside

- Mission Boulevard/Market Street

- Van Buren Boulevard/Jurupa Avenue
- Etiwanda Avenue/Arlington Avenue (Future)

Table 4.16.H: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	18.1	18.1	B	25.6	25.6	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.3	11.3	B	10.7	10.7	B
3	I-15 SB Ramps/Limonite Avenue	Signal	31.8	31.8	C	31.9	31.9	C
4	I-15 NB Ramps/Limonite Avenue	Signal	38.0	38.0	D	>100	106.6	F
5	Wineville Avenue/E Mission Boulevard	TWSC	>100	249.7	F	>100	192.3	F
6	Wineville Avenue/Riverside Drive	AWSC	19.0	19.0	C	65.6	65.6	F
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.6	43.6	D	63.0	63.0	E
8	Wineville Avenue/Bellegrave Avenue	Signal	48.1	48.1	D	52.8	52.8	D
9	Wineville Avenue/Limonite Avenue	Signal	55.0	55.0	D	95.3	95.3	F
10	Wineville Avenue/68th Street	AWSC	9.8	9.8	A	10.5	10.5	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.9	10.9	B	11.5	11.5	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	129.7	F	84.1	84.1	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	39.6	39.6	D	39.4	39.4	D
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.3	50.3	D	21.4	21.4	C
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	580.1	F	>100	560.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	58.0	58.0	E	85.5	85.5	F
17	Etiwanda Avenue/Riverside Drive	Signal	38.0	38.0	D	38.4	38.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	42.7	42.7	D	40.5	40.5	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	59.0	59.0	E	56.5	56.5	E
20	Etiwanda Avenue/Jurupa Road	Signal	>100	196.6	F	>100	208.0	F

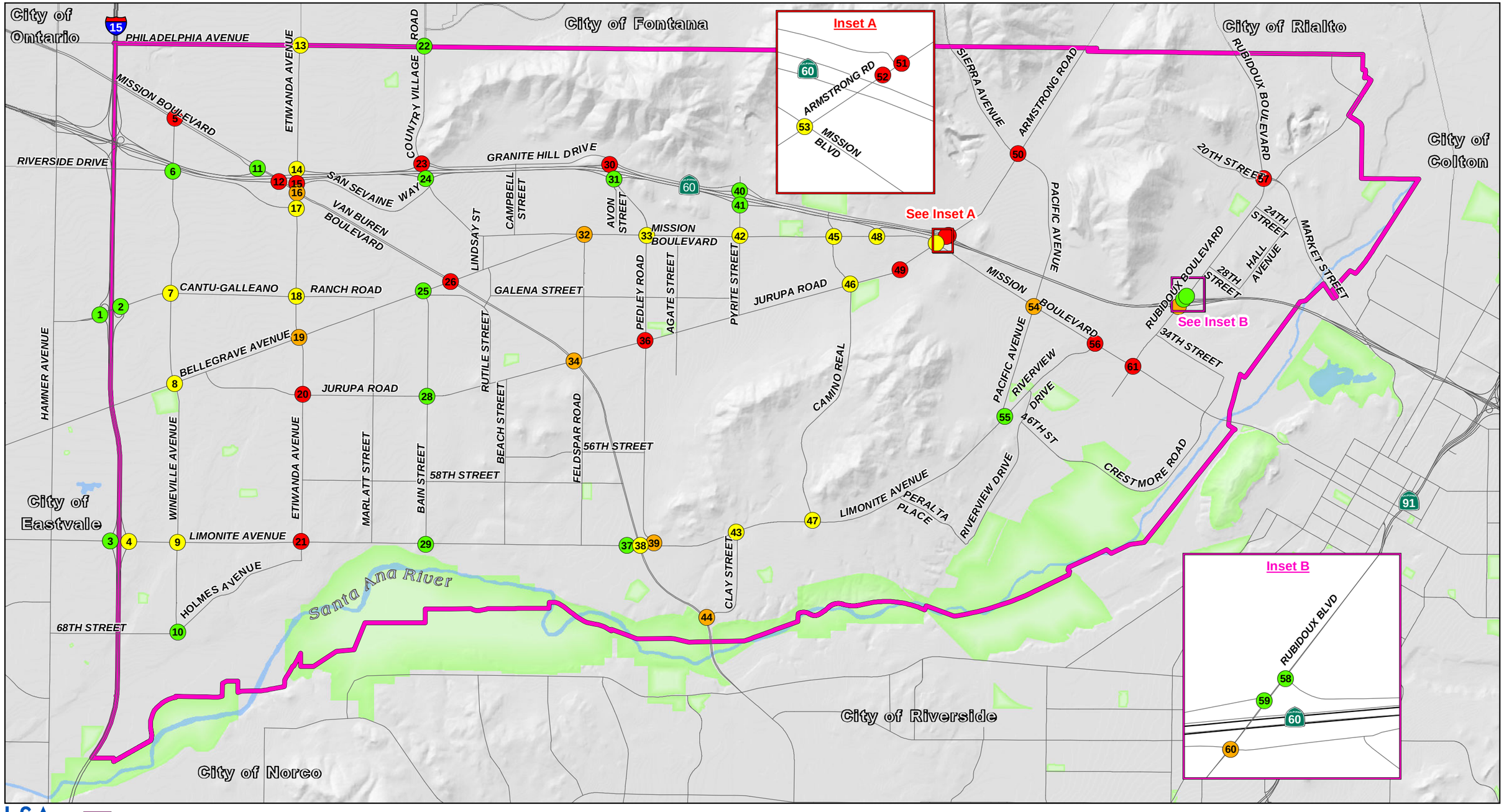
Table 4.16.H: Future No Project Intersection Levels of Service

Intersection		Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
21	Etiwanda Avenue/Limonite Avenue	Signal	95.8	95.8	F	>100	163.6	F
22	Country Village Road/ Philadelphia Avenue	Signal	22.4	22.4	C	>100	131.2	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	150.8	F	>100	136.0	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.6	24.6	C	58.7	58.7	E
25	Bain Street/Bellegrave Avenue	Signal	34.0	34.0	C	89.6	89.6	F
26	Van Buren Boulevard/ Bellegrave Avenue	Signal	>100	247.0	F	>100	242.3	F
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
28	Bain Street/Jurupa Road	AWSC	15.8	15.8	C	20.0	20.0	C
29	Bain Street/Limonite Avenue	Signal	14.7	14.7	B	26.5	26.5	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	622.7	F	>100	690.8	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	21.7	21.7	C	32.0	32.0	D
32	Bellegrave Avenue/Mission Boulevard	Signal	56.4	56.4	E	>100	179.3	F
33	Pedley Road/Mission Boulevard	Signal	38.1	38.1	D	40.2	40.2	D
34	Van Buren Boulevard/Jurupa Road	Signal	57.2	57.2	E	73.4	73.4	E
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
36	Pedley Road/Jurupa Road	AWSC	>100	155.5	F	>100	229.9	F
37	Collins Street/Limonite Avenue	Signal	29.1	29.1	C	33.7	33.7	C
38	Van Buren Boulevard/Limonite Avenue	Signal	36.6	36.6	D	57.9	57.9	E
39	Pedley Road-Morton Avenue/ Limonite Avenue	Signal	68.4	68.4	E	>100	115.1	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	23.8	23.8	C	20.4	20.4	C
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	16.5	16.5	C	32.6	32.6	D
42	Pyrite Street/Mission Boulevard	Signal	35.3	35.3	D	43.3	41.6	D
43	Clay Street/Limonite Avenue	Signal	54.3	54.3	D	58.8	58.8	E

Table 4.16.H: Future No Project Intersection Levels of Service

Intersection		Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
44	Van Buren Boulevard/Clay Street	Signal	75.7	75.7	E	>100	112.4	F
45	Camino Real/Mission Boulevard	Signal	42.2	42.2	D	43.0	43.0	D
46	Camino Real/Jurupa Road	Signal	53.5	53.5	D	86.1	86.1	F
47	Camino Real/Limonite Avenue	Signal	53.4	53.4	D	57.4	57.4	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	46.3	46.3	D	>100	143.8	F
49	Valley Way/Jurupa Road	AWSC	>100	129.7	F	>100	118.7	F
50	Armstrong Road/Sierra Avenue	Signal	85.7	85.7	F	>100	169.6	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	104.9	F	>100	154.3	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	83.2	83.2	F	>100	167.2	F
53	Valley Way/Mission Boulevard	Signal	47.6	47.6	D	46.5	46.5	D
54	Pacific Avenue/Mission Boulevard	Signal	75.4	75.4	E	>100	139.3	F
55	Pacific Avenue/Limonite Avenue	Signal	17.3	17.3	B	58.5	58.5	E
56	Riverview Drive/Mission Boulevard	Signal	>100	141.3	F	>100	142.7	F
57	Rubidoux Boulevard/Market Street	Signal	86.1	86.1	F	>100	244.8	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	17.5	17.5	B	26.3	26.3	C
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	16.0	16.0	C	20.9	20.9	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	68.6	68.6	E	63.9	63.9	E
61	Rubidoux Boulevard/Mission Boulevard	Signal	>100	110.6	F	>100	143.2	F
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	*Not Analyzed*			*Not Analyzed*		

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard



LSA

City of Jurupa Valley

Parks

Intersections

Level of Service A - C

Level of Service D

Level of Service E

Level of Service F

SOURCE: Riverside County 7/2015

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Figure 4.16.11

Future No Project A.M. Peak Hour Levels of Service

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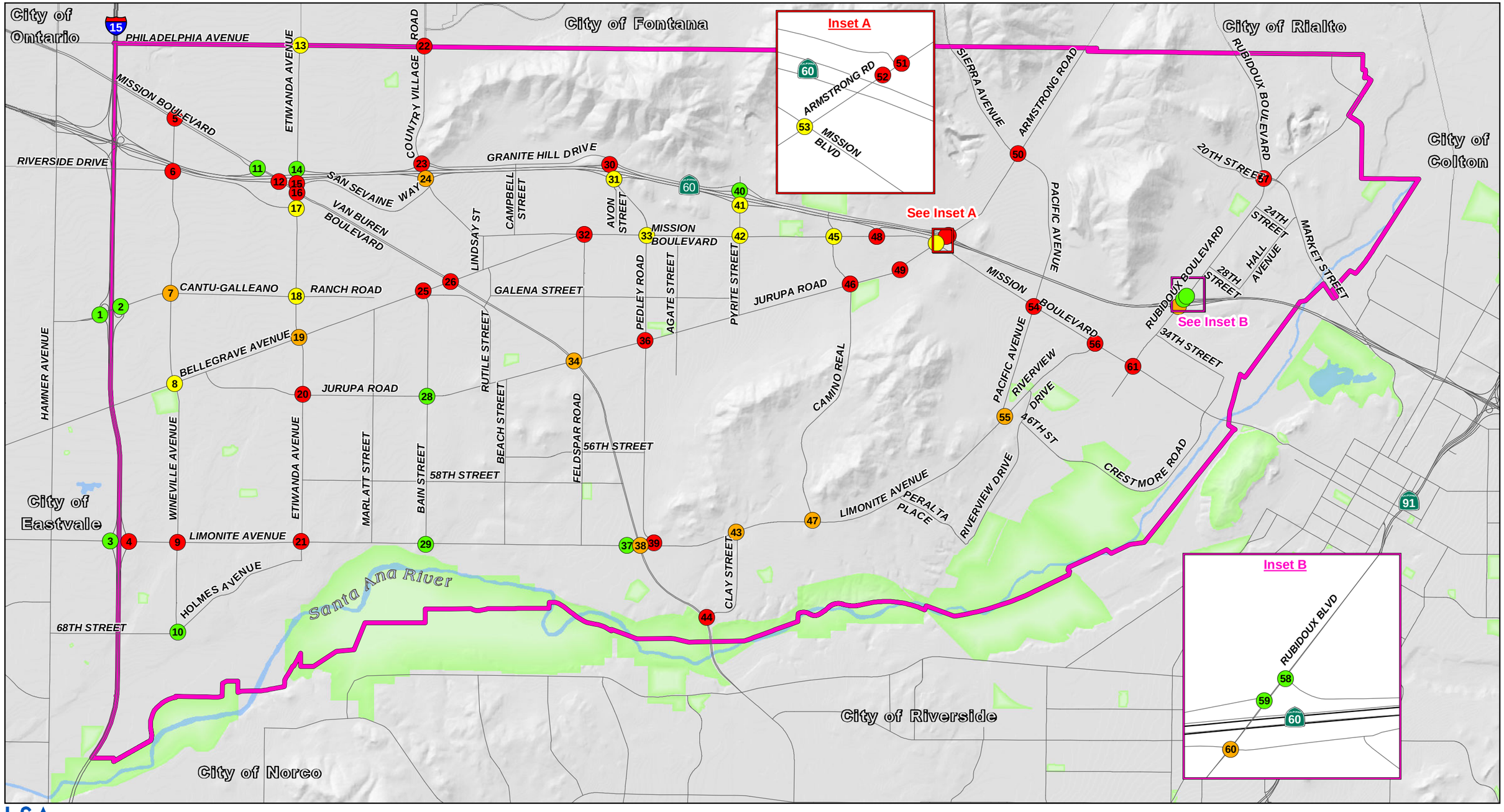

LSA

City of Jurupa Valley

Parks

Intersections

Level of Service A - C

Level of Service D

Level of Service E

Level of Service F

SOURCE: Riverside County 7/2015

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4-16-12

Future No Project P.M. Peak Hour Levels of Service

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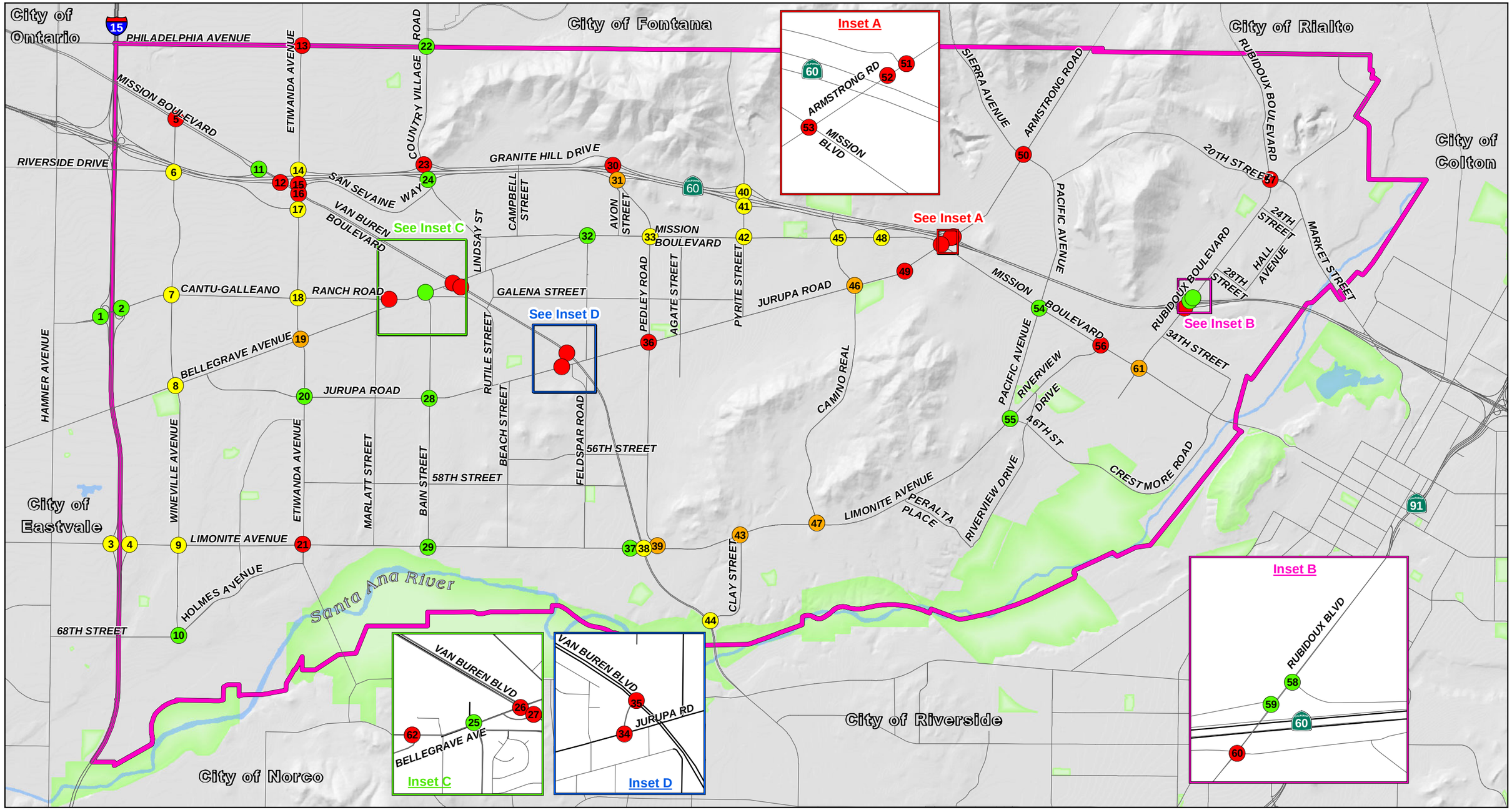
Table 4.16.I: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	48.9	D
4	I-15 NB Ramps/Limonite Avenue	Signal	51.5	D	>100	F
5	Wineville Road/E Mission Boulevard	TWSC	>100	F	>100	F
6	Wineville Road/Riverside Drive	AWSC	33.4	D	>100	F
7	Wineville Avenue/Road/Cantu-Galleano Ranch Road	Signal	43.2	D	55.4	E
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	67.4	E	>100	F
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	F	>100	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	>100	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	61.7	E	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	>100	F	>100	F
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	90.3	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	F	>100	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	26.1	C	43.5	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	TWSC	>100	F	>100	F
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	TWSC	>100	F	>100	F
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	F	>100	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	37.5	E	38.6	E
32	Bellegrave Avenue/Mission Boulevard	Signal	28.6	C	50.6	D

Table 4.16.I: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
35	Van Buren Boulevard/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
36	Pedley Road/Jurupa Road	AWSC	>100	F	>100	F
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard/Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	55.3	E	99.7	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	31.3	D	56.0	F
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	26.8	D	>100	F
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	58.8	E	61.3	E
44	Van Buren Boulevard/Clay Street	Signal	47.6	D	64.9	E
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	56.8	E	72.0	E
47	Camino Real/Limonite Avenue	Signal	58.0	E	60.5	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	40.8	D	>100	F
49	Valley Way/Jurupa Road	AWSC	>100	F	82.0	F
50	Armstrong Road/Sierra Avenue	Signal	>100	F	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	>100	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F
53	Valley Way/Mission Boulevard	Signal	97.3	F	68.0	E
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	97.2	F	89.7	F
57	Rubidoux Boulevard/Market Street	Signal	82.0	F	>100	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	86.2	F	>100	F
61	Rubidoux Boulevard/Mission Boulevard	Signal	67.4	E	76.0	E
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	>100	F	>100	F

AWSC = All-Way Stop Control TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service Shaded Rows Exceed LOS Standard



LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A; B; C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

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Figure 4.16.13

General Plan Build-out Without Improvements Intersection A.M. Peak Hour Levels of Service

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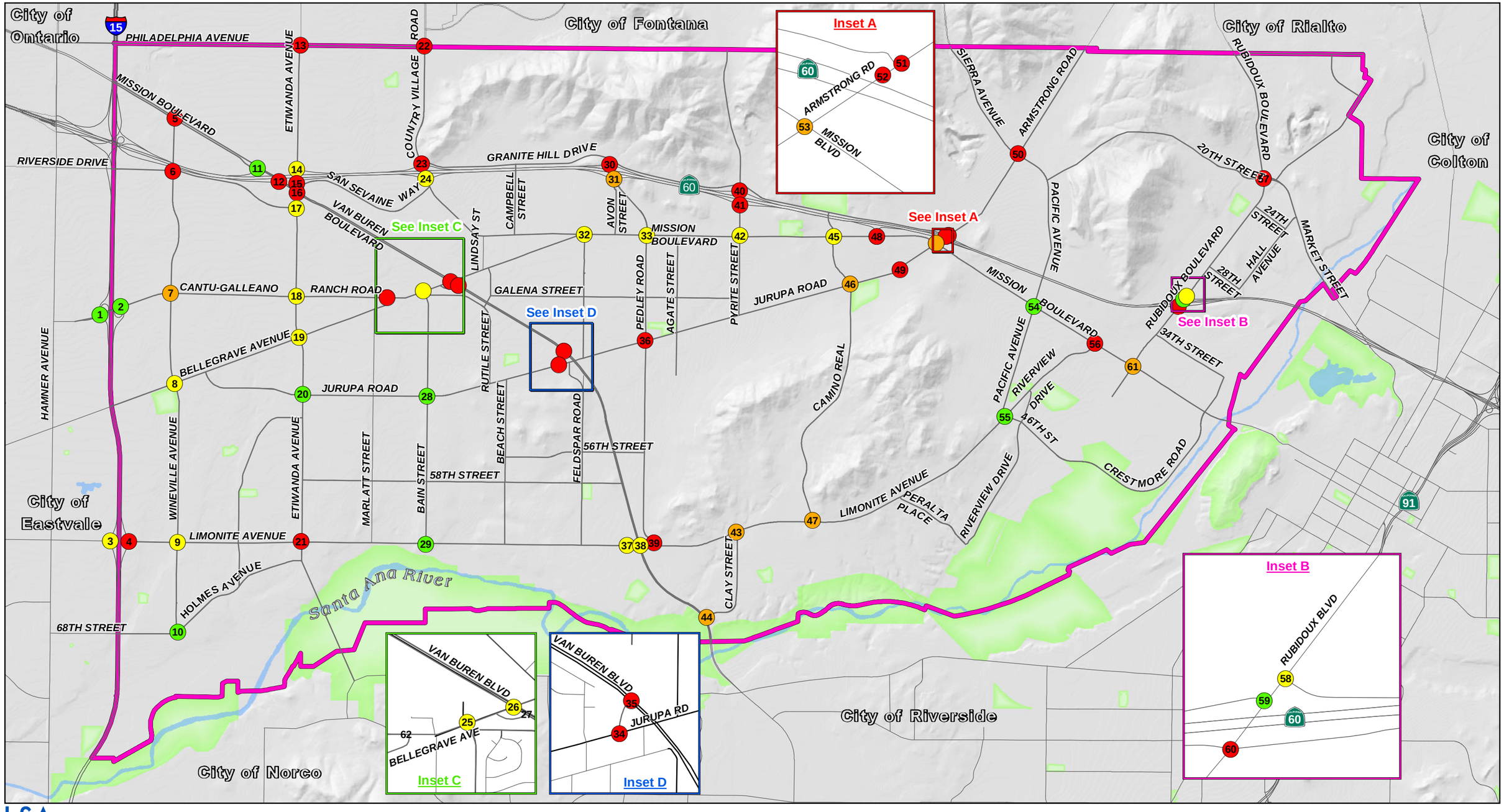

LSA

City of Jurupa Valley

Parks

Intersections

Level of Service A; B; C

Level of Service D

Level of Service E

Level of Service F

SOURCE: Riverside County 7/2015

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Feet

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Figure 4.16.14

General Plan Build-out Without Improvements Intersection P.M. Peak Hour Levels of Service

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Table 4.16.J: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	24.2	C
4	I-15 NB Ramps/Limonite Avenue	Signal	34.8	C	36.0	D
5	Wineville Avenue/E Mission Boulevard	Signal	11.9	B	25.5	C
6	Wineville Avenue/Riverside Drive	Signal	18.3	B	24.8	C
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.2	D	30.4	C
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	49.6	D	79.3	E
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	Signal	28.2	C	92.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	88.3	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	48.0	D	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	54.6	D	50.4	D
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	47.2	D
23	Country Village Road/SR-60 Westbound Ramps	Signal	42.6	D	39.0	D
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.2	C	40.3	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	Signal	45.3	D	53.0	D
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	Signal	31.4	C	38.6	D
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	Signal	30.3	C	27.6	C

Table 4.16.J: General Plan Build-out With Improvements Intersection Levels of Service

Intersection		Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
31	Pedley Road/SR-60 Eastbound Ramps	Signal	14.4	B	19.3	B
32	Bellegrave Avenue/Mission Boulevard	Signal	28.6	C	50.6	D
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	Signal	27.5	C	26.1	C
35	Van Buren Boulevard/Van Buren-Jurupa Connector	Signal	19.3	B	26.9	C
36	Pedley Road/Jurupa Road	Signal	10.8	B	9.9	A
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard /Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	42.4	D	54.0	D
40	Pyrite Street/SR-60 Westbound Ramps	Signal	20.6	C	17.0	B
41	Pyrite Street/SR-60 Eastbound Ramps	Signal	17.2	B	25.3	C
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	54.7	D	52.1	D
44	Van Buren Boulevard /Clay Street	Signal	46.7	D	48.5	D
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	37.1	D	48.1	D
47	Camino Real/Limonite Avenue	Signal	49.9	D	49.9	D
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	34.0	C	43.7	D
49	Valley Way/Jurupa Road	Signal	21.3	C	22.1	C
50	Armstrong Road/Sierra Avenue	Signal	71.1	E	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	88.1	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F
53	Valley Way/Mission Boulevard	Signal	97.2	F	49.8	D
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	53.4	D	54.0	D
57	Rubidoux Boulevard/Market Street	Signal	40.3	D	66.6	E
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	41.3	D	35.7	D
61	Rubidoux Boulevard/Mission Boulevard	Signal	55.0	D	54.3	D

Table 4.16.J: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	Signal	20.2	C	43.2	D

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

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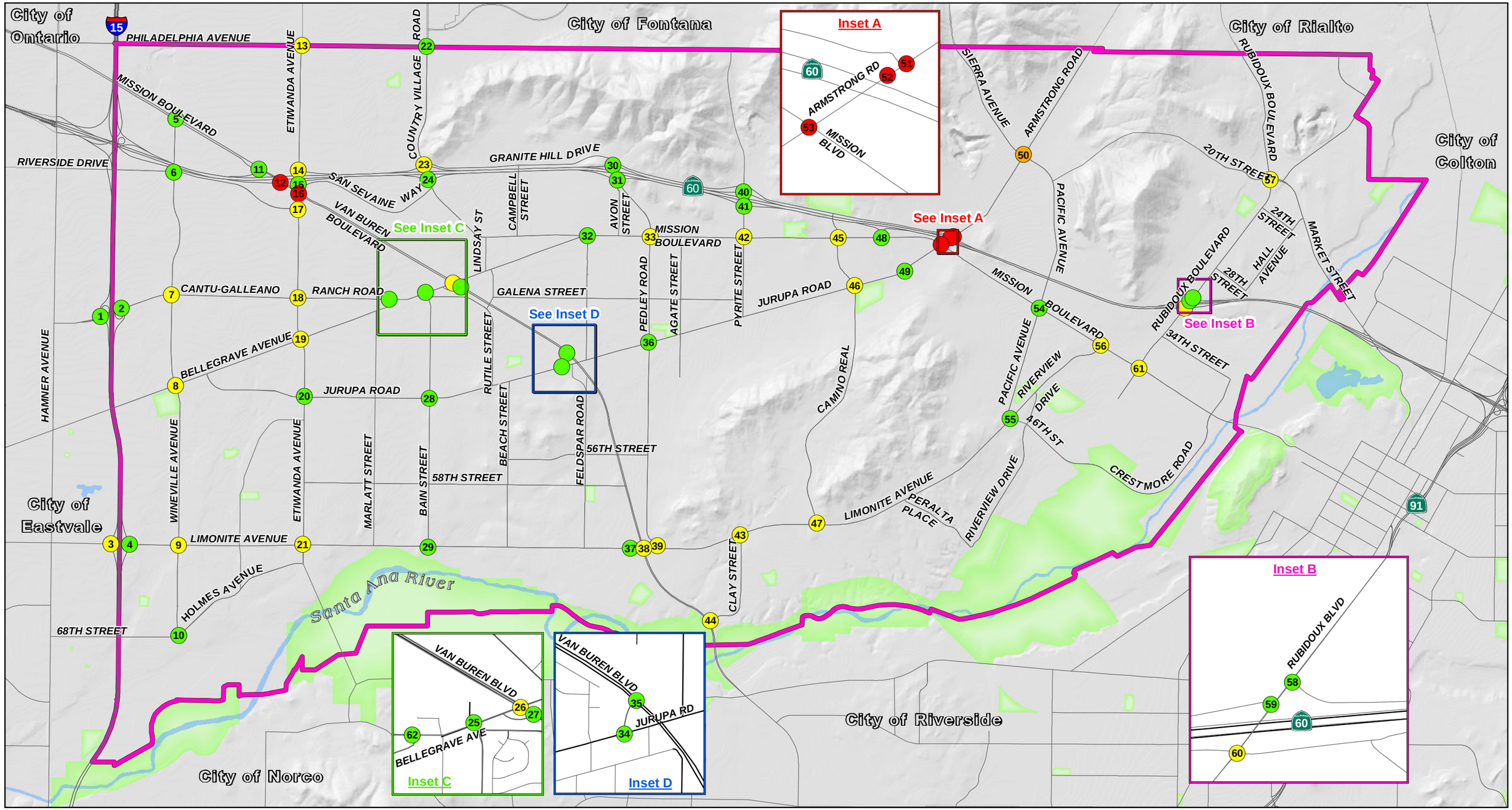

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.15

General Plan Build-Out With Improvements A.M. Peak Hour Intersection Levels of Service

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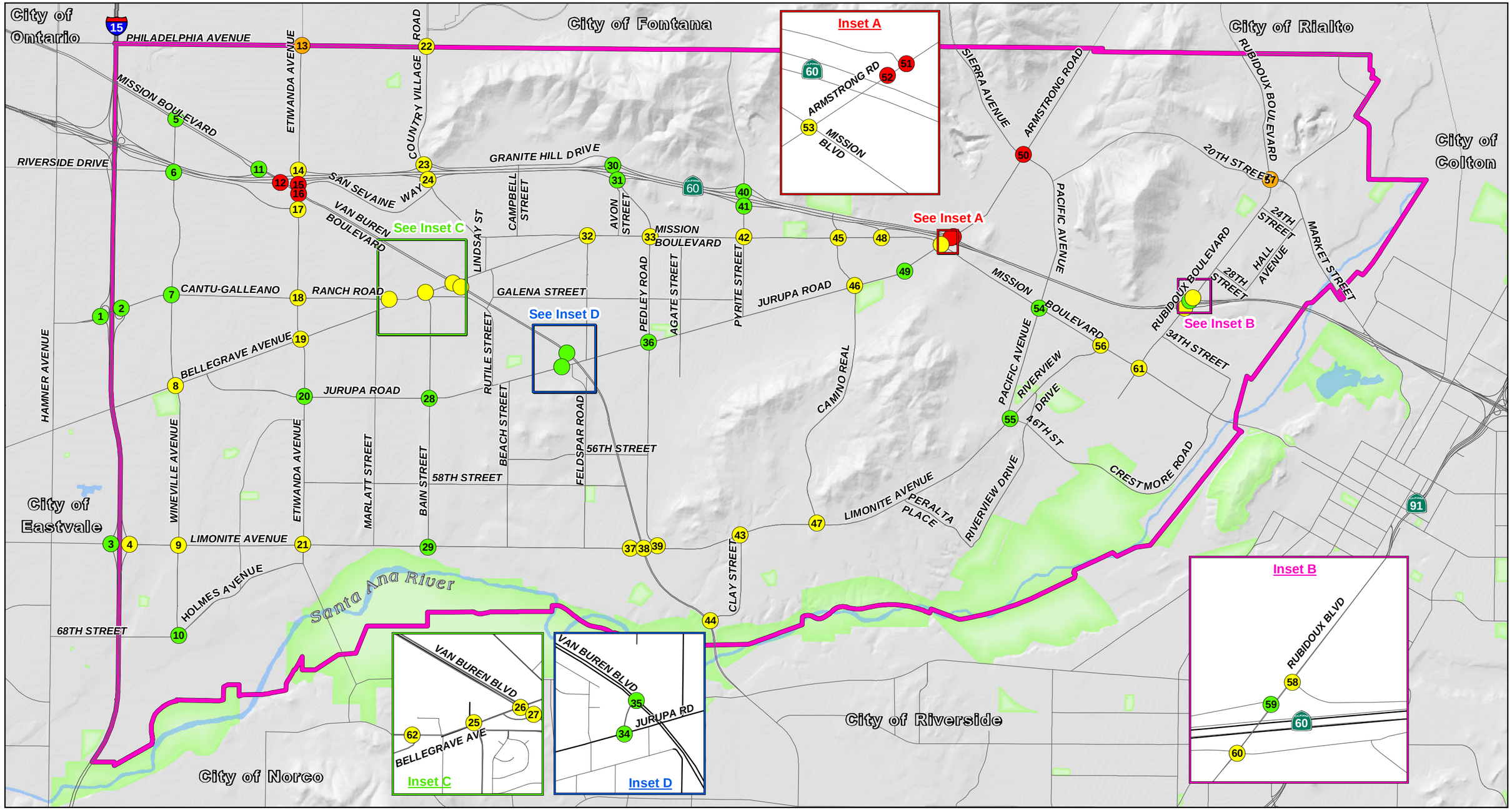

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley 2017 General Plan Environmental Impact Report

Figure 4.16.16

General Plan Build-Out With Improvements P.M. Peak Hour Intersection Levels of Service

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City of Eastvale

- Limonite Avenue/Hamner Avenue

Etiwanda Avenue south of Limonite Avenue in Jurupa Valley is proposed to include a two-lane secondary roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue in Riverside. Extension of Etiwanda Avenue will result in additional roadway interconnection between Jurupa Valley and Riverside to supplement existing interconnecting roadway segments Van Buren Boulevard, Mission Boulevard, Market Street, Interstate 15, and State Route 60 crossing the Santa Ana River.

Although the anticipated two-lane secondary roadway bridge extension will increase the number of motorists at the Etiwanda Avenue/66th Street intersection in Jurupa Valley and the Etiwanda Avenue/Arlington Avenue intersection in Riverside, construction of this roadway interconnection between the two cities will result in a direct reduction in VMTs for motorists travelling between Jurupa Valley and Riverside, as well as an improvement to the LOS at other interconnecting roadway segments (i.e., Van Buren Boulevard, Mission Boulevard, Market Street, Interstate 15, and State Route 60) and corresponding intersections, by providing an additional and more direct north-south route for motorists between Jurupa Valley and Riverside to supplement existing interconnecting roadway segments and corresponding intersections.

These intersections will be of concern to the City of Jurupa Valley to the extent that future development in the City contributes traffic, however incrementally, to these intersections. This is an incremental but potentially significant impact to the regional circulation network.

In addition, the City is interested in the construction of new interchanges on Van Buren Boulevard at Jurupa Road, Limonite Avenue and Galena/Bellegrave Avenue.

Regional Freeway Impacts. Future development in Jurupa Valley will contribute traffic to local freeways. The following freeway segments will be of concern as development occurs in the City and surrounding region, and traffic volumes increase under future conditions:

I-15 Freeway

- Jurupa Street (in Ontario) to SR-60 Freeway
- SR-60 Freeway to Cantu-Galleano Ranch Road
- Cantu-Galleano Ranch Road to Limonite Avenue
- Limonite Avenue to 6th Street (in Norco)

SR-60 Freeway

- Milliken Avenue (in Ontario) to Etiwanda Avenue
- Etiwanda Avenue to Country Village Road
- Country Village Road to Pedley Road
- Pedley Road to Pyrite Street
- Pyrite Street to Valley Way
- Valley Way to Rubidoux Boulevard
- Rubidoux Boulevard to Market Street (in City of Riverside)

Future development in Jurupa Valley will contribute traffic to these freeways, and one or more of these freeway segments may experience congestion in the future that exceeds Caltrans standards. This is an incremental but potentially significant impact to the regional circulation network.

The City is also interested in the construction of new interchanges on State Route 60 at Camino Real and Sierra Avenue/Pacific Avenue.

Achieving Level of Service Standards. The City is studying all possible options to improve roadway, intersection, and overall network capacity. However, residents have expressed a strong

collective desire to maintain the semi-rural character of the City to the degree possible, and a major way to accomplish that is to avoid widening major roadways to very wide urban standards, even if that will result in congestion during peak periods. In response to this desire, the City has been investigating ways of improving network capacity without necessarily widening roads or intersections to the maximum extent possible. The following are but several possible ways of accomplishing this goal:

- ***Non-Vehicular Network.*** One important way of reducing future vehicular trips is to develop a fully integrated network of bicycle routes, multi-use trails, sidewalks, and transit as alternatives to making multiple individual vehicle trips within the City.
- ***Targeted Improvements.*** The City could focus on key improvements to streets or intersections that provide the most congestion reduction for the least cost, rather than incremental overall improvements to the network as a whole as growth occurs (e.g., widen Van Buren Boulevard to 6 or 8 lanes to pull congestion off of local streets).
- ***Roundabouts.*** The City could install traffic circles or roundabouts at key intersections to improve traffic flow without expanding its system of traffic signals.
- ***Restricted Access.*** The City is studying if limiting or precluding direct access onto arterial streets may redirect peak hour traffic to controlled intersections, thus improving through access on the arterial streets (e.g., Limonite Avenue). For example, this could be done by closing off smaller streets that now enter an arterial or by using small traffic islands to limit access onto the smaller street to "right-in right-out only".
- ***Express Transit Routes.*** The City could work with the local transit authority to develop key roadways to enhance bus transit opportunities (e.g., Van Buren Boulevard, Limonite Avenue) and further interconnect bus transit routes with commuter rail stations (i.e. Jurupa Valley/Pedley Metrolink Station along Van Buren Boulevard).

The Mobility Element of the proposed 2017 General Plan clearly encourages a wide range of alternatives to improving overall circulation. The City can implement many improvements and programs within its boundaries to help reduce future roadway and intersection congestion. However, a link analysis of major local roadways indicates that a substantial amount of existing and future roadway and intersection congestion is the result of regional "cut through" traffic (i.e., non-residents driving through the City to get to their destinations), most often trying to find shortcuts along City roads to avoid congestion on local freeways, especially at peak periods. Table 4.16.K demonstrates that external traffic on major roads exceeds internal traffic (e.g., Country Village Road = 54%, Van Buren = up to 79%, Sierra Avenue = 58%, etc.). A number of roadways and intersections have physical constraints that limit the potential for expansion. In addition, the City has no control over a wide range of improvements that could substantially reduce roadway and intersection congestion within its boundaries, such as on area freeways (i.e. controlled by Caltrans) and on account of right-of-way constraints along properties adjacent to roadway segments and intersections (e.g., Mission Boulevard/State Route 60 Eastbound Ramp, Etiwanda Avenue/Philadelphia Avenue, and Armstrong Road/Sierra Avenue).

As noted previously, future growth will cause additional street and intersection congestion beyond City LOS standards. In addition, it will incrementally contribute traffic at local freeway ramps, along local freeway segments, and along identified Congestion Management Program roadways. Without improvements, these impacts will be significant; however, the City cannot control the timing or installation of improvements to local freeways or some Congestion Management Program roadways, so these impacts will be significant.

Table 4.16.K: Existing Link Analysis (Regional vs. Local Traffic)

Roadway/Segment	Classification	2035 General Plan Build-out Conditions		Traffic Source (%)	
		ADT	LOS	Internal	External
Etiwanda Avenue 6 - Philadelphia Ave. to SR-60 WB Off-Ramp	6-lane UAH	52,991	E	57	43
Country Village Road 18 - Philadelphia Ave. to SR-60 WB Ramps	4-lane MH	50,687	F	46	54
Van Buren Blvd./East Mission Blvd. 34 - Bellegrave Ave. to Jurupa Road	8-lane Ex	86,873	F	21	79
Mission Boulevard 48 - Valley Way to Riverview Drive	4-lane AH	30,436	D	81	19
Bellegrave Avenue 52 - Wineville Ave. to Etiwanda Ave.	4-lane MH	30,666	D	60	40
Valley Way-Armstrong Road 65 - SR-60 WB Ramps to Sierra Ave.	4-lane MH	42,653	F	66	34
Limonite Avenue 69 - Wineville Ave. to Etiwanda Ave.	4-lane MH	38,039	F	58	42
Rubidoux Boulevard 79 - SR-60 WB Ramps to Market Street	4-lane MH	29,685	D	80	20
Sierra Avenue 82 - West of Armstrong Road	4-lane SH	29,489	F	42	58
Market Street 83 - East of Rubidoux Blvd.	2-lane MH	25,930	F	50	50

Source: General Plan Traffic Study, LSA Associates, Inc., November 2016.
NOTES: ADT = average daily traffic, LOS = Level of Service
AH = Arterial Highway
Ex = Expressway
MH = Major Highway
SH = Secondary Highway
UAH = Urban Arterial Highway

VMT vs. LOS. Level of Service (LOS) has long been the standard of determining significant traffic impacts under CEQA. In 2008 the state legislature passed SB 743, the *Sustainable Communities and Climate Protection Act of 2008*, which among other guidance directs agencies to focus on reducing vehicle miles traveled (VMT) rather than LOS as a determination of significance under CEQA. The State Office of Planning and Research (OPR) has not yet issued final guidance on how VMT is to be calculated in reference to significance determinations in CEQA documents, and SCAG has not issued baseline community-level VMT information upon which to prepare a VMT analysis under SB 375. However, the following information will provide a baseline against which future VMT assessments can be measured. Table 4.16.L shows that ADT and VMT are both expected to increase by 29.2 percent City-wide by 2035. The SCAQMD's CalEEMod computer program was used to generate preliminary information regarding VMT vs. ADT in the City. This will allow for future consideration of long-range planning guidance that will ultimately help reduce VMT within the City which is the long-range goal of SB 743. The CalEEMod results assume the same rate of increase for both ADT and VMT, but it is more likely in the future that VMT will not increase as fast as ADT as more employment is generated by non-residential uses in the City which will reduce the commuting and some non-home trip distances (e.g., shopping) as more jobs and businesses are created.

Table 4.16.L: ADT and VMT Estimates for Existing and Future Land Uses in the City

Land Use/Activity	Existing		Year 2035		Increase (%)
	ADT[1]	VMT[2]	ADT[1]	VMT[2]	
Residential Uses					
Apartments High Rise	26,512	90,692,257	46,110	157,736,445	73.9
Apartments Mid Rise	104,260	356,659,754	159,669	546,204,993	53.1
Single Family Housing	123,175	419,087,176	139,990	476,296,108	13.7
Subtotal	**253,947**	**866,439,187**	**345,769**	**1,180,237,546**	**36.2**
Non-Residential Uses					
Gen. Heavy Industry	15,636	69,239,949	20,471	90,651,379	30.9
General Light Industry	455,985	1,525,076,365	546,905	1,829,165,603	19.9
Gen. Office Building	7,311	17,847,671	10,870	26,534,592	48.7
Office Park	231,794	582,906,346	356,675	896,952,100	53.9
Strip Mall	473,600	825,060,234	729,894	1,271,551,184	54.1
Subtotal	**1,184,326**	**3,020,130,565**	**1,664,815**	**4,114,854,859**	**40.6**
Public Uses					
City Parks	8,711	25,067,550	8,711	25,067,550	0
Government[3]	513,967	1,133,712,253	513,967	1,133,712,253	0
Subtotal	**522,678**	**1,158,779,803**	**522,678**	**1,158,779,803**	**0**
Total	**1,960,951**	**5,045,349,555**	**2,533,262**	**6,453,872,208**	**29.2**

Source: CalEEMod 2016 data (Appendix E) based on existing land uses in the City (see Tables 3.A through 3.C)
[1] average weekday, rounded to nearest integer
[2] annual
[3] CalEEMod lists as "Civic Center"

Evaluation of General Plan Goals and Policies. Essentially all of the following goals, policies, and programs of the 2017 General Plan are related to the movement of goods and people, including pedestrians, bicycles, transit, light rail and commuter rail, air, and automobile traffic flows, and will not be repeated here. However, several key goals and policies will be highlighted to demonstrate the extent to which the City is planning to help reduce its share of regional congestion and attempt to provide effective travel for residents and workers throughout the City.

Congestion Options and Design. Mobility Element Policies ME 1.1 through ME 1.3, ME 2.4, 2.6, 2.7, and 2.13 through 2.16 provide various guidelines for design parameters and options for project design to help alleviate potential traffic congestion.

Funding Improvements. Mobility Element Policies 5.1, 8.31 through 8.36 outline the need for finding creative alternative funding solutions for needed improvements.

Inter-Agency Coordination. Mobility Element Policies ME 2.8 through 2.10, 6.9, 7.5, 8.30, and 8.31 provide guidance on how the City will coordinate the provision of future mutually beneficial improvements with surrounding jurisdictions.

Alternative Transportation (trails, transit, etc.). Mobility Element Policies ME 3.1 through 3.36, and 4.1 through 4.9 all provide guidance on how trail systems should be planned and implemented.

Transit Coordination. Mobility Element Policies ME 2.5, 2.12, 2.14, 3.17, and 5.1 through 5.15 provide direction for how the City will coordinate transit service needs with RTA and local projects will provide transit improvements.

Truck Routes. It is generally best practice not to include truck routes within general plans, as these routes may change and flexibility is needed to allow modifications without requiring a general plan amendment. Program ME 6.1.2 states the City will strive to adopt truck routes separately, subject to City Council approval and modification on an as-needed basis. In addition, Mobility Element Policies 6.1 through 6.4 address trucks and routes to accommodate trucks.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs regarding vehicular and non-vehicular circulation will result in significant traffic impacts (i.e., future Level of Service deficiencies) along local roads, at local intersections, and along local freeway segments as growth occurs.

Programmatic Mitigation Measures. The following measures are proposed to help reduce potential programmatic traffic impacts of future growth within the City to the greatest degree practical:

4.16.6.2A **Strategic Traffic Congestion Management Plan.** Within two years of adopting the 2017 General Plan, the City will develop a Strategic Traffic Congestion Management Plan that will identify the type and timing of roadway and intersection improvements as well as other solutions that may not involve road widenings or standard intersection improvements. The goal of this plan will be to identify those specific improvements or actions that will achieve the City's Level of Service standards to the greatest degree practical, including potential funding and the critical timing of improvements. The future roadway and intersection improvements will include those identified in Section 4.16.3. This measure may not be needed in the event the state develops VMT-based standards applicable to the City in the future in lieu of LOS-based standards.

4.16.6.2B **Cooperative Agreements.** The City will seek to enter into a cooperative agreement with each of the surrounding jurisdictions regarding reciprocal fair share contributions for intersection and/or roadway improvements of mutual benefit to the City of Jurupa Valley and each cooperative jurisdiction. The City would then require future development to make the identified fair share payment, if any, under this agreement. This agreement would apply to any private or public development project that contributed 50 or more peak hour trips to a particular street or intersection, based on a project-specific traffic study that met the traffic study requirements of the City at the time the project was proposed.

4.16.6.2C **Multi-Jurisdictional Study.** The City of Jurupa Valley will seek to participate in a multi-jurisdictional study with Caltrans to identify fair share contribution funding sources attributable to and paid from future private and public development, to supplement other regional and State funding sources, to implement necessary improvements to local freeways and freeway ramps to meet Caltrans Level of Service Standards. Once the study identifies appropriate improvements, costs, and fair share fee amounts, the City shall enter into a cooperative agreement with Caltrans to collect such fees from developers of future projects in the City to help fund the identified improvements. The City would then require future development to make the identified fair share payments under this agreement.

The City has examined and is continuing to examine a number of physical and operational changes or improvements to the City's circulation network in an attempt to meet its stated Level of Service standards. However, the majority of traffic impacts in the future will result from non-local traffic (i.e., from regional sources) which cannot be effectively mitigated at the local level. Therefore, there are no

other feasible programmatic mitigation measures beyond the goals, policies, and programs outlined in the Mobility Element of the 2017 General Plan.

Level of Programmatic Impact After Mitigation. Even with implementation of the planned circulation system roadway and intersection improvements proposed as part of the General Plan Mobility Element and recommended Mitigation Measures 4.16.6.2A through 4.16.6.2C, future development in the City under the goals, policies, and programs of the 2017 General Plan will result in significant traffic impacts mainly due to contributions by regional traffic and lack of feasible actions at the local level to mitigate these impacts. This is a significant and unavoidable impact.

4.16.6.3 Inadequate Emergency Access

Threshold	Would the proposed project result in inadequate emergency access?

Programmatic Impacts. Future development would be required to design, construct, and maintain structures, roadways, and facilities to provide adequate emergency access and evacuation. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement measures to facilitate the passage of persons and vehicles through/around any required road closures. Future development plans would be submitted to and approved by the City's Fire and Police Departments prior the issuance of building permits. Adherence to applicable existing requirements of the City of Jurupa Valley and other agencies would reduce impacts associated with this issue to a less than significant level and no further discussion is required.

Over the long-term, future development is not expected to cause any significant impacts with respect to emergency vehicle access at study area intersections that may be used by emergency vehicles. Therefore, potential impacts are less than significant.

Evaluation of General Plan Goals and Policies. The following goal and policy of the Mobility Element are specifically related to emergency access:

Mobility Element

Goal

ME-4	Establishes policies that coordinate the circulation system with General Plan, specific plans and village center plans, and Land Use Element, and that provide direction for future decision-making.
ME-10	Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element's goals, policies, and programs.

Policy

ME 8.22	**Emergency Response Routes.** Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radii, and other factors as determined by the City Engineer in consultation with emergency responders.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies regarding emergency access will result in less than significant impacts as growth occurs.

Programmatic Mitigation Measures. None required.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies will result in less than significant traffic impacts related to emergency access, and no mitigation is needed.

4.16.6.4 Alternative Transportation

Threshold	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Programmatic Impacts. As development occurs within the City, there will be increased need for alternatives to traditional vehicular transportation in the form of bicycle lanes, sidewalks and trails for pedestrians and equestrians, and various forms of public transit. In 2016, the City does not have a complete non-vehicular circulation network, but the goals and policies of the 2017 General Plan indicate that development of trails is a high priority for the community. In addition to the need for bike lanes and trails, the RTA has numerous bus routes that serve the City of Jurupa Valley, and the Jurupa Valley/Pedley Metrolink Station is located just north of the intersection of Limonite Avenue and Pedley Road near the center of the City. Through the City's project review process, policies, plans, and/or programs supporting alternative transportation would be reviewed and incorporated as applicable. Consequently, potential impacts from future development related to non-vehicular circulation (i.e., trails, bike routes, transit service, etc.) will be less than significant.

Evaluation of General Plan Goals and Policies. The following goals and policies of the Mobility Element in the 2017 General Plan are specifically related to alternative transportation:

ME 3.1 through 3.36 Pedestrian and Bicycle Facilities Policies and Programs

ME 4.1 through 4.9 Equestrian and Multi-Purpose Trails Network

ME 5.1 through 5.15 Public Transit-related services

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals and policies regarding trails, transit, and alternative transportation will result in less than significant impacts as growth occurs.

Programmatic Mitigation Measures. None required.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will result in less than significant traffic impacts related to alternative transportation, and no mitigation is needed.

4.16.6.5 Air Traffic Patterns

Threshold	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?

Programmatic Impacts. Safety zones of two public airports, Riverside Municipal Airport (RMA) and the Flabob Airport, overlap portions of the City of Jurupa Valley. The RMA is south of the eastern portion of the City across the Santa Ana River. Portions of the City are within RMA's Airport Land Use Compatibility (ALUC) Plan Zone E (see Figure 4.8.2). Zone E within ALUC is considered an area that includes Other Airport Environs. Zone E does not include residential, other land uses, or open space land restrictions. Hazards to flight, including physical, visual, and electronic forms of interference with safety of aircraft operations, are not allowed in Zone E. The Flabob Airport is located in the eastern portion of the City and some of its safety zones overlap developed uses and vacant land within the City. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium-Density Residential. Potential land use conflicts could occur primarily in Safety Zones C. In Zone C, new residential development is limited to one dwelling per five acres, gross; and in Zone D, residential densities are limited to a prescribed density range of no

greater than one dwelling per five acres or at least five dwellings per acre. The previous Figure 4.8.5 showed the airport safety zones that overlap the City.

Evaluation of General Plan Goals and Policies. The following goals and policies of the Mobility and Land Use Elements of the 2017 General Plan are specifically related to airport safety and compatibility at public and private airports:

Mobility Element

Policies

ME 6.9 **Interagency Coordination**. Promote coordinated long-range planning between the City, County of Riverside, Airport Land Use Commission, Flabob airport authorities, businesses and the public to meet City, County and the region's aviation needs.

ME 6.10 **Airport Land Use Planning**. Apply a variety of land use planning techniques to maintain the viability of Flabob Airport. (See Land Use Element, Flabob and Riverside Municipal Airports Overlay).

Land Use Element

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all *major land use actions* to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.60 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid

locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.61 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts

These policies in the Mobility and Land Use Elements of the 2017 General Plan establish clear parameters for planning and guidance for future development within the City for vacant land or redevelopment of existing land uses in the City that are within the influence areas of the Flabob or Riverside Municipal Airports. For example, Policies LUE 5.53 and 5.56 require new development to comply with the Airport Land Use Compatibility Plan of the affected airport, and Policy LUE 5.54 requires plans to be submitted to the airports for review before City action. With implementation of these policies, new development in the City will have less than significant impacts on the airport traffic patterns and potential safety risks.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan policies above and compliance with local, state, and federal laws and regulations regarding airport traffic patterns and safety risks, and no mitigation is required.

4.16.6.6 Design Features or Incompatible Uses

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

Programmatic Impacts. The design of future roadways and developments must provide adequate sight distance and traffic control measures. This provision is normally implemented through roadway design to facilitate roadway traffic flows. Roadway improvements in and around future project sites would have to be designed and constructed to satisfy all City requirements for street widths, corner radii, and intersection control as well as incorporate design standards tailored specifically to site access requirements.

Evaluation of General Plan Goals and Policies. All of the design-oriented goals, policies, and programs of the Mobility Element of the 2017 General Plan are intended to prevent hazardous or unsafe roadways or other circulation improvements or incompatible uses, including but not limited to:

Mobility Element

Goal

ME-1 Provides mobility corridors for all modes of travel, including transit, bicyclists, pedestrians, equestrians, rail traffic and motor vehicles, and that helps reduce locally-generated VMT.

Policies

ME 1.1 through 1.3, ME 2.4, 2.6, 2.7, and 2.16.

Goal

ME-2 Maintains an interconnected network of bicycle, pedestrian, equestrian, and public transit facilities that encourage non-automotive travel.

Policies

ME 3.2 through 3.4, 3.8, 3.10, 3.12 through 3.26, 3.30 through 3.36.

Goal

ME-3 Promotes trails for pedestrian, bicycle, and equestrian use for recreational as well as local travel needs.

Policies

ME 3.1 through 3.36, ME 4.1 through 4.5.

Goal

ME-6 Accommodates and manages *commercial* truck traffic to promote local jobs and economic growth and protect public safety, health, and welfare.

Policies

ME 6.1 through 6.4

Goal

ME-7 Accommodates continued, safe freight railroad operations in Jurupa Valley.

Policies

ME 6.5 through 6.8

Goal

ME-8 Helps preserve, protect, and enhance safety and land use compatibility at Flabob Airport.

Policies

ME 6.9 through 6.11

Goal

ME-4 Establishes policies that coordinate the circulation system with General Plan, specific plans and village center plans, and Land Use Element, and that provide direction for future decision-making.

ME-10 Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element's goals, policies, and programs.

Policies

ME 8.1 through 8.29, 7.43, and 8.47 through 8.52.

As part of the City's plan check process, the final design of all roadways and intersections within a future development project would be reviewed by a licensed professional civil engineer to ensure adequate safety to and from each site. Future development should not have any unsafe or sharp curves or dangerous intersections in its design with adherence to City design standards.

Level of Programmatic Impact Before Mitigation. Adherence to applicable existing requirements of the City and other agencies, in addition to implementation to the goals, policies, and programs of the Mobility Element, would reduce potential impacts associated with unsafe design or incompatible uses to less than significant levels.

Programmatic Mitigation Measures. None needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals and policies will reduce potential impacts related to unsafe design or incompatible uses to less than significant levels, and no mitigation is required.

4.16.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the 2017 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or five percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for mobility impacts relative to the City's 2017 General Plan would be this portion of western Riverside County (i.e., Jurupa Valley and the surrounding jurisdictions). In this EIR, both the baseline (Existing) and long-term buildout conditions (Year 2035) were analyzed which represents a cumulative programmatic analysis of the 2017 General Plan relative to mobility impacts.

The City has examined and is continuing to examine a number of physical and operational changes or improvements to the City's circulation network in an attempt to meet its stated Level of Service standards. However, the majority of traffic impacts in the future will result from non-local traffic (i.e., from regional sources) which cannot be effectively mitigated at the local level. Section 4.16.6.2 concluded that even with implementation of the recommended Mitigation Measures 4.16.6.2A through 4.16.6.2C, future development in the City under the goals, policies, and programs of the 2017 General Plan will result in significant traffic impacts mainly due to contributions by regional traffic and lack of feasible actions at the local level to mitigate these impacts. This also represents a **significant and unavoidable** contribution to a cumulatively considerable long-term traffic impact.

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4.17 UTILITIES AND SERVICE SYSTEMS

This section analyzes the existing and planned potable water supply and wastewater, solid waste, and stormwater facilities. Water-related environmental issues such as water sources and water quality, runoff/drainage, flooding, and surface and groundwater quantity and quality are discussed in Section 4.9, Hydrology and Water Quality. Information for this section was obtained from review of the following:

- *Community Safety, Services, and Facilities Element, 2017 General Plan, December 2016.*
- *Land Use Element. 2017 General Plan, (draft), December 2016.*
- *Conservation and Open Space Element, 2017 General Plan, (draft), December 2016.*
- *Urban Water Management Plan, Jurupa Community Services District. Albert A. Webb Associates, June 27, 2016.*
- *2010 Urban Water Management Plan, Rubidoux Community Services District, Krieger and Stewart Incorporated, November 2011.*
- *2015 Urban Water Management Plan, Rubidoux Community Services District, Krieger and Stewart Incorporated, (draft) July 2016.*
- *2015 Urban Water Management Plan, Metropolitan Water District of Southern California, June 2016.*

4.17.1 Existing Setting

4.17.1.1 Water Supply

Three agencies provide potable water to the City of Jurupa Valley. They are the Jurupa Community Services District (JCSD), the Rubidoux Community Services District (RCSD), and the Santa Ana River Water Company. The JCSD owns, operates, and maintains the water system within the city. The JCSD also provides sewer and street light services to Jurupa Valley. The JCSD service area encompasses approximately 48 square miles in Riverside County. JCSD is a water supply retailer and depends on groundwater from the Chino Groundwater Basin. The Chino Basin is the largest groundwater basin in the Upper Santa Ana River Watershed, and underlies portions of San Bernardino, Riverside, and Los Angeles County. The JCSD uses a combination of its own wells and purchases from the Chino Desalter Authority to extract water from the Basin. In addition, the JCSD receives a small portion of its supplies from the RCSD.

The Community Safety, Services and Facilities Element of the City General Plan states that: "*Although Jurupa Valley receives all of its potable water from groundwater supplies, regional and statewide water demands and on-going drought conditions require continued conservation efforts and careful monitoring of water supplies to ensure adequacy for future growth. The overall County water supply is uncertain for two reasons: water apportionments from northern California have been reduced as part of the CALFED Bay-Delta Program, as well as decreased supplies to California from the Colorado River. Additionally, most of the County's sources of water are currently at capacity. Water storage to meet peak demand, or a two-day to one-day supply, is provided by many local water agencies within Riverside County. However, long-term storage of large quantities of water is provided only in the Metropolitan Water District (MWD) and California Department of Water Resources (DWR) facilities*."

JCSD uses a diverse mix of sources in its current and planned water supply as outlined in its UWMP. The plan takes into account projected growth for the region. JCSD plans to incorporate imported State Water Project (SWP) water into its supply portfolio. The Chino Basin is also partially recharged by imported surface water. Chino Basin storage allows for flexibility in imports from the Metropolitan Water District (Metropolitan), thereby reducing potential impacts to JCSD related to water importation.

During dry years where import of water is reduced, groundwater pumping is increased. In years of normal precipitation, pumping returns to its normal rate while the basin is replenished with SWP water. Metropolitan currently does not have surplus water available, due in part to pumping restrictions imposed on the SWP to avoid and minimize impacts to Federal- and State-protected fish species in the Delta. However, Metropolitan has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. Metropolitan's Urban Water Management Plan[1] concludes that, with implementation of its storage and transfer programs, it has supply capabilities that would be sufficient to meet expected demands in Jurupa Valley from 2020 through 2040 under single dry-year and multiple dry-year hydrologic conditions.

The sole source of potable water supply for the Rubidoux Community Services District is groundwater extracted from the southern portion of the Riverside-Arlington portion of the Upper Santa Ana Groundwater Basin. The District currently does not purchase or otherwise obtain water from a wholesale water supplier, and recycled water is not currently available to the District. The District expects that groundwater extracted from the Basin by six potable and six non-potable (irrigation only) groundwater wells will continue to be its primary (and possibly only) source of water through the year 2035, and possibly beyond.

The District does not have an immediate concern with water supply reliability. Because the District's water supply is groundwater, which is not subject to seasonal or year-to-year climatic change, it is not subject to short-term water shortages resulting from temporary dry weather conditions. The District and other groundwater users in the Santa Ana Watershed have been implementing ongoing groundwater management practices to extend the useful life of the groundwater resource to meet current and future demands. In the foreseeable future, the District will continue to be reliant on local groundwater supplies. The District will develop additional groundwater extraction and groundwater treatment facilities as needed to ensure a continuous and adequate water supply for its service area.

The Santa Ana Water Company ensures a continuing supply of good quality water through participation in a Joint Powers Authority with other neighboring water purveyors, called the Chino Desalter Authority.

The DWR produces a California Water Plan every five years that not only includes a statewide water budget but also regional watershed water budgets. These water budgets are based on California Department of Finance population projections and indicate clearly that demand for water will exceed supply in 2020 whether or not a drought condition exists at that time. For the past year, local water agencies have had to implement state-imposed water conservation goals initiated by the Governor last year in response to the ongoing drought. However, on August 16, 2016 the State Water Resources Control Board[2] lifted the state mandated conservation restrictions and local water districts, including the Jurupa Valley Water District and the Rubidoux Community Services District, are no longer required to implement the 20 percent annual water conservation limit on its users. For additional information on local water supply, see Section 4.9, *Hydrology and Water Quality*.

4.17.1.2 Wastewater Services

The JCSD and the RCSD provide municipal wastewater service for Jurupa Valley. Wastewater is transported to the City of Riverside Water Quality Control Plant (RWQCP) and the Western Riverside County Regional Wastewater Authority's (WRCRWA) treatment plant. Some areas of the City, including the Mira Loma area just east of Etiwanda, are not connected to municipal wastewater infrastructure and use septic systems for wastewater disposal.

[1] *2015 Urban Water Management Plan,* Metropolitan Water District of Southern California, June 2016. Website accessed August 15, 2016

[2] *"Mandatory Water Cuts End for Many",* Los Angeles Times, August 17, 2016.

JCSD's Sewer System serves the residents of the City of Eastvale and the western portion of the City of Jurupa Valley[1]. The City of Riverside, WRCRWA, and Orange County Sanitation District are responsible for treatment of wastewater in the JCSD service area. Currently, the RWQCP treats 40 million gallons per day.[2] A plant-wide expansion, currently in progress, will increase treatment capacity to 46 million gallons per day.

Local governments and water districts are responsible for complying with Federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to wastewater treatment facilities. Proper operation and maintenance is critical for sewage collection and treatment because impacts from these processes have the potential to degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, recordkeeping, and reporting requirements. POTWs that intend to discharge into the nation's waters must obtain a WDR prior to initiating discharge.

4.17.1.3 Solid Waste Services

Solid waste disposal and recycling services are provided to City residents by two private franchise haulers - Burrtec Waste Industries and Waste Management[3]. Solid waste is transferred to regional landfills operated by the County of Riverside.

4.17.1.4 Stormwater Drainage

The City of Jurupa Valley is located in the Santa Ana River Basin Watershed. The Santa Ana Region consists of connected inland basins and open coastal basins drained by surface streams flowing southwestward toward the Pacific Ocean. The City in general slopes gently to the south toward the Santa Ana River, which forms much of the southern boundary of the City.

NOP/Scoping Comments. No public comments were made on any water-related issues regarding the proposed project. No agencies submitted comment letters during the NOP period addressing water resources.

4.17.2 Regulatory Framework

4.17.2.1 Federal Regulations

Federal Water Pollution Control Act. The major piece of Federal legislation dealing with wastewater is the Federal Water Pollution Control Act, which is designed to restore and preserve the integrity of the nation's waters. In addition to the Federal Water Pollution Control Act, other federal environmental laws have a bearing on the location, type, planning, and funding of wastewater treatment facilities.

4.17.2.2 State Regulations

Regional Water Quality Control Board. Operation of the JCSD's and RCSD's Sewer System is subject to regulations set forth by the California Department of Health Services (DHS) and the Regional Water Quality Control Board (RWQCB). NPDES permits are required for operators of publically owned treatment works, municipal separate storm sewer systems (MS4s), construction, projects, and industrial facilities who discharge to surface waters within the City.

[1] http://www.jcsd.us/Portals/0/COVER%20TOC%20INTRO.pdf (Accessed August 17, 2016)
[2] http://www.riversideca.gov/publicworks/sewer/wqcp.asp (Accessed August 17, 2016)
[3] http://jurupavalley.org/Departments/Development-Services/Public-Works-and-Engineering/Solid-Waste-Collection (Website accessed August 17, 2016)

Assembly Bill 341 (Chapter 476, Statutes of 2011). AB 341 was signed into law in 2011 and established a goal of processing 75 percent of generated waste through source reduction, recycling, or composting activities by the year 2020. The bill also instituted a commercial recycling mandate. In the mandate, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or units are required to arrange for recycling services.

Assembly Bill 1327 (AB 1327) California Solid Waste Reuse and Recycling Access Act of 1991. Signed into law in 1991, AB 1327 added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 required the California Integrated Waste Management Board (CIWMB) to develop a model ordinance for adoption of recyclable materials in development projects. Local agencies were then required to adopt the model, or ordinances of their own, in order to govern adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If a local agency had not adopted a model ordinance by that date, the CIWMB model would be adopted and enforced by the local agency.

Senate Bill 1016 (SB 1016). The California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction to divert 50 percent of its solid waste from being disposed in landfills. The new per capita disposal measurement system (SB 1016, Wiggins, Chapter 343, Statutes of 2008) became effective January 1, 2009. It builds on AB 939 compliance requirements by implementing a simplified measure of local jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator: the per capita disposal rate, which uses only two factors: a jurisdiction's population and its disposal as reported by disposal facilities.

Riverside Countywide Integrated Waste Management Plan. The Riverside Countywide Integrated Waste Management Plan (RCIWMP), was approved by the California Integrated Waste Management Board in 1996. The Plan outlines the goals, policies, and programs the County and its cities, including what is now the City of Jurupa Valley, would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The RCIWMP is composed of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, the Household Hazardous Waste Element (HHWE) for the County and each of its cities, and the Riverside Countywide Siting Element.

Water Conservation in Landscaping Act. To ensure adequate supplies are available for future uses and to promote the conservation and efficient use of water, local agencies are required to adopt water-efficient landscape ordinances. The City implements landscape and irrigation design standards (Chapter 17.276 of the City's Municipal Code), which address the proper maintenance of landscaping or irrigation systems.

Sections 13550–13556 of the State Water Code. These sections of the State Water Code state that local, regional, or state agencies shall not use water from any quality source of potable water for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

Urban Water Management Planning Act (Cal. Water Code Section 10631). Since 1984, the Urban Water Management Planning Act has required "urban water suppliers" to develop written "urban water management plans (UWMPs)." While generally aimed at encouraging water suppliers to implement water conservation measures, it also created long-term planning obligations. The Act requires that urban water suppliers use a 20-year planning horizon and update the data in the urban water plans every five years.

SB 610 and SB 221. Senate Bills 610 and 221 amended state law in 2002 to include water supply assessment as part of land use planning decisions made by cities and counties. Both statutes require that information regarding water availability be made available to decision makers prior to approval of a large development project. The two bills complement each other in facilitating this process. Under SB 610, water assessments for certain projects (as defined in Water Code 10912 [a]) must be made

available to local governments as part of environmental documentation prepared pursuant to the California Environmental Quality Act (CEQA). SB 221 requires that a written verification of sufficient water supply be made by a city or county in order to approve certain residential subdivisions.

Municipal Separate Storm Sewer System (**MS4**) **Permit System.** The NPDES MS4 permit is intended to regulate the discharge of urban runoff to storm sewer systems within Riverside County. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable BMPs outlined in the Water Quality Management Plan for the Santa Ana Region of Riverside County.

4.17.2.3 City General Plan

The City 2017 General Plan Conservation and Open Space Element, the Community Safety, Services and Facilities Element, and the Land Use Element contain the following goals, policies, and programs that are applicable to water supply and wastewater, solid waste, and stormwater drainage facilities:

Conservation and Open Space Element

Goals

COS 3.1 Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture. Measures to help meet water needs include requiring conservation measures such as drought-tolerant landscaping and water saving fixtures in new homes.

COS 3.4 Encourage JCSD and RCSD to retain and where possible, expand the capacity of wells, aquifers and other groundwater reserves.

Policies

COS 3.1.1 **Water use planning**. In its operations and planning, the City will adopt and strive for the most efficient available water conservation practices and encourage community service districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.2 **Multi-Use Consideration**. In its planning, land use decisions, and municipal operations, the City will consider the effects of water supply on urban growth, wildlife habitat, agriculture and stream flows, and should seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.1.4 **Water Conservation Systems.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.

COS 3.1.5 **Site Water Collection and Retention.** As a condition of development approval, City shall consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention.

COS 3.1.8 **Wastewater Treatment.** Encourage the use of innovative and creative techniques for wastewater treatment.

Programs

COS 3.1.1.1 **Public Information.** In conjunction with water providers, Riverside County, community services districts, and other entities, promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits and water-saving technologies.

COS 3.1.1.2 **Regional Cooperation.** Monitor and participate in regional activities addressing water resources, groundwater and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.

COS 3.1.1.3 **Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

- Groundwater quality would be reduced,
- Available groundwater aquifers are full, or
- Rising water tables threaten the stability of existing structures

Community Safety, Services and Facilities Element

Policies

CS 2.1.43 **Grey Water Systems.** Facilitate the utilization of grey water systems.

CS 2.1.44 **Drought-Tolerant Landscaping.** Require the use of drought-tolerant landscaping in all new development.

CS 2.1.45 **Reclaimed Water.** Encourage the development and use of reclaimed water for landscape irrigation and other uses.

CS 2.1.46 **Public Education.** Support public education efforts to promote water conservation throughout the community.

CS 2.1.47 **Water Storage.** Encourage local water purveyors to expand local domestic water storage and recycling capabilities.

CS 2.1.48 **Public Education/Outreach.** Continue providing education and community outreach on water conservation options and methods.

CS 2.1.49 **Adequate Wastewater Conveyance.** Work with the Jurupa Community Services District and the RCSD to ensure sufficient wastewater conveyance and pumping capacity to meet the existing and future needs of the City.

CS 2.1.50 **Septic Systems.** Work with the Jurupa Community Services District to convert areas of the City relying on septic systems to municipal wastewater service.

CS 2.1.51 **Recycled Water.** Encourage the continued production, and expansion, of recycled water for irrigation and other purposes.

CS 2.1.52 **Wastewater Treatment Capacity.** Encourage efforts of the City of Riverside and the Western Riverside County Regional Wastewater Authority (WRCWRA) to provide adequate wastewater treatment capacity to serve the existing and future needs of the City.

CS 2.1.53 **Fair-Share Costs.** Require new development to contribute fair-share costs for the provision of wastewater infrastructure and treatment.

CS 2.1.54 **Brine Line.** Support the continued maintenance and use of the Inland Empire Brine Line to transport salty wastewater to the ocean and maintain the quality of the Santa Ana River Watershed.

CS 2.1.55 **Water Conservation.** Make use of state of art water conservation with all City facilities and land, and require new developments to include drought tolerant landscaping and water saving systems and fixtures.

CS 2.1.59 **Solid Waste Services.** Work with private disposal companies to ensure the continued provision of adequate solid waste and recycling services in Jurupa Valley, including the availability of adequate landfill capacity to meet the City's future needs.

CS 2.2.60 **Waste Reduction.** Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.

CS 2.1.61 **Waste Management.** Encourage new development to employ construction waste management techniques to divert construction materials and debris away from landfills.

CS 2.1.62 **Public Education.** Encourage and as resources allow, support public education efforts to inform the public about waste reduction, reuse and recycling.

CS 2.1.63 **Neighborhood Clean-Up Efforts.** Sponsor and/or participate in neighborhood clean-up efforts.

CS 2.1.64 **Commercial Recycling.** Expand mandatory recycling for commercial customers consistent with State requirements.

CS 2.1.66 **Waste Diversion.** Achieve at least the minimum construction and demolition waste.

Programs

CS 2.1.1.5 **Urban Water Management Plan.** Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure the Plan is updated as needed.

CS 2.1.1.6 **Alternative Water Resources.** Explore the feasibility of desalinization and other regional projects as an alternative resource to reduce the City's dependency on imported water.

CS 2.1.1.7 **Water Conservation Ordinance.** Implement and enforce the City's Landscape Water Conservation ordinance.

Land Use Element

Goal

LUE 5 Support diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities and improved access to recreational, cultural, historic and social amenities and resources.

Policies

LUE 4.6 **Public Utilities, Easements, and Rights-of-Way.** New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements whose true land use is that of Public Facilities. This policy will ensure that the "public facilities" designation governs what otherwise may be inferred from large-scale, general plan maps.

LUE 4.7 **Consideration of Scale.** Due to the scale of General Plan maps and the area of the City, utility easements and linear rights-of-way may not be shown on General Plan, specific, and community plan maps. These features need to be taken into

consideration in the review of applications to develop land and proposals to preserve land for conservation.

LUE 4.8 **Impact Mitigation of New Public Facilities.** Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, flood control channels, etc., shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.

LUE 5.52 **Utilities**. Discourage utility lines within the River corridor and floodplain. If approved, lines shall be placed underground where feasible and shall be located and designed in a manner to harmonize with the natural environment and to be visually unobtrusive.

LUE 12.5 **Water Conservation Techniques**. Water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods should be included in new public and private development, as appropriate.

LUE 13.1 **Service Capacity**. Ensure that development does not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/fire/emergency medical services, recreational facilities and transportation systems.

LUE 13.2 **Monitoring**. Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 13.3 **Urban Water Management Plans**. Review all projects for consistency with the appropriate community service district's urban water management plans.

4.17.3 Methodology

Existing conditions within the City regarding utilities and service systems were examined in light of future development and population growth according to the 2017 General Plan projections and the need for adequate water supplies, wastewater treatment, landfill capacity, and storm drainage systems as appropriate.

4.17.4 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the *State CEQA Guidelines* to determine the significance of environmental impacts. Implementation of the City 2017 General Plan would have a significant impact on the provision of utilities or service systems if it would:

- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and/or
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements;
- Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board;

- Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it lacks adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; and/or
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Fail to comply with applicable federal, state, and local statutes and regulations related to solid waste.
- Require construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

4.17.5 Programmatic Impact Evaluation

4.17.5.1 Water Supply and Construction or Expansion of Water Treatment Facilities

Threshold	Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
Threshold	Would the proposed project require the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

Programmatic Impacts. Increases in population, square footage, and intensity of uses would contribute to increases in the overall regional demand for water. Implementation of water conservation measures and recycling programs are necessary to help reduce the need for increased water supply. The previous Section 4.9.5.3 examined the impacts of future development on local groundwater, which is the primary source of the local water supplies, and determined the goals, policies, and programs of the 2017 General Plan would support and not hinder the implementation of the Urban Water Management Plans of the water suppliers to Jurupa Valley. Therefore, the City's General Plan will not have a significant adverse impact to water supplies or having to expand water treatment facilities.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and program in the 2017 General Plan Conservation and Open Space Element, Community Safety, Services, and Facilities Element, and Land Use Element address water supply and water treatment facilities (for the full text of measures see Section 4.17.2.3):

Conservation and Open Space Element

Goals

COS 3.1 Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs.

COS 3.4 Encourage JCSD and RCSD to retain and where possible, expand the capacity of wells, aquifers and other groundwater reserves.

Community Safety, Services, and Facilities Element

Policies

CS 2.1.43 Facilitate the utilization of grey water systems.

CS 2.1.44 Require the use of drought-tolerant landscaping in all new development.

CS 2.1.45 Encourage the use of reclaimed water for landscape irrigation and other uses.

CS 2.1.46 Support public education efforts to promote water conservation.

CS 2.1.47 Encourage local water purveyors to expand local domestic water storage and recycling capabilities.

CS 2.1.48 Continue providing education and community outreach on water conservation.

CS 2.1.5 Encourage continued production and expansion of recycled water use for irrigation.

CS 2.1.53 Require new development to contribute fair-share costs for wastewater infrastructure and treatment.

CS 2.1.55 Encourage water conservation and require new developments to include drought tolerant landscaping and water saving systems and fixtures.

Programs

CS 2.1.1.5 Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure the Plan is updated as needed.

CS 2.1.1.6 Explore the feasibility of desalinization and other regional projects as an alternative resource to reduce the City's dependency on imported water.

CS 2.1.1.7 Implement and enforce the City's Landscape Water Conservation ordinance.

Land Use Element

Policies

LUE 4.6 New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements.

LUE 4.7 Show utility easements and linear rights-of-way on General Plan, specific, and community plan maps.

LUE 4.8 New public facilities cannot impact prime residential or commercial properties or adversely affect the character and quality of residential neighborhoods.

LUE 5.52 Discourage utility lines within the River corridor and floodplain.

LUE 12.5 Water conservation methods should be included in new public and private development.

LUE 13.1 Development must not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 13.3 Review all projects for consistency with the community service district's urban water management plans.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will support the Urban Water Master Plans of the agencies providing water to the City in the future, so there are no significant impacts in this regard (see also Section 4.9 regarding surface and groundwater supplies).

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan goals, policies, and programs will support the Urban Water Master Plans of the agencies providing water to

the City in the future, so the 2017 General Plan will have less than significant impacts regarding water supply and construction or expansion of water treatment facilities, and no mitigation is needed.

4.17.5.2 Wastewater Treatment Requirements and Wastewater Treatment Capacity, New or Expanded Wastewater Treatment Facilities, and/or Wastewater Conveyance Facilities

Threshold	Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
Threshold	Would the proposed project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it lacks adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
Threshold	Would the proposed project require the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Threshold	Would the proposed project cause or contribute to a deficiency in any wastewater conveyance facilities which serves or may serve the project?

Programmatic Impacts. The County's Regional Water Quality Control Plant (RWQCP) is a publically operated treatment works (POTW), so operational discharge flows treated at the plant would be required to comply with waste discharge requirements contained within the Waste Discharge Requirements (WDRs) for the Santa Ana Regional Water Quality Control Board (RWQCB). Compliance with policies established by the City would ensure that discharges into the wastewater treatment facility system would not exceed applicable Santa Ana RWQCB wastewater treatment requirements.

Population increases and development within the planning area serviced by the Jurupa Community Services District (JCSD) and Rubidoux Community Services District (RCSD) would increase the overall demand for wastewater treatment service. The current treatment capacity at the RWQCP is 40 million gallons per day (mgd), and will increase to 46 mgd after completion of the plant expansion. The City of Riverside anticipates that flows to the plant will increase 0.75 percent in a low growth scenario, and 1.5 percent in a high growth scenario. The former would result in a 2025 flow of 47.3 mgd, and the latter 52.2 mgd. Proposed changes to capacity of the RWQCP or any facility maintained by RWQCP are reviewed throughout the year by the County of Riverside which operates the treatment facility. For all new development within the RWQCP service area, impact fees are allocated to assist in the financing of future collection and disposal facilities and future sewer treatment plant facilities. Development would not exceed the capacity of the wastewater treatment system because the RWQCP is currently being expanded and development fees would pay for future expansion or new wastewater treatment plants as growth occurs.

Evaluation of General Plan Goals and Policies. The following summarized policies in the 2017 General Plan Community Safety, Services, and Facilities Element, Conservation and Open Space Element, and Land Use Element address wastewater treatment capacity and facilities (for the full text of measures see Section 4.17.2.3):

Community Safety, Services, and Facilities Element

Policies

CS 2.1.49 Work with JCSD and RCSD to ensure sufficient wastewater conveyance and pumping capacity to meet existing and future needs.

CS 2.1.50 Work with JCSD to convert areas of the City relying on septic systems to municipal wastewater service.

CS 2.1.52 Encourage efforts of the City of Riverside and WRCWRA to provide adequate wastewater treatment capacity to serve existing and future needs of the City.

CS 2.1.53 Require new development to contribute fair-share costs for the provision of wastewater infrastructure and treatment.

Conservation and Open Space Element

Policy

CS 2.1.50 **Septic Systems.** Work with the Jurupa Community Services District to convert areas of the City relying on septic systems to municipal wastewater service.

Land Use Element

Policies

LUE 4.8 New public facilities cannot impact prime residential or commercial properties or adversely.

LUE 13.1 Development must not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

Level of Programmatic Impact Before Mitigation. Implementation of the policies of the 2017 General Plan, as well as compliance with federal, state, and local regulations, will ensure that wastewater treatment requirements are met and that there is sufficient capacity for wastewater conveyance and disposal.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the goal and policies of the 2017 General Plan, as well as compliance with federal, state, and local regulations, will ensure that wastewater treatment requirements are met and that there is sufficient capacity for wastewater conveyance and disposal, and no mitigation is needed.

4.17.5.3 Solid Waste Facilities

Threshold	Would the proposed project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?
Threshold	Would the proposed project fail to comply with applicable federal, state, and local statutes and regulations related to solid waste?

Programmatic Impacts: Solid waste collection is a "demand-response" service and current service levels would be expanded and funded through user fees imposed on new development within the City. Solid waste from the City would be hauled by Burrtec Waste Industries or Waste Management and transferred to the Agua Mansa Materials Recovery Facility (MRF)/Transfer Station. From the MRF the non-recyclable material would be transferred to regional landfills (most likely the Badlands Sanitary Landfill or the El Sobrante Landfill) as available. According to the Cal Recycle Facility/Site Summary Details website accessed on August 21, 2016 the Badlands Sanitary Landfill has a permitted disposal capacity of 4,000 tons per day with a remaining capacity of 14,730,020 cubic

yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2024.

The El Sobrante Landfill is has a permitted disposal capacity of 16,034 tons per day with a remaining capacity of 145,530,000 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045.

As discussed above, adequate daily surplus capacity exists at the receiving regional landfills, and build-out of the proposed 2017 General Plan would not significantly affect current operations or the expected lifetime of the area landfills. No significant solid waste disposal impact would occur and no mitigation is required.

The City compels its waste haulers to comply with Assembly Bill 341 (Chapter 476, Statutes of 2011), as amended by Senate Bill 1018, which became effective July 1, 2012 by providing the necessary education, outreach and monitoring programs and by processing the solid waste from the City's commercial customers through its waste haulers' material recovery facility.

AB 341 mandates the reduction of solid waste disposal in landfills. With planned expansion activities of landfills in the region and projected growth rates identified in the City's General Plan, sufficient landfill capacity exists to accommodate disposal needs through 2030. Therefore, implementation of the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and program in the 2017 General Plan Community Safety, Services, and Facilities Element and Land Use Element address solid waste facilities (for the full text of measures see Section 4.17.2.3):

Community Safety, Services, and Facilities Element

Policies

CS 2.1.59 Work with private disposal companies to ensure adequate solid waste and recycling services, including adequate landfill capacity.

CS 2.2.60 Encourage diversion of waste from landfills through reduction, reuse, and recycling.

CS 2.1.61 New development should employ construction waste management techniques to divert debris from landfills.

CS 2.1.62 Support public education efforts about waste reduction, reuse and recycling.

CS 2.1.63 Sponsor and/or participate in neighborhood clean-up efforts.

CS 2.1.64 Expand mandatory recycling for commercial customers consistent with State requirements.

CS 2.1.66 Achieve at least the minimum construction and demolition waste diversion requirement of 75 percent.

Land Use Element

Policies

LUE 4.8 New public facilities cannot impact prime residential or commercial properties.

LUE 13.1 Development must not exceed the City's or community services districts' ability to adequately provide supporting infrastructure and services.

LUE 13.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

Level of Programmatic Impact Before Mitigation. Implementation of the 2017 General Plan policies would ensure that impacts would be less than significant and mitigation is not required.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan policies would ensure that impacts would be less than significant. No mitigation is required.

4.17.5.4 Storm Water Drainage Requirements

Threshold	Would the proposed project result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Programmatic Impacts. Development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City will be required to comply with the requirements of the NPDES permit program. In addition, development within the City is required to be in compliance with Chapter 6.10, Storm Water/Urban Runoff Management and Discharge Controls of the City of Jurupa Valley Municipal Code.

Evaluation of General Plan Goals and Policies. The following summarized policies in the 2017 General Plan Conservation and Open Space Element and Community Safety, Services, and Facilities Element address stormwater drainage facilities (for the full text of measures see Section 4.17.2.3):

Conservation and Open Space Element

Policy

COS 3.1.12 Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.

Community Safety, Services, and Facilities Element

Policy

CS 1.1.15 All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems. The City will require that future development comply with the following hydrology, flooding, and water quality requirements:

- All drainage facilities will be designed and constructed in accordance with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) standards and specifications.
- Drainage facilities will be subject to the review and approval of the City of Jurupa Valley and, as applicable, RCFC&WCD.
- Jurupa Community Services Department (JCSD) will review the design of drainage facilities in conjunction with their review of the sewer and water facilities to ensure that there are no design conflicts between the proposed utilities.
- The capital cost of all on-site facilities will be the responsibility of the applicant. Such facilities will be dedicated to City of Jurupa Valley, RCFC&WCD, a Homeowners Association (if private system), or Community Facilities District (CFD) for maintenance and operations.
- New development will be required to prepare Water Quality Management Plans (WQMPs) and Storm Water Pollutant Prevention Plans (SWPPPs) in accordance

with the requirements of the National Pollutant Discharge Elimination System (NPDES) standards.

- All projects proposing construction activities including: clearing, grading, excavation that results in the disturbance of at least one acre total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. All development within the specific plan boundaries shall be subject to future requirements adopted by the City to implement the NPDES program. Project-specific mitigation measures may include, but not be limited to: on-site detention; water quality basins; covered storage of all outside facilities; vegetated swales; monitoring programs; etc.

Level of Programmatic Impact Before Mitigation. With implementation of the 2017 General Plan policies above, along with enforcement of established city regulations and requirements, stormwater drainage impacts would be reduced to a less than significant level.

Programmatic Mitigation Measures. No mitigation needed.

Level of Programmatic Impact After Mitigation. Implementation of the 2017 General Plan policies will not create significant impacts to stormwater drainage facilities. No mitigation is required.

4.17.6 Cumulative Impacts to Utilities and Service Systems

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's 2017 General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions during the planning period.

CEQA typically requires a cumulative analysis using a "list' of cumulative projects or a "plan summary" of long-term development impacts. In this case, the growth projections of the General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2015 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*).

For context, the cumulative "universe" for utility-related impacts relative to the City's General Plan would be the City of Jurupa Valley in this portion of western Riverside. Cumulatively, continued development within the Jurupa Valley will put additional pressure on water supplies from the Chino Basin, generate additional wastewater and solid waste that must be treated and disposed, and produce additional runoff which carries urban pollutants.

The groundwater basin is adjudicated so that the Basin Watermaster will manage groundwater supplies in the basin consistent with the UWMPs for the various serving agencies that utilize these sources of groundwater. The County has planned regular expansions of its treatment plant as growth occurs, and its landfill capacity for this area is adequate until at least 2040. The Riverside County Flood Control and Water Conservation District has master plans for each drainage area of the County, including Jurupa Valley, and the City's General Plan is consistent with the County's wastewater, solid waste, and flood control master plans and water supply plans for this portion of western Riverside County. Therefore, the City's 2017 General Plan should have no significant impacts on cumulatively considerable regional impacts on utility infrastructure and water supplies.

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5.0 ADDITIONAL TOPICS REQUIRED BY CEQA

Section 15126 of the *CEQA Guidelines* requires that all aspects of a project or plan must be considered when evaluating its impacts on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify (1) significant environmental effects of the proposed General Plan; (2) significant environmental effects that cannot be avoided if the proposed Plan is implemented; and (3) growth-inducing impacts.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Table 5.A illustrates the significant unavoidable impacts anticipated to result from the proposed project (i.e., 2017 General Plan), even with implementation of the Plan-specific mitigation measures identified in the Chapter 4.0 analysis.

Table 5.A: Significant Environmental Effects Which Cannot Be Avoided

Topic	Type of Impact	Impact
Agriculture Section 4.2	Loss of Prime Farmland	**Impact 4.2.5.5 —** Development in the City will eventually cover over 612 acres of prime farmland and 2,077 acres of locally important farmland.
	Cumulative Loss of Agriculture in the Region	**Impact 4.2.6** – Buildout of the City to rural and suburban uses will contribute to an overall decline and eventual loss of agricultural activities and resources from western Riverside County.
Air Quality, Section 4.3	Violate Air Quality Standards	**Impact 4.3.5.2 -** Long-term emissions from the operation of developed land uses in the future will exceed SCAQMD regional thresholds for ROC, NOx, CO, PM10, and PM2.5 even with implementation of the goals, policies, and programs of the General Plan and compliance with existing air pollution regulations.
	Cumulative Air Quality Impacts	**Impact 4.3.6 —** Long-term significant emissions from future development in the City will contribute to cumulatively considerable regional air quality impacts, even with implementation of the goals, policies, and programs of the General Plan and compliance with existing air pollution regulations.
Noise Section 4.12	Long-term Levels Exceed City Standards	**Impact 4.12.5.1** – Future development in the City will contribute additional traffic which will cause noise levels along several major roadways to exceed City standards.
	Cumulative Noise Impacts	**Impact 4.12.6** – Noise from traffic increases on local streets will contribute to cumulative noise impacts in the region as development occurs in the future.
Traffic Section 4.16	Level of Service Impacts	**Impact 4.16.5.2 —** Future development in the City and especially in the surrounding region will cause a number of local roadway segments and intersections to exceed City Level of Service standards as growth occurs, even with implementation of the goals, policies, and programs of the General Plan and the recommended mitigation measures.
	Cumulative Traffic Contributions and Mitigation Control	I**mpact 4.16.6 —** As the City grows in the future, traffic from new land uses will add incremental traffic onto area freeways and highways, causing Level of Service impacts proportional to traffic increases. The City does not have control over the installation of improvements that might mitigate these impacts, so it will make a significant contribution to cumulatively considerable regional traffic impacts.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the *CEQA Guidelines* mandates that the EIR must address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented. An impact would fall into this category if it resulted in any of the following:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; and/or
- The proposed consumption of resources is not justified (e.g., the project could waste energy).

Determining whether the proposed 2017 General Plan may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

The City currently contains 4,258 acres of vacant land which represents approximately 15 percent of the land in the City, with the remaining 85 percent having already been developed. The project (i.e., the General Plan) would result in a long-term commitment of 4,258 acres of now vacant land to various rural and suburban land uses.

Natural resources in the form of construction materials would be utilized in the construction of development in the future within the City, and energy resources in the form of electricity and natural gas would be used during the long-term operation of new land uses, however, their use is not expected have a negative impact on the availability of these resources.

The City is largely a rural-suburban community or group of communities at present, and that same overall style or organization is expected to continue as vacant land develops in the City, which will be similar in appearance, intensity, and use as existing land uses. Due to the amount and location of vacant land in the City, future development is not expected to result in a fundamental change in the overall appearance or nature of the City of Jurupa Valley.

If the proposed 2017 General Plan were not adopted, it is likely the remaining vacant land in the City would still develop in a manner similar to that of existing land uses. Therefore, the General Plan does not represent a substantial adverse and irreversible change in community character or quality of life for this area.

5.3 GROWTH-INDUCING IMPACTS

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section examines ways in which the proposed 2017 General Plan could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this Plan remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

As discussed in DEIR Section 4.17, *Utilities and Service Systems*, new infrastructure facilities are required in some areas of the City to implement the 2017 General Plan. Buildout of future land uses would require construction of paved roadways in areas of the City where they do not currently exist, and extension of water mains, sewer mains, natural gas transmission pipelines, and electricity distribution lines where such infrastructure does not currently exist.

The purpose of 2017 General Plan is to guide growth and development in the Jurupa Valley community and provide a framework in which the growth can be managed and tailored to suit the needs of the community and the surrounding area. Approval of the General Plan would allow future development of the City through a system of land use designations. As discussed in Section 4.13, *Population, Housing, and Employment*, 2017 General Plan buildout would result in a maximum population of 146,241 people, 61,855 additional jobs, and 38,141 additional housing units. Therefore, the 2017 General Plan would be considered to be growth inducing, although in a programmatic sense it would more accurately be described as accommodating growth based on market conditions rather than actually causing some amount of growth to occur in and of itself.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Sections 4.14, *Public Services*, and 4.15, *Recreation*, as vacant land in the City continues to be developed, further commitment of public services in the form of fire protection, police protection, schools, parks, and other public facilities would be required. An increase in the amount of development in the City would also require an increased commitment to public services in order to maintain a desired level of service, and that would be considered a long-term commitment.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

The 2017 General Plan assumes a moderate amount of growth will occur within the City in the future. The City currently contains 4,258 acres of vacant land which represents approximately 15 percent of the land in the City, with the remaining 85 percent having already been developed. The project (i.e., the General Plan) would result in a long-term commitment of 4,258 acres of now vacant land to various rural and suburban land uses. As development occurs, a number of temporary jobs would be created during the construction of each individual project. This would be a direct, growth-inducing effect of the General Plan. As the population grows and occupies new dwelling units, these new residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City and surrounding areas. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. However, the proposed General Plan would also provide for new office, commercial, and industrial development which would also generate additional employment opportunities. Therefore, the 2017 General Plan would have both direct and indirect growth-inducing effects.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Although adoption of a General Plan may be considered a precedent-setting action, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment. The General Plan would not significantly induce growth, but the increases to the area's employment and housing bases would help accommodate future growth in the City based on market conditions. Approval of the proposed 2017 General Plan would not encourage and facilitate other activities that could significantly affect the environment. Cities and counties in California periodically update their General Plans pursuant to California Government Code Sections 65300 et seq.

5.4 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendix F requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill 1575 (AB 1575) in response to the oil crisis of the 1970s. Appendix F of the State CEQA Guidelines provides guidance for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Because Appendix F does not include specific significance criteria, this threshold is based on the goal of Appendix F. Therefore, an energy impact is considered significant if a proposed project would:

- Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

In this case, the "project" is the proposed 2017 General Plan for the City, which will provide a framework for future land use changes and growth rather than act as a type of separate development project. Therefore, standard calculations and an assessment of the project's level of energy conservation of consistency with energy conservation laws or regulations is inappropriate at this programmatic level.

The Air Quality and Conservation and Open Space Elements of the City's General Plan contains the following goals, policies, and programs regarding energy conservation and developing new energy resources within the City:

Air Quality Element

Goal

AQ 5 Energy Efficiency and Conservation

Policies

AQ 5.1.1 **Reduce Solid Waste.** Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.1.2 **Energy Conservation.** Encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling and offer incentives, as appropriate.

Conservation and Open Space Element

COS 5. Renewable Energy Resources

Goal

COS 5.1 Increase use of sustainable energy sources such as solar, wind and thermal energy, and reduce reliance on non-sustainable energy sources to the extent possible with available technology and resources.

Policies

OS 5.1.1 **Use Best Available Practices.** Employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations and other agencies to do likewise. "Best available practices" means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include:

A. Space heating and cooling using earth, plantings and/or building thermal mass to moderate temperature changes.
B. Space cooling through natural ventilation.
C. Space cooling through reflectivity and shading.
D. Indoor illumination by natural light.
E. Solar space and water heating.
F. Wind electricity generation.

COS 5.1.2 **Energy-Efficient City Facilities.** Operate and maintain City facilities in the most energy-efficient manner, without reducing public safety or service levels, as budget resources allow.

COS 5.1.3 **Energy-efficiency improvements.** Identify energy efficiency improvement measures to the greatest extent possible, undertake all necessary steps to seek funding for their implementation and, upon securing availability of funds, implement the measures in a timely manner, as budget resources allow.

COS 5.1.4 **Agency Cooperation.** Cooperate with Federal, State and local governments and other appropriate entities to accomplish energy conservation objectives when consistent with the City's General Plan goals and policies.

COS 5.1.5 **Energy Efficiency and Green Building**. Encourage energy-efficient "green buildings" as certified by the U.S. Green Building Council's LEED® (Leadership in Energy and Environmental Design) Program or equivalent certification.

COS 5.1.6 **Energy Efficiency Incentives.** Support standards and incentives that encourage developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the State Building Code.

COS 5.1.7 **Energy Efficient Materials.** Specify and use energy efficient materials and systems for City facilities as budget resources allow.

COS 5.1.8 **Reduce "Heat Island" Effect.** Encourage the conversion of asphalt and concrete paving to porous surfaces that help reduce surface runoff and the "heat island" effect.

COS 5.1.9 **Renewable Energy Projects**. Encourage and accommodate applications for projects that will produce renewable energy for the grid, such as solar generating stations, etc.

Programs

COS 5.1.1.1 **Energy-Efficient Operations.** Budget for, and manage City operations, capital improvements, and facilities for energy efficiency, including purchase and use of fleet vehicles, equipment, and materials.

COS 5.1.1.2 **Sustainable Design.** Incorporate sustainable design and sustainable energy sources and features in existing and new City facilities.

COS 5.1.1.3 **Zoning Ordinance Update.** Update the Zoning Ordinance to further the energy conservation goals, policies and implementations actions and reduce impediments or disincentives to it.

COS 5.1.1.4 **Encourage Public Information Programs.** Encourage private utility programs for public information programs and energy audits to promote energy conservation.

COS 5.1.1.5 **Energy Grants.** Solicit state and federal grants to implement the City's energy conservation programs as such funding becomes available.

Wind Energy

Because of its valley location and pattern of development, Jurupa Valley is generally not suitable for efficient, large-scale wind energy generation. Small-scale, non-commercial wind energy generation, and "windmotors" historically associated with agricultural uses may be appropriate in connection with residential, institutional, recreational and agricultural uses.

Conservation and Open Space Element

Policy

COS 5.1.10 **Wind Energy**. Where appropriate, allow non-commercial wind energy generation in a manner that maximizes beneficial uses and minimizes detrimental effects to residents and the environment.

Solar Energy

Due to its location and climate, solar energy generation has important applications for residential, commercial, and institutional applications in Jurupa Valley. Sunlight can be utilized for energy production in two ways: active solar systems involve the use of electronic and mechanical devices to convert solar energy to heat or electricity; passive solar systems utilize natural heating and cooling from the sun through building orientation and building design techniques.

Conservation and Open Space Element

Policies

COS 5.1.11 **Solar access.** Encourage the provision for and protection of solar access.

COS 5.1.12 **Solar Energy Use.** Use solar energy in City facilities and operations, as budget resources allow, and encourage the use of active and passive solar energy by homeowners, business owners, developers, government, and public agencies.

Program

COS 5.1.1.6 **Update City Regulations.** Update development and subdivision standards to include clear, specific standards to ensure desirable solar access is provided for all new development.

Biomass Resources

Biomass resources refer to organic materials, either waste products, residues, or specific crops that can be converted to energy fuel to replace conventional sources or directly used in combustion processes. Due to agricultural production in the County, resources exist that enable this technology to be more widely employed.

Conservation and Open Space Element

Policy

COS 5.1.12 **Biomass Conversion**. Encourage economic biomass conversion under sensible environmental controls, and where compatible with adjacent uses.

Petroleum Resources

Riverside County's petroleum resources are deposited in the form of oil and gas seeps. The State Division of Oil and Gas does not report significant or active petroleum extraction in Jurupa Valley or the County. Should extraction activities be undertaken in the future, the following policy provides direction for the siting of oil and gas facilities.

Conservation and Open Space Element

Policies

COS 6.1.6 **City Operations.** Seek ways to improve the energy efficiency of City operations to save energy, reduce consumption of non-renewable materials, reduce municipal costs, and set a positive example for the community.

COS 6.1.7 **City Vehicles and Equipment.** Purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use no- or low-emission sources of energy, if economically feasible.

COS 6.1.6 **Renewable Energy Resources.** Work with other agencies and utility providers to encourage safe, economical, and renewable energy resources, and to reduce non-renewable energy use through public education and participation in energy conservation programs.

State Energy Efficiency Measures. Title 24, California's Energy Efficiency Standards for Residential and Non-residential Buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 Standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the Standards on building alterations, and these savings are cumulative. Future development within the City would be required to comply with these energy conservation standards.

Conclusion. The previous analysis has demonstrated the City's proposed 2017 General Plan contains numerous goals, policies, and programs designed to conserve and develop new energy resources within the City as new development occurs in the future. New development would also have to adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. For these reasons, the proposed 2017 General Plan would not result in the inefficient, wasteful, or unnecessary consumption of building energy at a programmatic level, as required for this type of project under CEQA. This analysis is consistent with and meets the requirements of Appendix F of the State CEQA Guidelines regarding energy conservation.

6.0 ALTERNATIVES

6.1 INTRODUCTION

An EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment. In compliance with *CEQA Guidelines* Section 15126.6(a), an EIR must describe "a range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives to the project, or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if "these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (*CEQA Guidelines* Section 15126.6(b)). The discussion of project alternatives must "include sufficient information about each (to) allow meaningful evaluation, analysis, and comparison with the proposed project." An EIR must evaluate a "No Project" alternative in order to allow decision-makers to compare the effect of approving the project to the effect of not approving the project.

The City, acting as the CEQA Lead Agency, is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives addressed in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only those the Lead Agency determines could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Per *CEQA Guidelines* Section 15364, "feasible" has been defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

6.1.1 Summary of the Proposed General Plan

The City of Jurupa Valley is proposing to adopt the 2017 General Plan to identify City-wide goals, policies, and programs that will establish a framework for ongoing activities and new development in the City into the future. The Land Use Element represents a generalized "blueprint" for the future of the City and is the core of the General Plan. It sets forth a pattern for the use, development, and preservation of land within the City's planning area. The pattern is based on Community needs and preferences and describes the expected level of population growth resulting from housing construction anticipated by the plan. It also shows the type, location, and intensity of new commercial and industrial uses to meet the City's economic sustainability needs. The General Plan consists of ten elements, including the Land Use Element. The following elements relate to the Land Use Element as described below.

- The *Mobility Element* recognizes implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that work with the Land Use Element update and address both existing and potential circulation opportunities and deficiencies.
- The *Housing Element* goals, policies, and programs reflect the land use policies as they relate to residential development.
- The *Noise Element* contains policies that protect residents and land uses from noise and vibration impacts while allowing development and a mix of compatible land uses.
- The *Community Safety, Services and Facilities Element* identifies hazards that influence the locations and types of proposed land uses and describes the services and facilities necessary to serve those land uses. In addition, the Land Use and Safety Elements share

several safety topics. For example, the Land Use Element includes airport safety policies and programs that relate to compatible land use and design.

- The *Conservation and Open Space Element* contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. The Land Use Element works with this element and incorporates concepts such as clustering and buffering open space areas in order to enhance their protection.
- The *Air Quality Element* contains policies and programs that address land use, design, and transportation measures intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use and communities' transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on residents and visitors' quality of life.
- The *Environmental Justice Element* contains policies and programs that seek to ensure that all members of the Community have meaningful input into the decision-making process. In addition, the Element protects low-income persons and communities from land use actions that adversely affect the health, safety, and welfare of these groups.
- The *Economic Sustainability Element's* policies and programs focus on the City's financial health to achieve other key Community goals and to provide essential services. Economic-sustainability strategies typically involve land-use and transportation decisions, and are guided by long-term consideration of City assets, opportunities, needs, and costs.
- The *Healthy Communities Element* includes policies and programs to support the overall health of Jurupa Valley's residents. It focuses on providing healthy choices for food, recreation, and health care, and seeks to improve everyone's access to information on healthy living.

6.1.2 Plan Objectives

The purpose of the proposed 2017 General Plan is to provide a framework for growth and change in the future (e.g., new residential and non-residential development). The General Plan is necessarily considered at a program level under CEQA, which means its objectives, as outlined in its goals, policies, and programs, are more broad then objectives for typical private development projects or even public works projects. The Community Values Statement of the 2017 General Plan document states its "guiding values" (considered to be "objectives" under CEQA) are to:

1. **Small-Town Feel.** Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.

2. **Community of Communities**. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.

3. **Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness

and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.

4. **Active Outdoor Life.** Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.

5. **Public Safety.** Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.

6. **Education, Culture and Technology.** We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley

7. **Mobility.** We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.

8. **Diversity.** We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.

9. **Environmental Justice.** We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

10. **Healthy Communities.** We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.

11. **Economic and Fiscal Health.** We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

6.1.3 Summary of the General Plan's Significant Impacts

The analysis provided in Section 4.0 determined that, despite the implementation of the goals, policies, and programs of the General Plan, and mitigation measures recommended in this EIR, significant environmental impacts would result from future construction and operation of new development in the City. To satisfactorily provide the CEQA-mandated alternatives analysis, the alternatives considered must reduce or eliminate one or more of the following significant impacts related to implementation of the General Plan:

- **Agriculture**
  - Loss of Prime agricultural soils
  - Cumulative loss of regional agriculture
- **Air Quality**
  - Long-Term Operational Emissions
  - Cumulative emission impacts
- **Noise**
  - Noise levels along road segments will exceed standards
  - Contributions to cumulative noise impacts
- **Traffic**
  - Future Level of Service impacts (roads and intersections)
  - Cumulative traffic mitigation not under City control

6.2 ALTERNATIVES CONSIDERED BUT NOT ANALYZED FURTHER

In determining an appropriate range of alternatives to be evaluated in the EIR, several possible alternatives were considered by the lead agency and eventually rejected because they could not accomplish the basic objectives of the project as listed above or they were considered infeasible. Per the *CEQA Guidelines* (Section 15126.6(c)), factors that may be considered when addressing the feasibility of alternatives include failure to meet most of the stated project objectives, infeasibility, or inability to avoid environmental effects.

During preliminary discussions, some potential alternatives included various "global" reductions in overall future development intensity, from 5 percent up to 40 percent. An evaluation of the existing baseline conditions in the City indicate that the significant impacts identified for the 2017 General Plan (i.e., air pollutant and GHG emissions, traffic, and noise) are already present and exceed accepted standards, so any less intense alternative compared to the proposed 2017 General Plan would still have the same types of impacts but which would be incrementally reduced (i.e., less traffic, less noise) compared to the proposed General Plan. However, one lower intensity land use plan (20 percent reduction in housing units and commercial/industrial floor area increases) was selected for further analysis.

To help improve the City's future job/housing balance, several alternatives that significantly increased the amount of non-residential development were discussed, essentially developing up to all the remaining vacant land in the City with such uses to maximum the amount of new employment and services available to City residents. However, this alternative would create incompatible uses adjacent to each other, and would lead to inappropriate locations of non-residential development in residential areas. It would also significantly increase local traffic generation and noise which could have significant effects on existing residential areas. Therefore, none of thepotential "all non-residential growth" alternatives was studied further.

Based on a desire to expand equestrian opportunities in the City, several alternatives were discussed that would essentially develop all the remaining vacant land in the City as equestrian or rural residential uses that would support horse keeping (essentially half-acre lots or larger). This alternative

would substantially reduce future traffic, noise, and air pollutants from vehicular related sources. However, it would introduce low density residential land uses in areas where it might be inappropriate or there may be impacts from adjacent uses (e.g., warehousing, commercial uses, airport, etc.), and it would not allow the City to meet its housing goals.

Finally, analysis of an "alternative site" in a CEQA document is not appropriate for a for a programmatic document like a proposed General Plan, it is rather more appropriate for a project-level CEQA analysis where moving a specific development project to another site may eliminate or largely reduce one or more significant impacts of that project. In this case, "moving" the proposed General Plan would be equivalent to implementing the existing County General Plan instead, which is already being examined in the No Project Alternative (see Section 6.4.1).

6.3 DEVELOPMENT OF PROGRAMMATIC ALTERNATIVES

The following alternatives have been identified and evaluated to provide decision-makers with a reasonable range of alternatives that would address at least to some degree the identified impacts of the proposed General Plan. An EIR need not consider an alternative whose impact cannot be reasonably ascertained and whose implementation is remote or speculative. In accordance with *CEQA Guidelines*, the alternatives considered in this EIR include those that 1) could accomplish most of the basic objectives of the project or plan, 2) are reasonably feasible given the nature of the plan and surrounding land uses, and 3) could avoid or substantially lessen one or more of the significant impacts of the proposed General Plan.

At present, the City has adopted a modified version of the Riverside County General Plan (and Jurupa Area Plan) until it could adopt its own General Plan (i.e., the proposed project or plan). Therefore, the No Project Alternative required for consideration under CEQA will be buildout of the City under the existing County General Plan (i.e. assuming the proposed 2017 General Plan is not adopted). As discussed above, even under existing conditions the City's land uses result in significant traffic, air quality, GHG, and noise impacts. However, one lower intensity scenario was selected as a reasonable representative alternative for more detailed study (-20% of proposed Plan growth).

Table 6.A summarizes the characteristics of the proposed 2017 General Plan and the two alternatives selected for more detailed environmental review, and Table 6.B presents the quantitative characteristics of each alternative.

Table 6.A: Description of Analyzed Alternatives

Project Alternative	Alternative Description
Proposed 2017 General Plan	The projected growth conditions in the City by 2035 include conversion of a total of 4,493 acres of vacant land which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.5 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new non-residential building.
No Project Alternative "Buildout under the County General Plan"	Proposed land uses under the County General Plan are slightly less intense overall than the proposed General Plan, resulting in slightly lower population projections at buildout (148,314 vs. 150,741 persons) from a slighter lower number of housing units at buildout (38,686 vs. 39,333 units). The additional non-residential development at buildout would also be slightly lower at 33.8 million square feet added vs. 36.6 million square feet. The number of additional employees would also be decreased from 65,881 to 61,444 workers under this alternative. Due to a different mix of land uses, the total ADT and VMT would increase under this alternative compared to the proposed General Plan.
Lower Intensity Development Alternative	This alternative would result in an overall reduction in new residential densities by approx. 20% with a similar reduction in Floor Area Ratio or total developable building area for non-residential development. These reductions could result from modified site designs to incorporate more open space, landscaping, public improvements, trails, or less intensive development on a particular site. The overall effect would be a lower population projection at buildout (136,416 vs. 150,741 persons) from fewer housing units at buildout (35,513 vs. 39,333 units). The additional non-residential development at buildout would also be lower (26.6 million square feet added vs. 36.6 million square feet). The projected number of new employees would also be reduced from 65,881 to 54,385 workers under this alternative. Total ADT and VMT would similarly be reduced compared to the proposed General Plan.

Source: LSA Associates, Inc. 2016

Table 6.B: Buildout Characteristics of Alternatives

Characteristic (Total)	Existing Baseline Conditions	Preferred Alternative Proposed City 2017 General Plan	No Project Alternative Existing County General Plan	Lower Intensity Alternative
Residential Units	25,001	39,333	38,686	35,513
(max. increase)	--	(+14,332)	(+13,685)	(+10,512)
Population	96,996	150,741	148,314	136,416
(max. increase)	--	(+53,745)	(+51,318)	(+39,420)
Non-Residential Development (SF)	-- --	-- +36.6 M	-- +33.8 M	-- +26.6 M
Employees	24,505	65,881	61,444	54,385
(max. increase)	--	(+41,376)	(+36,939)	(+29,880)
Total Average Daily Traffic (ADT)	1,960,951	2,533,262	2,659,925	2,418,800
(increase)	--	(+572,311)	(+698,974)	(+457,849)
Total Vehicle Miles Traveled (VMT)	5,045.3 M	6,453.8 M	6,776.5 M	5,172.1 M
(increase)	--	(+1,408.5 M)	(+1,731.2)	(+1,126.8 M)

Sources: Table 4.16.H (ADT and VMT, existing and proposed)
Tables 3.B and 3.C, General Plan Buildout
Appendix M, No Project Buildout Characteristics

M = million

6.4 PROGRAMMATIC ANALYSIS OF ALTERNATIVES

The following sections evaluate and compare the impacts of the Alternatives to the proposed General Plan by each environmental topic presented in Section 4 of this EIR. while Section 6.5 summarizes the impacts of each alternative and determine if or to what degree each one would achieve the objectives of the proposed General Plan.

6.4.1 No Project Alternative – Buildout According to the County General Plan

Under the No Project Alternative, the proposed land uses under the County General Plan are slightly less intense overall than the proposed City 2017 General Plan, resulting in slightly lower population projections at buildout (148,314 vs. 150,741 persons) from fewer housing units at buildout (38,686 vs. 39,333 units). The additional non-residential development at buildout would also be lower at 33.8 million square feet added vs. 36.6 million square feet. Employees would be decreased from 65,881 to 61,444 workers under this alternative. Because of the mix of land uses, the total ADT and VMT would actually be higher under this alternative compared to the proposed General Plan.

6.4.1.1 Aesthetics

Development in the City under this alternative (i.e. County General Plan) would result in slightly higher densities of housing and non-residential development, but they would likely be indistinguishable from development under the proposed City 2017 General Plan because the total number of units and non-residential building is very similar or equivalent between the two plans. Assuming a similar level of open space or other amenities provided by individual development projects, there would be little or no difference visually or in terms of night lighting between this alternative and the proposed Plan. Therefore, aesthetic impacts would be similar to those of the 2017 General Plan (i.e., less than significant).

6.4.1.2 Agriculture and Forestry Resources

Future development in the City under the County General Plan would be similar to that under the 2017 General Plan in that eventually all the land either designated or currently supporting agricultural uses would be converted to some form of suburban or urban land use. There are no forest resources so those would not be affected under either Plan. Therefore, impacts of the alternative relative to agriculture and forest resources would be the same as under the proposed General Plan (i.e., significant for loss of prime soils and cumulative loss of agriculture in the region).

6.4.1.3 Air Quality

There would be slightly more residential units and slightly more non-residential development under this alternative compared to the proposed Plan. However, air pollutant emissions under either plan are far in excess of the daily SCAQMD thresholds, as shown in Table 6.C. While a project exceeding the SCAQMD thresholds is considered inconsistent with the Air Quality Management Plan (AQMP), the environmental evaluation of a General Plan is determined by consistency with the land use assumptions that went into developing the AQMP. In this case, the AQMP estimates for the City were based on the land uses of the County General Plan which is the No Project Alternative. Therefore, development under either the County or proposed City 2017 General Plan would be consistent with the AQMP on a programmatic level. The goals, policies, and programs of the County General Plan would likely be similar to those of the proposed Plan in terms of impacts to sensitive receptors, which are considered to be less than significant on a programmatic level. Future development would produce such large amounts of criteria pollutants that long-term development in the City, under either Plan, would be considered to make a significant contribution to cumulatively considerable air quality impacts. In summary, air quality impacts of this alternative would be similar to those of the proposed General Plan (i.e., significant for daily emissions and cumulative impacts).

Table 6.C: No Project Alternative - Operational Emissions

Source	Pollutant Emissions, lbs/day					
	VOC	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
City General Plan	33,760	17,264	93,013	299	20,993	8,500
County General Plan	35,448	18,127	97,664	314	22,043	8,925
Net Change	+1,688	+863	+4,651	+15	+1,050	+425
SCAQMD thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds thresholds?	Yes	Yes	Yes	Yes	Yes	Yes

Source: CalEEMod data, LSA August 2016 and DEIR Table 4.3.F.

6.4.1.4 Biological Resources

This alternative (development under the County General Plan) would eventually lead to the development or loss of a similar amount of vacant land compared to the proposed General Plan. Development intensity would be similar to that proposed under the 2017 General Plan. Therefore, potential impacts to listed species, sensitive species and habitats, riparian areas, wetlands, etc. would be similar between the two Plans. Impacts to the Santa Ana River and the Criteria Cells of the Multiple Species Habitat Conservation Plan for western Riverside County from development in the City would also be equivalent between these two Plans. Therefore, overall impacts to biological resources of the two Plans would be similar (i.e., less than significant).

6.4.1.5 Cultural Resources

Future development under this alternative would have equivalent impacts compared to the proposed General Plan because a similar amount and location of vacant land would be lost under either Plan. Therefore, similar archaeological, tribal cultural resources, and paleontological impacts would be anticipated under this alternative compared to the proposed General Plan.

6.4.1.6 Geology and Soils

Development of this alternative would have similar geologic and soil-related impacts to those of the proposed General Plan. Like all of southern California, the City is located in a seismically active area and is subject to ground shaking resulting from activity on local and regional faults. The California Building Code (California Code of Regulations, Title 24) established engineering standards appropriate for the seismic zone in which development may occur. Future development within the City under either the County or City General Plan would have similar risks and environmental impacts regarding regional faults, seismic movement, or soil limitations. Development under either Plan would be required to adhere to the California Green Building Code, and City's standard design and engineering standards. Compared with the proposed Plan, no greater impact would occur with this alternative.

6.4.1.7 Global Climate Change

Section 4.7 indicates City-wide GHG emissions by 2035 would be 717,018 MT CO2e compared to an adjusted "Business As Usual" (aBAU) threshold of 744,674 MT CO2e, so City-wide emissions would be less than significant according to applicable SCAQMD thresholds (see Tables 4.7.I and 4.7.K). Under this alternative, GHG emissions would be approximately 5% higher compared to the proposed 2017 General Plan, or 752,869 MT CO2e compared to 717,018 MT CO2e. These GHG emissions would slightly exceed the SCAQMD's GHG service area significance threshold outlined above. Under this alternative, there would be no mitigation for the City to prepare a Climate Action Plan for subsequent CEQA tiering for future development. Therefore, both project and cumulative GHG impacts would be significant for this alternative compared to less than significant for the proposed

General Plan (i.e., less than significant volumes of GHG emissions and significant cumulative impacts contributions to regional GHG emissions).

6.4.1.8 Hazards and Hazardous Materials

Development of this alternative would result in similar amounts and distributions of non-residential land uses, including industrial uses, so the types, amounts, and locations of potential hazardous substances would be similar between these two Plans. All development in the City is also required to adhere to existing local, State, and Federal regulations pertaining to hazardous materials. Similar to the proposed Plan, impacts associated with hazards and hazardous materials under this alternative would be equivalent compared to the proposed General Plan (i.e., less than significant).

6.4.1.9 Hydrology and Water Quality

As with the proposed Plan, development under the County General Plan would require similar typed of modifications to existing drainages and patterns of drainage since the location and size of vacant land is very similar between the two Plans. Due to the similar level of development anticipated under these plans, similar types of drainage improvements would be expected. The extent of permeable vs. impermeable surfaces for this alternative would also be similar to that of the proposed Plan. All local, State, and Federal policies and regulations pertaining to surface water and groundwater resources would remain in effect under this alternative. Sedimentation and erosion from any on-site development has the potential to affect water quality. Future construction under either Plan would have to follow applicable NPDES requirements, including the preparation of and adherence to an SWPPP and BMPs. Runoff from paved surfaces, especially during a “first-flush” event, may be contaminated by a mixture of sediment, debris, and other contaminants but would also be similar between the two Plans. Future development would also be required to prepare and implement WQMPs that would effectively mitigate post-construction water quality impacts from developed sites under either Plan. Therefore, potential impacts of this alternative related to hydrology and water quality would be less than significant, similar to the proposed General Plan.

6.4.1.10 Land Use and Planning

If the proposed Plan were not to be approved, future development in the City would occur under the guidelines of the County General Plan. The land use classifications are different between the two Plans, but the overall buildout of residential and non-residential uses in the City would be very similar between the two Plans. The existing vacant land would exist under either Plan, and the land use designations for the remaining vacant land are very similar between the two Plans. Future development in the City would have to comply with applicable provisions of local and regional plans (e.g., Water Quality Control Plan and Air Quality Management Plan, SCAG Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy plans). Both the County and proposed City 2017 General Plans are similar in that they would introduce more workers into this job-poor area compared to new residents. Therefore, land use impacts associated with this alternative would be equivalent to those of the proposed Plan (i.e., less than significant).

6.4.1.11 Mineral Resources

The General Plan does identify limited areas of locally important mineral resources in the City, but there are no specifically designated Mineral Resource Zones located with the City of Jurupa Valley. Future development under either Plan would cover up the same remaining vacant land and present the same constraints to any future extraction of mineral resources, mainly sand and gravel, under either General Plan. Compared with the proposed General Plan, no greater impacts to mineral resources would occur for under this alternative.

6.4.1.12 Noise

Development of this alternative would result in similar amounts and distributions of traffic onto local roadways compared to the proposed Plan. Since the type, amount, and location of future development under this alternative is so similar to the proposed Plan, noise impacts would be expected to be similar, and either Plan would likely provide a similar level of protection for City residents and sensitive receptors. Traffic volumes on major roadways would be incrementally higher (approximately 5 percent) for this alternative compared to the proposed Plan, but that would not result in a substantial change in the level of noise impacts expected within the City. The extent and duration of construction activities for future development would be similar under either Plan as well. Therefore, overall noise impacts under this alternative would be significant, similar to those of the proposed Plan.

6.4.1.13 Population, Housing, and Employment

This alternative would result in the development of a similar amount of vacant land and at a similar level of intensity compared to the proposed General Plan. The alternative would generate fewer new residential units (13,685 vs. 14,332 units) and a similar amount of population increase (51,318 vs. 53,745 additional residents). The amount of new non-residential development and additional employees would also be similar between the two Plans. Both plans would increase jobs faster and to a larger degree compared to housing, which would benefit the area's jobs/housing ratio consistent with a number of regional plans. Therefore, potential population, housing, and employment impacts of this alternative would be equivalent to the proposed Plan (i.e., less than significant).

6.4.2.14 Public Services

As discussed above, this alternative could result in population increase of 51,318 people within the City compared to 53,745 people for the proposed General Plan. Therefore, the demands on schools, parks, other public facilities, law enforcement, and fire protection services would be similar and service impacts for either Plan would be less than significant. Similar to the proposed Plan, development under this alternative (i.e. County General Plan) would also be required to pay development impact fees for schools, police services, and fire services. The payment of development impact fees would offset any impacts to public services that may result from future development under this alternative. Therefore, when compared to the proposed Plan, impacts associated with public services from this alternative plan would remain less than significant with implementation of General Plan goals, policies, and programs and the payment of development impact fees.

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6.4.1.15 Recreation

This alternative would result in a similar level of residential development and population growth (i.e., 5% higher than the proposed Plan), so potential impacts of future development on recreational facilities and programs would be expected to be equivalent between the two Plans. Similar to with the proposed Plan, the dedication of land or the payment of parkland fees under the County General Plan would reduce recreational impacts to less than significant levels.

6.4.1.16 Traffic

As identified in Table 6.B, this alternative would generate approximately 2.6 million average daily vehicle trips (ADT) compared to 2.5 million ADT under the proposed Plan. Similarly, this alternative would generate 6,776.5 million vehicle miles traveled (VMT) compared to 6,453.8 million VMT under the proposed Plan. The amount of ADT between the two Plans differs by less than 5 percent which means the potential traffic impacts along local roadways and at local intersections would be equivalent between the two Plans. As identified in Section 4.16, traffic-related impacts of future development under the proposed Plan would be significant and unavoidable based on the City's Level of Service standards and the City's contribution to regional cumulative traffic. The traffic impacts of this alternative would be similar to those of the proposed Plan (i.e., significant and cumulative).

6.4.1.17 Utilities and Service Systems

Future development under this alternative (i.e., County General Plan) would have infrastructure impacts very similar to those identified for the proposed Plan, mainly because they would result in an overall similar level of housing, population, and employment growth, and those people and businesses would place similar demands on local schools and utility systems (i.e., water, wastewater, solid waste, and flood control). Likewise, the future population of the City would utilize similar amounts of electricity and natural gas under this alternative compared to the proposed Plan. Section 4.17 determined that utility impacts of the proposed Plan were less than significant, so the utility impacts of this alternative would be less than significant as well.

6.4.1.18 Cumulative Impacts

Similar to the proposed Plan, this alternative would contribute toward the permanent conversion of vacant former agricultural and open space lands in the City and surrounding areas to suburban land uses. Development of this alternative would generate slightly more traffic, long-term operational air pollutant emissions, and noise. It would also make a significant contribution to regional cumulative impacts in terms of loss of agriculture, air pollution, traffic, and noise, similar to the proposed Plan.

6.4.1.19 Conclusion

Under the No Project Alternative, future development in the City would be guided by the 2008 County General Plan rather than the proposed City 2017 General Plan. Traffic, air quality, GHG, and noise impacts would be significant, similar to those of the proposed Plan. Due to the size and scope of future development in the City, this alternative does not eliminate or reduce any of the significant impacts identified for the proposed Plan to less than significant levels.

6.4.2 Lower Intensity Alternative

Under the Lower Intensity Alternative, the projected growth of residential and non-residential uses would be reduced by approximately 20 percent (i.e., 20% less new housing units and non-residential building floor area compared to the maximum buildout projections. This lowered intensity of development could result from providing more open space, landscaping, public improvements, trails, etc. or reducing the development intensity or density of projects, This alternative acknowledges what can typically occur during the urban development process (i.e., many projects do not build out at their maximum intensity). Such changes would result in a lower population projection at buildout (136,416 vs. 150,741 persons) from a lower number of housing units at buildout (35,513 vs. 39,333 units). The additional non-residential development at buildout would also be lower at 26.6 million square feet added vs. 36.6 million square feet. Employees would also be reduced from 65,881 to 54,385 workers under this alternative. Total ADT and VMT would be reduced by 20% compared to the proposed General Plan.

6.4.2.1 Aesthetics

Development in the City under this lower intensity alternative would result in lower densities of housing and non-residential development on the remaining vacant land, however, it would be similar to development under the proposed City General Plan. Assuming a similar level of open space or other amenities provided by individual development projects, there would be minor differences visually (in the areas currently vacant) and in terms of night lighting between this alternative and the proposed Plan. Throughout the rest of the City, there would be very minor aesthetic differences (i.e., in the existing developed areas). Therefore, aesthetic impacts would be similar to those of the 2017 General Plan (i.e., less than significant).

6.4.2.2 Agriculture and Forestry Resources

Future development in the City under this alternative would be similar to the 2017 General Plan since eventually all the land either designated or currently supporting agricultural uses would be converted to some form of suburban or urban land use. There are no forest resources so those would not be affected under either Plan. Therefore, impacts of the alternative relative to agriculture and forest resources would be the same as under the proposed General Plan (i.e., significant for loss of prime soils and cumulative loss of agriculture in the region).

6.4.2.3 Air Quality

There would be fewer residential units and less non-residential development on the remaining vacant land in the City under this alternative compared to the proposed Plan. However, air pollutant emissions under either plan are far in excess of the daily SCAQMD thresholds, as shown in Table 6.D. While a project exceeding the SCAQMD thresholds is considered inconsistent with the Air Quality Management Plan (AQMP), the environmental evaluation of a General Plan is determined by consistency with the land use assumptions that went into developing the AQMP. In this case, the AQMP estimates for the City were based on the land uses of the County General Plan which is the No Project Alternative. The development proposed under this alternative (and under the County General Plan for that matter) would be consistent with the AQMP on a programmatic level (i.e., the lower intensity alternative proposes less intense development than that used to prepare the AQMP). The goals, policies, and programs of the lower intensity alternative would be equal or less than those of the proposed Plan in terms of impacts to sensitive receptors, which are considered to be less than significant on a programmatic level. Future development would produce such large amounts of criteria pollutants that long-term development in the City under either Plan would be considered to make a significant contribution to cumulatively considerable air quality impacts. In summary, air quality impacts of this alternative would be similar to those of the proposed General Plan (i.e., significant for daily emissions and cumulative impacts).

Table 6.D: Lower Intensity Alternative - Operational Emissions

Source	Pollutant Emissions, lbs/day					
	VOC	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
City General Plan	33,760	17,264	93,013	299	20,993	8,500
Less Intense Alternative	32,072	16,401	88,362	284	19,943	8,075
Net Change	-1,688	-863	-4,651	-15	-1,050	-425
SCAQMD thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds thresholds?	Yes	Yes	Yes	Yes	Yes	Yes

Source: CalEEMod data, LSA August 2016 and DEIR Table 4.3.F.

6.4.2.4 Biological Resources

This lower intensity alternative would eventually lead to the development or loss of a similar amount of vacant land compared to the proposed General Plan. Although development intensity on the remaining vacant land would be 20% less than under the 2017 General Plan, the overall potential impacts to listed species, sensitive species and habitats, riparian areas, wetlands, etc. would be similar between the two Plans. Impacts to the Santa Ana River and the Criteria Cells of the Multiple Species Habitat Conservation Plan for western Riverside County from development in the City would also be equivalent between these two Plans as their requirements apply regardless of the development intensity. Therefore, overall impacts to biological resources of the two Plans would be similar (i.e., less than significant).

6.4.2.5 Cultural Resources

Future development under this alternative would have equivalent impacts compared to the proposed General Plan because a similar amount and location of vacant land would be lost under either Plan. It is possible that larger lots (i.e. less intense development) on vacant land has the potential to preserve any found archaeological resources. However, overall archaeological, tribal cultural resources, and paleontological impacts would be expected to be similar to the proposed General Plan for this alternative.

6.4.2.6 Geology and Soils

Development of this alternative would have similar geologic and soil-related impacts to those of the proposed General Plan although it would introduce slightly fewer new residents onto now vacant land in the City. Like all of southern California, the City is located in a seismically active area and is subject to ground shaking resulting from activity on local and regional faults. The California Building Code (California Code of Regulations, Title 24) established engineering standards appropriate for the seismic zone in which development may occur. Future development within the City under either this alternative of the proposed General Plan would have similar risks and environmental impacts regarding regional faults, seismic movement, or soil limitations. Development under either Plan would be required to adhere to the California Green Building Code, and City's standard design and engineering standards. Compared with the proposed Plan, no greater impact would occur with this alternative (i.e., less than significant).

6.4.2.7 Global Climate Change

Section 4.7 indicates City-wide GHG emissions by 2035 would be 717,018 MT CO2e compared to an adjusted "Business As Usual" (aBAU) threshold of 744,674 MT CO2e, so City-wide emissions would be less than significant according to applicable SCAQMD thresholds (see Tables 4.7.I and 4.7.K). GHG emissions would be approximately 5% lower under this alternative compared to the proposed 2017 General Plan, or 681,167 MT CO2e compared to 717,018 MT CO2e. These GHG emissions would not exceed the SCAQMD's GHG significance threshold. Therefore, impacts would be similar

for this alternative compared to the proposed General Plan (i.e., less than significant volumes of GHG emissions and less than significant cumulative impacts contributions to regional GHG emissions).

6.4.2.8 Hazards and Hazardous Materials

Development of this lower intensity alternative would result in similar amounts and distributions of non-residential land uses, including industrial uses, so the types, amounts, and locations of potential hazardous substances would be similar between these two Plans. All development in the City is also required to adhere to existing local, State, and Federal regulations pertaining to hazardous materials. Similar to the proposed Plan, impacts associated with hazards and hazardous materials under this alternative would be equivalent compared to the proposed General Plan (i.e., less than significant).

6.4.2.9 Hydrology and Water Quality

As with the proposed Plan, development under this lower intensity alternative would require similar typed of modifications to existing drainages and patterns of drainage since the location and size of vacant land is very similar between the two Plans. Due to the similar level of development anticipated under these plans, similar types of drainage improvements would be expected. The extent of permeable vs. impermeable surfaces for this alternative would also be similar to that of the proposed Plan. All local, State, and Federal policies and regulations pertaining to surface water and groundwater resources would remain in effect under this alternative. Sedimentation and erosion from any on-site development has the potential to affect water quality. Future construction under either Plan would have to follow applicable NPDES requirements, including the preparation of and adherence to an SWPPP and BMPs. Runoff from paved surfaces, especially during a “first-flush” event, may be contaminated by a mixture of sediment, debris, and other contaminants but would also be similar between the two Plans. Future development would also be required to prepare and implement WQMPs that would effectively mitigate post-construction water quality impacts from developed sites under either Plan. Therefore, potential impacts of this alternative related to hydrology and water quality would be less than significant, similar to the proposed General Plan.

6.4.2.10 Land Use and Planning

The land use classifications of this alternative would be slightly less intense (e.g., larger lots) on the remaining vacant land in the City, but the overall buildout of residential and non-residential uses in the City would still be very similar between these two plans. The same amount of vacant land would exist under the General Plan or this alternative, although the land use designations for the remaining vacant land would be less intense under this alternative. Future development in the City would have to comply with applicable provisions of local and regional plans (e.g., Water Quality Control Plan and Air Quality Management Plan, SCAG Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy plans). Both this alternative and the proposed City General Plans would introduce more workers into this job-poor area compared to new residents. Therefore, land use impacts associated with this alternative would be equivalent to those of the proposed Plan (i.e., less than significant).

6.4.2.11 Mineral Resources

The General Plan does identify limited areas of locally important mineral resources in the City, but there are no specifically designated Mineral Resource Zones located with the City of Jurupa Valley. Future development under the proposed General Plan or this alternative would remove the same remaining vacant land and present the same constraints to any future extraction of mineral resources, mainly sand and gravel, under either Plan. Compared with the proposed General Plan, no greater impacts to mineral resources would occur for under this alternative.

6.4.2.12 Noise

Development of this alternative would result in slightly less amount of traffic onto local roadways compared to the proposed General Plan (2.4 million ADT vs. 2.5 million ADT). Since the type, amount, and location of future development under this alternative is similar to the proposed Plan, noise impacts would be expected to be similar, and either Plan would likely provide a similar level of protection for City residents and sensitive receptors. Traffic volumes on major roadways would be incrementally lower (approximately 5 percent) for this alternative compared to the proposed Plan, but that would not result in a substantial change in the level of noise impacts expected within the City. The extent and duration of construction activities for future development would be similar under either Plan as well. Therefore, overall noise impacts under this alternative would be significant, similar to those of the proposed General Plan.

6.4.2.13 Population, Housing, and Employment

This alternative would result in the development of a similar or less amount of vacant land and possibly at a lower intensity compared to the proposed General Plan. The alternative would generate slightly less new residential units (10,512 vs. 14,332 units) and have a slightly lower population increase (39,420 vs. 53,745 additional residents). The amount of new non-residential development and additional employees would also be similar between the two Plans (26.6 million vs. 36.6 million square feet and 54,385 vs. 65,885 new employees, respectively). Both plans would increase jobs faster and to a larger degree compared to housing, which would benefit the area's jobs/housing ratio consistent with a number of regional plans. Therefore, potential population, housing, and employment impacts of this alternative would be equivalent to the proposed General Plan (i.e., less than significant).

6.4.2.14 Public Services

As discussed above, this alternative could result in population increase of 39,420 people within the City compared to 53,745 people for the proposed General Plant. Therefore, the demands on schools, parks, other public facilities, law enforcement, and fire protection services would be similarly decreased but to an incremental degree, and service impacts for either Plan would be less than significant. Similar to the proposed Plan, development under this alternative would also be required to pay development impact fees for schools, police services, and fire services. The payment of development impact fees would offset any impacts to public services that may result from future development under this alternative. Therefore, when compared to the proposed Plan, impacts associated with public services from this alternative plan would remain less than significant with implementation of General Plan goals, policies, and programs and the payment of development impact fees.

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6.4.2.15 Recreation

This alternative would result in less residential development and population growth lower than the proposed Plan), so potential impacts of future development on recreational facilities and programs would be expected to be equivalent between the two Plans. Similar to the proposed Plan, the dedication of land or the payment of parkland fees under this lower intensity alternative would reduce recreational impacts to less than significant levels.

6.4.2.16 Traffic

As identified in Table 6.B, this alternative would generate approximately 2.4 million average daily vehicle trips (ADT) compared to 2.5 million ADT under the proposed Plan. Similarly, this alternative would generate 5,172 million vehicle miles traveled (VMT) compared to 6,454 million VMT under the proposed General Plan. The amount of ADT between the two Plans differs by only 5 percent which means the potential traffic impacts along local roadways and at local intersections would be equivalent between the two Plans. As identified in Section 4.16, traffic-related impacts of future

development under the proposed Plan would be significant and unavoidable based on the City's Level of Service standards and the City's contribution to regional cumulative traffic. The traffic impacts of this alternative would be similar to those of the proposed Plan (i.e., significant and cumulative).

6.4.2.17 Utilities and Service Systems

Future development under this less intense alternative would have infrastructure impacts very similar to those identified for the proposed Plan, mainly because they would result in an overall similar level of housing, population, and employment growth, and those people and businesses would place similar demands on local schools and utility systems (i.e., water, wastewater, solid waste, and flood control). Likewise, the future population of the City would utilize similar amounts of electricity and natural gas under this alternative compared to the proposed Plan. Section 4.17 determined that utility impacts of the proposed Plan were less than significant, so the utility impacts under this alternative would be less than significant as well.

6.4.2.18 Cumulative Impacts

Similar to the proposed Plan, this alternative would contribute toward the permanent conversion of vacant former agricultural and open space lands in the City and surrounding areas to suburban land uses. Development of this alternative would generate slightly less traffic, long-term operational air pollutant emissions, and noise. It would also make a significant contribution to regional cumulative impacts in terms of loss of agriculture, air pollution, traffic, and noise, similar to the proposed 2017 General Plan.

6.4.2.19 Conclusion

Under the Less Intense Alternative, future development in the City would be approximately 20% less intense than that under the proposed 2017 General Plan. Agriculture, traffic, air quality, and noise impacts would still be significant, similar to those of the proposed 2017 General Plan. Due to the size and scope of future development in the City, this alternative does not eliminate or reduce any of the significant impacts identified for the proposed Plan to less than significant levels.

6.5 COMPARISON OF PROJECT ALTERNATIVES

The following discussion compares the impacts of each alternative with the impacts of the proposed project, as detailed in Chapter 4.0 of this EIR. Table 6.E compares the impacts of the alternatives with those of the proposed 2017 General Plan. This table identifies whether the alternative results in (1) a reduction of the impact; (2) a greater impact than the proposed Plan; or (3) the same impact as the proposed Plan. In addition, Table 6.F further summarizes the changes in significant impacts among the various alternatives and Table 6.G compares the degree to which the alternatives achieve the City's objectives compared to the proposed 2017 General Plan.

Table 6.E: Summary of Impacts for Plan Alternatives

Environmental Issue	Existing Conditions	Proposed 2016 General Plan	No Project Alternative Buildout under County General Plan	Lower Intensity Alternative
Aesthetics	--	LTS	LTS	LTS
Agriculture& Forestry Resources	--	SIG	SIG	SIG
Air Quality	SIG	SIG	→SIG	←SIG
Biological Resources	--	LTS	LTS	LTS
Cultural Resources	--	LTS	LTS	LTS
Geology and Soils		LTS	LTS	LTS
Greenhouse Gas Emissions	SIG	LTS/mit	→SIG	←LTS
Hazards and Hazardous Materials	--	LTS	LTS	LTS
Hydrology and Water Quality	--	LTS	LTS	LTS
Land Use and Planning	--	LTS	LTS	LTS
Mineral Resources	--	LTS	LTS	LTS
Noise	SIG	SIG	→SIG	←SIG
Population and Housing	--	LTS	LTS	LTS
Public Services	--	LTS	LTS	LTS
Recreation and Parks	--	LTS	LTS	LTS
Transportation and Traffic	SIG	SIG/mit	→SIG	←SIG
Utilities & Service Systems	--	LTS	LTS	LTS

Impact Abbreviations
NI: No Impact
LTS: Less than Significant Impact
LTS/mit: Less than Significant Impact with Mitigation
SIG: Significant Impact with or without Mitigation

Project Alternatives
= Compared with the proposed Plan, no change in the significance of impact will occur.
→ Compared with the proposed Plan, the significance of the impact is increased.
← Compared with the proposed Plan, the significance of the impact is reduced.
←SIG Compared with the proposed Plan, the volume or extent of the impact is reduced, yet still significant.
→SIG Compared with the proposed Plan, the volume or extent of the impact is increased and still significant.

Table 6.F: Comparison of Significant Impacts of the Alternatives

Topic	Proposed Project Impact	Existing Conditions	Proposed General Plan	No Project County General Plan	Lower Intensity Alternative
Agriculture	Loss of Prime Ag. Soils	LTS	S	S	S
	Cumulative Loss of Agriculture	LTS	S	S	S
Air Quality	Long-Term Operational Emissions	S	S	S	S
	Cumulative Emissions	S	S	S	S
Greenhouse Gas Emissions	Emissions from Future Land Uses	S	LTS	S	LTS
	Cumulative GHG Emissions	S	LTS	S	LTS
Noise	Exceed City Standards	S	S	S	S
	Cumulative Impacts	S	S	S	S
Traffic	Future Level of Service Impacts (roads and intersections)	S	S	S	S
	Cumulative Traffic Impacts and Mitigation	S	S	S	S
TOTAL		8	8	10	8

Source: Table 6.G, Summary of Impacts for Plan Alternatives
LTS = Less Than Significant
S = Significant and Unavoidable

Table 6.G: Degree to Which the Alternatives Meet the Plan Objectives

Project Objectives	Alternative Meets Project Objectives?[1]		
	Proposed General Plan	No Project County General Plan	Less Intense Alternative
1. Small-Town Feel. Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.	Yes	NSD	Yes
2. Community of Communities. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.	Yes	NSD	Yes

Project Objectives	Alternative Meets Project Objectives?[1]		
	Proposed General Plan	**No Project County General Plan**	**Less Intense Alternative**
3. Open Space and Visual Quality. We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.	Yes	NSD	Yes
4. Active Outdoor Life. Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.	Yes	NSD	Yes
5. Public Safety. Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.	Yes	Yes	Yes
6. Education, Culture and Technology. We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley.	Yes	NSD	Yes
7. Mobility. We support the creation and maintenance of transportation networks (e.g., multi- use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.	Yes	NSD	Yes
8. Diversity. We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.	Yes	NSD	Yes
9. Environmental Justice. We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.	Yes	NSD	Yes

Project Objectives	Alternative Meets Project Objectives?[1]		
	Proposed General Plan	**No Project County General Plan**	**Less Intense Alternative**
10. Healthy Communities. We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.	Yes	NSD	Yes
11. Economic and Fiscal Health. We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.	Yes	Yes	Yes
Meets Objectives?	**Yes**	**NSD**	**Yes**

1 NSD = Not to the Same Degree (as the Proposed General Plan)

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

When an alternatives analysis is prepared consistent with C*EQA Guidelines Section 15126.6 (e[2]),* an environmentally superior alternative must be identified in the EIR. As shown in Tables 6.F and 6.G, The Lower Intensity Alternative does reduce some of the significant impacts of future development but not to less than significant levels. For comparison, the significant impacts related to any future development (i.e., traffic, air quality, greenhouse gas emissions, and noise) are all considered significant now under existing baseline conditions (i.e. they exceed the established significance thresholds). In addition, any alternative that eventually develops all the vacant land remaining in the City would result in covering over prime agricultural soils, which has even occurred under existing baseline conditions. The Lower Intensity Alternative does incrementally reduce 3 of the 6 significant impacts identified under the proposed General Plan, and this alternative does achieve the objectives of the City to a similar degree as the proposed General Plan. Therefore, the Reduced Intensity Alternative is environmentally superior to the proposed 2017 General Plan.

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8.0 REFERENCES AND ACRONYMS

8.1 ACRONYMNS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADP	area drainage plan
ADT	average daily traffic
af	acre-foot
afy	acre-feet per year
AIA	airport influence area
ALUC	airport land use commission
ALUCP	airport land use compatibility plan
amsl	above mean sea level
APST	aboveground petroleum storage tank
AQMP	air quality management plan
BAU	business as usual
BEP	business emergency plan
BMP	best management practices
CAA	Clean Air Act
CalARP	California Accidental Release Prevention
Cal/EMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CalGREEN	California Green Building Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act

CFR	Code of Federal Regulations
cfs	cubic feet per second
CGV	Compass Growth Vision
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNUSD	Corona Norco Unified School District
CO	carbon monoxide
CO2e	CO2 equivalent
USACE	U.S. Army Corps of Engineers
CRS	community rating system
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EMSA	California Emergency Medical Service Authority
EPA	Environmental Protection Agency (US)
EPCRA	Emergency Planning and Community Right-to-Know Act
EPO	Environmental Protection Oversight Division of the Riverside County Community Health Agency, Department of Environmental Health
FAA	Federal Aviation Administration
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	flood insurance rate map
FIS	flood insurance study
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gases
HAP	hazardous air pollutant
HCD	Housing and Community Development Department (CA)

HCM	Highway Capacity Manual
HCP	habitat conservation plan
HQTA	high quality transit area
ICU	intersection capacity utilization
IPCC	Intergovernmental Panel on Climate Change
IRA	identified resource area
JCSD	Jurupa Community Services District
JPA	joint powers authority
JPR	joint project review
JVUSD	Jurupa Valley Unified School District
kg	kilogram
Ldn	day-night noise level
Leq	equivalent continuous noise level
LID	low-impact development
LOMC	Letter of Map Change
LOMR	Letter of Map Revision
LOP	local oversight program
LOS	Level of Service
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MW	moment magnitude
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
mgd	million gallons per day
MMI	modified Mercalli intensity
MMT	million metric tons
MPO	metropolitan planning agency
MRZ	mineral recovery zone
MSHCP	Multi-Species Habitat Conservation Plan for western Riverside County
MT	metric ton
NAHC	Native American Heritage Commission
NCCP	natural communities conservation plan
NEV	neighborhood electric vehicle
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NLR	noise level reduction

NMTP	Non-Motorized Transportation Plan (WRCOG)
NOX	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
NPPA	Native Plant Protection Act (CA)
NRCS	Natural Resource Conservation Service
O3	ozone
OHP	Office of Historic Preservation
Pb	lead
P-C	Production-Consumption
PCB	polychlorinated biphenyls
PHGA	peak horizontal ground acceleration
PM	particulate matter
POTW	publicly owned treatment works
PPV	peak particle velocity
RCA	Regional Conservation Authority
RCALUC	Riverside County Airport Land Use Commission
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservancy Agency
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCSD	Rubidoux Community Services District
RCTC	Riverside County Transportation Commission
RHNA	regional housing needs assessment
RivTAM	Riverside Transportation Analysis Model
RMP	risk management plan
RMS	root mean square
RTA	Riverside Transit Agency
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
RWRF	regional wastewater reclamation facility
SAA	streambed alteration agreement
SARA	Superfund Amendments and Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board

SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	sustainable communities strategy
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas
SHMA	Seismic Hazard Mapping Act
SIP	state implementation plan
SLM	sound level meter
SMARA	Surface Mining and Reclamation Act
SCAB	South Coast Air Basin
SOx	sulfur oxides
SPL	sound pressure level
SRA	source receptor area (air quality)
SRA	state responsibility area (hazards)
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDS	total dissolved solids
TNW	traditional navigable waters
TRI	toxic release inventory
TTCP	traditional tribal cultural places
TUMF	transportation uniform mitigation fees
URM	unreinforced masonry
USC	United States Code
USDA	US Department of Agriculture
USFWS	US Fish and Wildlife Service
UST	underground storage tank
V/C	volume-to-capacity ratio
VdB	velocity decibels
VMT	vehicle miles travelled
VOC	volatile organic compounds
WQMP	water quality management plan
WRCOG	Western Riverside Council of Governments

WMD Waste Management Department (County)

8.2 GENERAL PLAN ELEMENTS

Land Use Element

Mobility Element

Conservation and Open Space Element

Housing Element

Air Quality Element

Noise Element

Community Safety, Services, and Facilities Element

Environmental Justice Element

Healthy Communities Element

Economic Sustainability Element

8.3 GENERAL PLAN TECHNICAL STUDIES

The following technical studies/analyses have been prepared to support the 2017 General Plan:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the Western Riverside Council of Governments (WRCOG) Climate Action Plan.

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City of Jurupa Valley

NOTICE OF PREPARATION
INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
CITY OF JURUPA VALLEY
Case No. GPA 1406

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, and Interested Parties (Refer to Attached Distribution List)

The City of Jurupa Valley ("City"), as lead agency, will be preparing a Program 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: This notice is given to inform the State Clearinghouse, trustee agencies and interested parties that the City plans to oversee the preparation on an EIR for the above-described project. The purpose of this notice is to solicit input from your agency as to the scope and content of the environmental information germane to your agency's statutory responsibility to be included in the EIR. Information in that regard must be submitted to the City as soon as possible, but **not later than thirty (30) days** after receiving this notice.

HOW AND WHEN TO COMMENT: According to State law, the deadline for your response is **not later than 30 days after receipt of this notice**; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response by email or hard copy to:

City of Jurupa Valley Planning Department
Attn: Ernest Perea, CEQA Administrator
8930 Limonite Avenue, Jurupa Valley, CA 92509
Phone: (951) 332-6464 Fax: (951) 332-6995, e-mail: eperea@jurupavalley.org

The City will hold a **Public Scoping Meeting** for the EIR to describe the proposed project and the environmental review process and to obtain verbal input on the EIR analysis for the proposal. This EIR Public Scoping Meeting will be held **Tuesday, March 1st at 7:00 PM at the Jurupa Valley City Hall** (address above). You are welcome to attend and give us your input on the scope of the EIR so that it addresses all relevant environmental issues.

Ernest Perea, CEQA Administrator

Date: February 2, 2016

PROJECT TITLE: Interim General Plan - Draft Program Environmental Impact Report - DPEIR

PROJECT LOCATION: The project encompasses the City of Jurupa Valley in western Riverside County, California (see Figures 1 and 2).

PROJECT DESCRIPTION: The proposed Program Environmental Impact Report (PEIR) will be prepared to support adoption of the City's Interim General Plan (the "Project", also referred to as "IGP", pursuant to the California Environmental Quality Act (CEQA). City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest *State CEQA Guidelines,* will be used as thresholds for significance in the EIR. The City is preparing the following IGP Elements:

- Land Use;
- Mobility (Circulation)
- Conservation/Open Space;
- Environmental Justice
- Housing
- Safety/Noise
- Public Facilities and Services
- Healthy Communities
- Environmental Sustainability
- Air Quality

The following technical studies/analyses will be prepared to support the IGP:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the WRCOG CAP.

The Traffic and Street Classification Study will evaluate the existing circulation setting and identify improvements to help improve vehicular circulation and multimodal transportation facilities within the City of Jurupa Valley. Its goal will be to create a circulation network that increases the use of alternative modes of transportation, promotes safe travel for pedestrians, equestrians and bicyclists and maintains safe and efficient facilities for all travel modes.

The Demographic and Housing Data Report will include a housing needs assessment, demographic analysis, constraints analysis, site inventory, special needs assessment, and transitional and assisted housing assessment in support of the Housing Element to evaluate impacts from full build-out of the IGP.

The Noise and Vibration Study will be prepared consistent with applicable procedures and requirements to evaluate the potential noise impacts of proposed land uses in the IGP. The Noise and Vibration Study will include local noise standards, vibration standards, an ambient noise survey, noise contours maps, evaluation of mobile and

stationary noise and vibration sources, and land use compatibility recommendations based on anticipated noise and vibration levels from IGP implementation.

Land Use Maps will be prepared for the various technical studies and for the IGP Land Use Element based on input from City staff, the General Plan Advisory Committee, and the public to reflect the City's preferred land use strategy. Additionally, existing mapping resources such as GIS layers from the Southern California Association of Governments (SCAG) and/or Riverside County will be utilized to the extent practical in support of the IGP and PEIR.

Note that the Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) is being incorporated by reference into the City's Air Quality Element and will be an appendix of the PEIR.

The PEIR environmental analysis will describe the existing conditions of the City as well as the surrounding area and region as applicable. All relevant federal, State, regional, and local adopted laws and regulations will be summarized. Upon incorporation in July 2011, the City of Jurupa Valley adopted the 2008 Riverside County General Plan, the Jurupa Valley Area Plan, and Riverside County Ordinance No. 348 (Zoning) that were in effect at the time. These documents currently constitute *The City of Jurupa Valley General Plan and Zoning Ordinance* respectively. The proposed EIR will support the IGP effort to create the City's first locally prepared General plan by amending a portion of the 2008 Riverside County General Plan and adding additional information, policies and programs as needed. The City intends to do a more comprehensive update of the General Plan in 5–10 years as budget and staff time allow.

An Initial Study has not been prepared for the IGP, in accordance with State CEQA Guidelines Section 15060(d), because the PEIR will address all Initial Study environmental topics in appropriate detail in order to ensure comprehensive coverage of every environmental topic pursuant to CEQA. Each environmental topic will include an assessment of the direct and indirect short-term and long-term environmental impacts that will be created by the proposed IGP based on established thresholds of significance. In addition, a discussion of implementable mitigation measures that can be monitored effectively during development and operations of the proposed IGP will be included for each issue. The IGP is intended to be self-mitigating, meaning the goals and policies contained within the IGP will be crafted to avoid, reduce and/or mitigate environmental impacts.

Key EIR Issues

The PEIR will incorporate relevant data gleaned from City planning and environmental documents, site-specific technical studies, applicant-provided materials, and publically available data. The EIR will address relevant comments received and will respond to the specific areas of concern identified in responses to this Notice of Preparation. Since an Initial Study was not prepared for the project, this will be a "full scope" EIR which will describe the existing environmental conditions on the project site and will identify the significant environmental impacts anticipated to result from development of the project.

Where potentially significant environmental impacts are identified, the PEIR will also discuss mitigation measures that may make it possible to avoid or reduce significant land use impacts. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed project.

Aesthetics: The PEIR will address the potential effects on scenic vistas, scenic corridors, visual character, and light and glare.

Agriculture and Forestry Resources: The PEIR will address the potential effects on farmland, forest land and timberland and the loss of land zoned for agricultural use.

Air Quality: The PEIR will describe the existing air quality conditions in the City and will evaluate the potential air quality impacts of the proposed IGP land uses and policies consistent with SCAQMD methodology. The PEIR will discuss the measures included in the IGP to minimize impacts of criteria air pollutant emissions.

Biological Resources: The PEIR will describe the existing biological conditions within the City, and potential impacts of the IGP on vegetation and wildlife, including special status species. The PEIR will evaluate the likelihood of any significant impacts, including consistency with the Western Riverside County Multiple Species Habitat Conservation Plan.

Cultural Resources: The PEIR will address potential impacts to historic structures, archaeological and paleontological resources.

Geology and Soils: The PEIR will assess soil and geologic conditions of the City and address seismic hazards, including the potential for liquefaction, ground-shaking, and soil erosion.

Greenhouse Gas Emissions: The PEIR will examine the potential impacts of implementing the IGP relative to greenhouse gas (GHG) emissions and global climate change. The PEIR will discuss the measures included in the IGP to minimize impacts of GHG emissions. The Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) will also be incorporated by reference into the City's Air Quality Element and evaluated in the PEIR.

Hazards and Hazardous Materials: The PEIR will include a description of the potential hazards in the City and the health and safety effects based on implementation of the IGP.

Hydrology and Water Quality: The PEIR will discuss the drainage conditions throughout the City and the potential for flooding. Water quality impacts and conformance with the Santa Ana Regional Water Quality Control Board requirements will be addressed.

Land Use and Planning: The PEIR will identify the land uses in the City and evaluate potential land use constraints created by existing conditions. The IGP's compatibility

with existing and proposed land uses in the City and consistency with the City's land use, planning, and environmental justice policies and plans will be evaluated.

Mineral Resources: The PEIR will discuss impacts to mineral resources from implementation of the IGP.

Noise: The PEIR will discuss noise impacts from implementation of the IGP, including impacts from area noise sources (e.g., railroads, airports, I-15 and SR-60 freeways, etc.). A noise analysis will identify existing settings and noise level scenarios associated with implementation of the IGP. The PEIR will address potential noise impacts associated with implementation of the IGP on residential land uses as well as noise impacts on future residences from nearby land uses. Conformance to the City's noise guidelines will be analyzed. Potential impacts resulting from construction noise will also be addressed.

Population and Housing: The PEIR will evaluate the potential for the proposed land uses of the IGP to result in population or housing growth, and will also discuss the potential displacement of housing and people as development occurs.

Public Services: The PEIR will identify existing police, fire, schools, parks, and other public services and facilities serving the City, and will quantify the increase in service demands resulting from implementation of the IGP. The availability and adequacy of existing services will be generally analyzed.

Recreation: The PEIR will discuss the potential to result in the increase in the use of existing recreational facilities that may result in an accelerated physical deterioration of such facilities.

Traffic and Circulation: The traffic analysis prepared for the IGP and PEIR will describe the existing roadway conditions, circulation patterns, and other elements of the transportation system in the City, including the local streets and intersections and regional facilities (e.g., I-15 and SR-60 freeways). A transportation modeling analysis will be prepared in order to evaluate full build-out of the IGP on the overall transportation network. The IGP's compliance with adopted policies, plans, and programs supporting alternative modes of transportation will also be discussed.

Utilities and Service Systems: The PEIR will discuss the ability of existing infrastructure in the City, such as sanitary sewer, storm drains, water supply, and solid waste, to serve full buildout of the IGP. The PEIR will also discuss the availability of the existing water supply to provide for full buildout of the IGP.

Alternatives to the Project: Identification of potential alternatives to the IGP Preferred Land Use Plan will be addressed. Analysis of a "No Project" alternative is required by law. Up to three alternatives, in addition to the "No Project–No Build" Alternative, will be evaluated. The scope of the alternatives will be developed in consultation with the City. The evaluation of alternatives will provide a comparative analysis of alternatives to the proposed IGP.

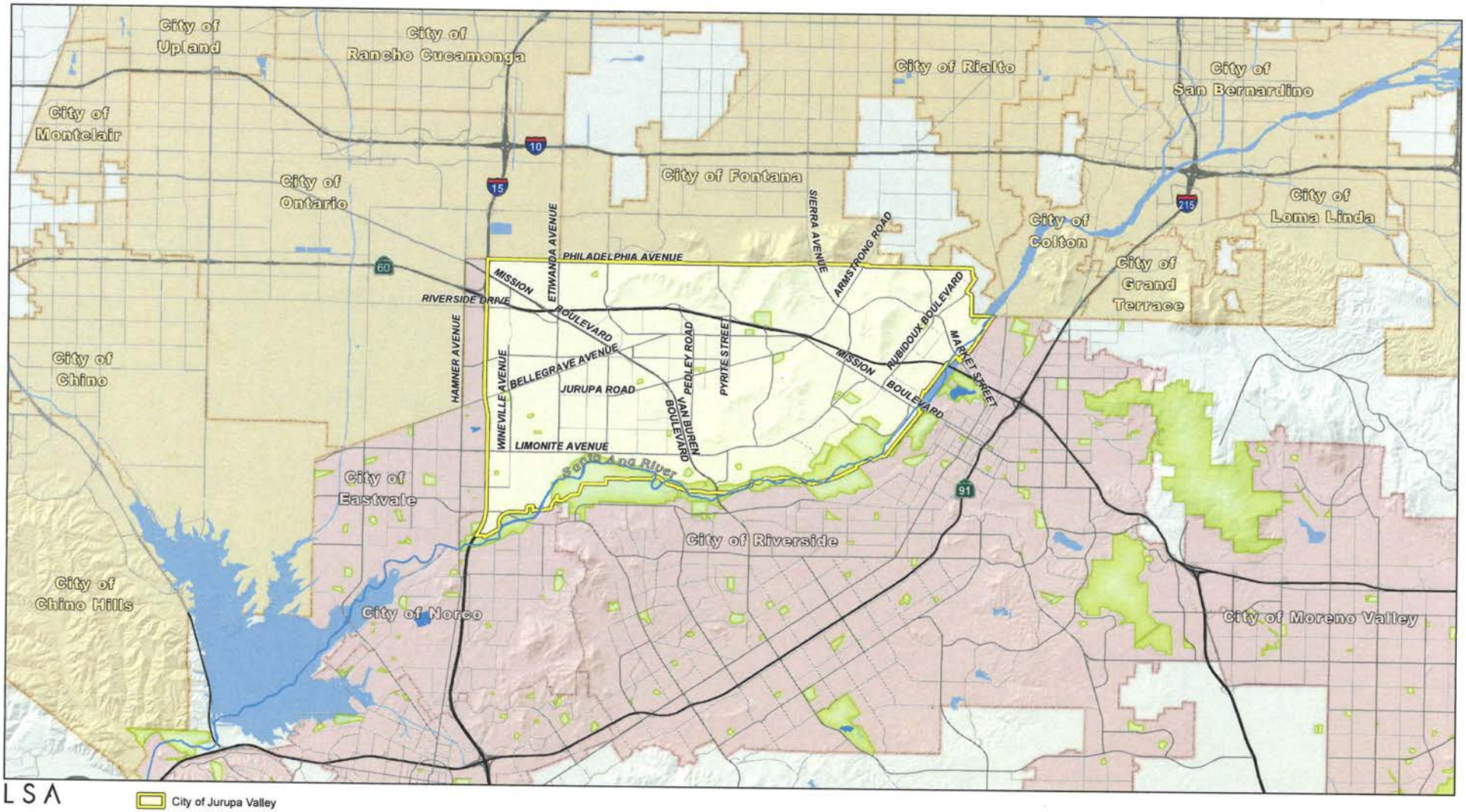
The PEIR will identify the degree to which each alternative might reduce one or more of the impacts associated with implementation of the IGP, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the City's goals and objectives.

Cumulative Impacts: The PEIR will include a discussion of the potentially significant cumulative impacts of the IGP when considered with other past, present, and reasonably foreseeable future projects in the area.

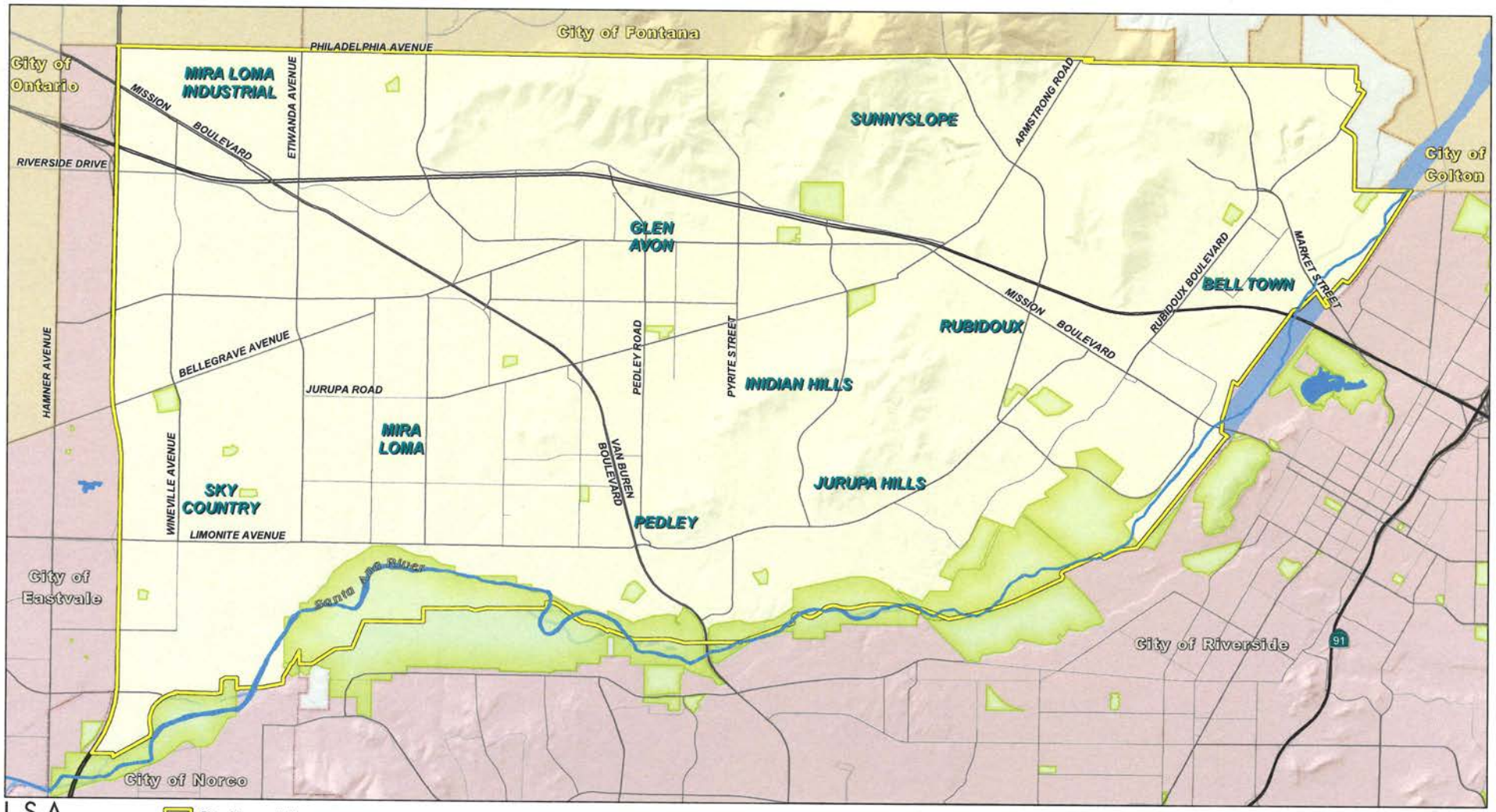
Other Required Sections: The PEIR will also include other information typically required for an EIR. These other sections include the following: 1) Growth-Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Regional Plans; 5) Energy Use and Conservation per State CEQA Guidelines Appendix F; 6) References; and 7) EIR Authors. Relevant technical reports will be provided as PEIR appendices.

Attachments:

1. Figure 1. Regional Location
2. Figure 2. City of Jurupa Valley Communities
3. Notice of Preparation Distribution List



Jurupa Valley Interim General Plan
Notice of Preparation
Figure 1
Regional Location



LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- Parks

SOURCE: Riverside County 7/2015; City of Jurupa Valley, 2014

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Jurupa Valley Interim General Plan
Notice of Preparation
Figure 2
City of Jurupa Valley Communities

Attachment 3

INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
Case No. GPA 1406
DISTRIBUTION LIST

Office of Planning & Research 1400 Tenth Street, P.O. Box 3044 Sacramento, CA 95812	California Dept. of Fish & Wildlife Region 6 3602 Inland Empire Blvd., Ste. C-220 Ontario, CA 91764	Water Quality Control Board Santa Ana Region (8) 3737 Main St., #500 Riverside, CA 92501-3348
Native American Heritage Commission 1550 Harbor Blvd. Ste. 100 West Sacramento, CA 95691	U.S. Army Corps of Engineers Riverside Field Office 1451 Research Parkway, Ste. 100 Riverside, CA 92507	South Coast Air Quality Management District Program Supervisor – CEQA Section 21865 East Copley Drive Diamond Bar, CA 91765
Western Riverside Council of Governments 4080 Lemon Street, 3rd Floor, MS 1032 Riverside, CA 92501-3609	U.S. Fish & Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92009	CALTRANS District 8 Planning & Local Assistance 464 W. 4th Street, 6th Fl. MS 722 San Bernardino, CA 92401-1400
Riverside County Fire Protection Planning 2300 Market St., Suite 150 Riverside, CA 92501	Riverside County Flood Control and Water Conservation District 1995 Market Street Riverside, CA 92501	Jurupa Community Services District 11201 Harrel Street Jurupa Valley, CA 91752
Jurupa Area Recreation & Park District 4810 Pedley Rd. Riverside, CA 92509	Regional Conservation Authority Western Riverside County 10th Street, Ste. 320 Riverside, CA 92501	San Bernardino County Museum 2024 Orange Tree Lane Redlands, CA 92374
Department of Toxic Substances Control Cypress Regional Office CEQA Review 5796 Corporate Avenue Cypress, CA 90630-4732	Riverside County Airport Land Use Commission Riverside County Administrative Center 4080 Lemon Street, 14th Floor Riverside, CA 92501	Southern California Assoc. of Governments 818 West 7th St, 12th floor Los Angeles, CA 90017-3435 Attn: Intergovernmental Review
Riverside County Transportation Department 4080 Lemon Street Riverside, CA 92502-1629	Riverside County Sheriff's Department Jurupa Valley Station 7477 Mission Boulevard Jurupa Valley, CA 92509	Center for Community Action and Environmental Justice 7701 Jurupa Boulevard P. O. Box 33124 Jurupa Valley, CA 92519
Jurupa Unified School District Education Center 4850 Pedley Road Jurupa Valley, CA 92509	Riverside County Regional Parks and Open Space District 4600 Crestmore Road Riverside, CA 92509-6858	Soboba Band of Luiseno Indians P.O. Box 487 San Jacinto, CA 92581

Attachment 3 (Cont.)

INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
Case No. GPA 1406
DISTRIBUTION LIST

City of Riverside George R. Hanson Engineering Manager Riverside Public Utilities 3750 University Avenue 4th Floor Riverside, CA 92501 By Email: Jay Eastman (JEastman@riversideca.gov) David Murray (DMurray@riversideca.gov) George Hanson (GRHanson@riversideca.gov)	SCE Karen Cadavona Southern California Edison Third Party Environmental Reviews 2244 Walnut Grove Avenue, Quad 4C 474B Rosemead, CA 91770	SCE Adriana Mendoza-Ramos, Esq. Regional Manager, Local Public Affairs Southern California Edison 1351 East Francis Street Ontario, CA 91761
Southern California Gas Company Transmission Department P.O. Box 2300 Chatsworth, CA 91310-2300	City of Ontario Planning Department 303 East B Street Ontario, CA 91764	City of Fontana Planning Department 8353 Sierra Avenue Fontana, CA 92335
	City of Norco Planning Department 2870 Clark Avenue Norco, CA 92860	County of San Bernardino Land Use Services Department 385 North Arrowhead Avenue San Bernardino, CA 92415-0182
	City of Eastvale Planning Department 12363 Limonite Avenue, Ste. 910 Eastvale, CA 91752	Corona -Norco Unified School District 2820 Clark Avenue Norco, CA 92860
	Riverside County Department of Environmental Health 3880 Lemon St, 2nd Floor Riverside, CA 92501	Rubidoux Community Services District 3590 Rubidoux Blvd. Riverside, CA 92509
	Santa Ana River Water Company 10530 54th Avenue Mira Loma, CA 91752	Western Municipal Water District Development Services 14205 Meridian Parkway Riverside, CA 92518

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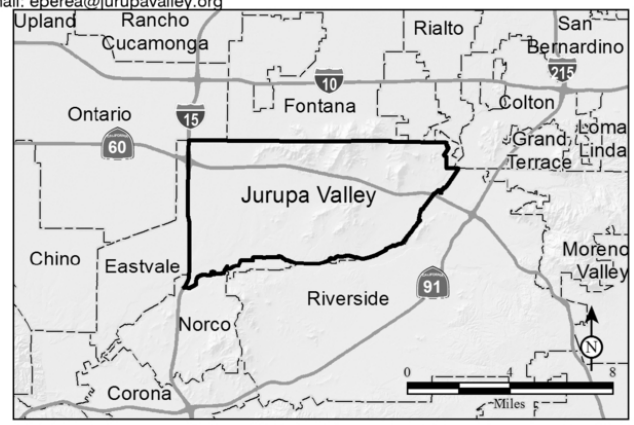
CITY OF JURUPA VALLEY - NOTICE OF PREPARATION (NOP)
INTERIM GENERAL PLAN (IGP) - DRAFT PROGRAM EIR (DPEIR)

The City of Jurupa Valley is the lead agency and will prepare a Program Environmental Impact Report (PEIR) for the City's Interim General Plan (Case No. GPA 1406) to comply with the California Environmental Quality Act (CEQA). The IGP includes the following elements: Land Use; Mobility (Circulation); Conservation/ Open Space; Environmental Justice; Housing; Safety/Noise; Public Facilities and Services; Healthy Communities; Environmental Sustainability; and Air Quality.

The PEIR will address potential environmental impacts of development within the City (see attached figure) over the period of implementation of the IGP. Technical studies on traffic, noise/vibration, housing, land use mapping, and air pollutant emissions will be prepared in support of the PEIR. The PEIR will address all potential environmental issues outlined in the State CEQA Guidelines Appendix G checklist.

The 30-day Notice of Preparation (NOP) period for the PEIR is from February 5 to March 6, 2016. A public scoping meeting will be held on Tuesday, March 1st at 7:00 pm at the Jurupa Valley City Hall. Comments on the scope of the EIR should be addressed to Mr. Ernest Perea, CEQA Administrator, City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509 Phone: (951) 332-6464 e-mail: eperea@jurupavalley.org



NOTICE OF COMPLETION & ENVIRONMENTAL DOCUMENT TRANSMITTAL

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery /Street Address: 1400 Tenth Street, Room 222, Sacramento, CA 95812

SCH #

Project Title: **Interim General Plan - Draft Program Environmental Report**

Lead Agency: City of Jurupa Valley | Contact Person: Ernest Perea

Mailing Address: 8930 Limonite Avenue | Phone: (951) 332-6464

City: Jurupa Valley | Zip: 92509 | County: Riverside

Project Location: County: Riverside | City/Nearest Community: Jurupa Valley

Cross Streets: Jurupa Road and Van Buren Boulevard | Zip Code: 92509

Lat./Long.: 33 ° 59 ‘ 49.91 ″ N/ 117 ° 29 ′ 07.80 ″ W | Total Acres: 28,160

Assessor’s Parcel No.: Multiple | Section: Multiple | Twp: 2S | Range: 5W, 6W | Base: SBBM

Within 2 Miles: State Highway No.: I-15, I-215, SR-60, SR-91 | Waterways: Santa Ana River, Day Creek, Etiwanda/San Sevaine/Pyrite Channels, Riverside Canal, Horseshoe Lake, etc.

Airports: Riverside Municipal Airport; Flabob Airport | Railways: Union Pacific (Metrolink) | Schools: Jurupa Unified School District (various)

Document Type

CEQA
- ☒ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☐ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement /Subsequent EIR (Prior SCH No.):
- Other:

NEPA
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other
- ☐ Joint Document
- ☐ Final Document
- ☐ Other:

Local Action Type

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☐ Site Development Plan
- ☐ Rezone
- ☐ Prezone
- ☐ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☒ Other: Interim General Plan

Development Type

☒	Residential:	Units:		Acres:		☒	Water Facilities:	Type:	MGD:
☒	Office:	Sq. ft.		Acres:	Employees:	☒	Transportation:	Type:	
☒	Commercial:	Sq. ft.		Acres:	Employees:	☒	Mining:	Mineral:	
☒	Industrial:	Sq. ft.		Acres:	Employees:	☒	Power:	Type:	MW:
☒	Educational:					☒	Waste Treatment:	Type:	MGD
☒	Recreational:					☒	Hazardous Waste:	Type:	
						☐	Other:		

Project Issues Discussed in Document:

☒ Aesthetic/Visual	☐ Fiscal	☒ Recreation/Parks	☒ Vegetation
☒ Agricultural Land	☒ Floodplain/Flooding	☒ Schools/Universities	☒ Water Quality
☒ Air Quality	☒ Forest Land/Fire Hazard	☒ Septic Systems	☒ Water Supply/Groundwater
☒ Archaeological/Historical	☒ Geologic/Seismic	☒ Sewer Capacity	☒ Wetland/Riparian
☒ Biological Resources	☒ Minerals	☒ Soil Erosion/Compaction/Grading	☒ Wildlife
☐ Coastal Zone	☒ Noise	☒ Solid Waste	☒ Growth Inducement
☒ Drainage/Absorption	☒ Population/Housing Balance	☒ Toxic/Hazardous	☒ Land Use
☒ Economic/Jobs	☒ Public Services/Facilities	☒ Traffic/Circulation	☒ Cumulative Effects

☐ Other:

PRESENT LAND USE/ZONING/GENERAL PLAN USE DESIGNATION:

Upon incorporation in July 2011, the City of Jurupa Valley adopted the 2008 Riverside County General Plan, the Jurupa Valley Area Plan, and Riverside County Ordinance No. 348 (Zoning) that were in effect at the time. These documents currently constitute *The City of Jurupa Valley General Plan and Zoning Ordinance* respectively. The proposed Program Environmental Impact Report will support the Interim General Plan effort to create the City’s first locally prepared General Plan by amending a portion of the 2008 Riverside County General Plan and adding additional information, policies and programs as needed. The City intends to do a more comprehensive update of the General Plan in 5–10 years as budget and staff time allow.

NOTE: Clearinghouse will assign identification numbers for all new projects. If an SCH number already exists for a project (e.g., Notice of Preparation or previous draft document) please fill in.

PROJECT DESCRIPTION *(please use a separate page if necessary)*

The proposed Program Environmental Impact Report (PEIR) will be prepared to support adoption of the City's Interim General Plan (the "Project", also referred to as "IGP"), pursuant to the California Environmental Quality Act (CEQA). City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest *State CEQA Guidelines,* will be used as thresholds for significance in the PEIR. The City has prepared or is preparing the following IGP Elements:

- Land Use
- Mobility (Circulation)
- Conservation/Open Space
- Environmental Justice
- Housing
- Noise
- Public Facilities and Services
- Healthy Communities
- Environmental Sustainability
- Air Quality

The following technical studies/analyses will be prepared to support the IGP and its EIR:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod.

The Traffic and Street Classification Study will evaluate the existing circulation setting and identify improvements to help improve vehicular circulation and multimodal transportation facilities within the City of Jurupa Valley. Its goal will be to create a circulation network that increases the use of alternative modes of transportation, promotes safe travel for pedestrians, equestrians and bicyclists and maintains safe and efficient facilities for all travel modes.

The Demographic and Housing Data Report will include a housing needs assessment, demographic analysis, constraints analysis, site inventory, special needs assessment, and transitional and assisted housing assessment in support of the Housing Element to evaluate impacts from full build-out of the IGP.

The Noise and Vibration Study will be prepared consistent with applicable procedures and requirements to evaluate the potential noise impacts of proposed land uses in the IGP. The Noise and Vibration Study will include local noise standards, vibration standards, an ambient noise survey, noise contours maps, evaluation of mobile and stationary noise and vibration sources, and land use compatibility recommendations based on anticipated noise and vibration levels from IGP implementation.

Land Use Maps will be prepared for the various technical studies and for the IGP Land Use Element based on input from City staff, the General Plan Advisory Committee, and the public to reflect the City's preferred land use strategy. Additionally, existing mapping resources such as GIS layers from the Southern California Association of Governments (SCAG) and/or Riverside County will be utilized to the extent practical in support of the IGP and PEIR.

The PEIR environmental analysis will describe the existing conditions of the City as well as the surrounding area and region as applicable. All relevant federal, State, regional, and local adopted laws and regulations will be summarized.

An Initial Study has not been prepared for the IGP, in accordance with State CEQA Guidelines Section 15060(d), because the PEIR will address all Initial Study environmental topics in appropriate detail in order to ensure comprehensive coverage of every environmental topic pursuant to CEQA. Each environmental topic will include an assessment of the direct and indirect short-term and long-term environmental impacts that will be created by the proposed IGP based on established thresholds of significance. In addition, a discussion of implementable mitigation measures that can be monitored effectively during development and operations of the proposed IGP will be included for each issue. The IGP is intended to be self-mitigating, meaning the goals and policies contained within the IGP will be crafted to avoid, reduce and/or mitigate environmental impacts.

The PEIR will incorporate relevant data gleaned from City planning and environmental documents, site-specific technical studies, applicant-provided materials, and publically available data. The PEIR will address relevant comments received and will respond to specific areas of concern. Since an Initial Study was not prepared for the project, this will be a "full scope" PEIR which will describe the existing environmental conditions on the City and will identify the significant environmental impacts anticipated to result from complete buildout of the IGP. Where potentially significant environmental impacts are identified, the PEIR will also discuss mitigation measures that may make it possible to avoid or reduce significant land use impacts. The analysis in the PEIR will include the categories of environmental impacts and concerns outlined in Appendix G "*Environmental Checklist Form"* of the CEQA Guidelines.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X."
If you have already sent your document to the agency, please denote that with an "S."

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Highway Patrol		Parks & Recreation
S	Caltrans District # 8 (Riv & SB Counties)		Pesticide Regulation, Department of
	Caltrans Division of Aeronautics		Public Utilities Commission
	Caltrans Planning (Headquarters)		Reclamation Board
	Coachella Valley Mountains Conservancy	S	Regional WQCB #8 (Santa Ana)
	Coastal Commission		Resources Agency
	Colorado River Board		S.F. Bay Conservation & Development Commission
X	Conservation, Department of		San Gabriel & Lower Los Angeles River & Mountains Conservancy
	Corrections, Department of		San Joaquin River Conservancy
	Delta Protection Commission		Santa Monica Mountains Conservancy
	Education, Department of		State Lands Commission
	Energy Commission		SWRCB: Clean Water Grants
S	Fish & Wildlife Region # 6 (Inland Desert)		SWRCB: Water Quality
	Food & Agriculture, Department of		SWRCB: Water Rights
X	Forestry & Fire Protection		Tahoe Regional Planning Agency
	General Services, Department of	S	Toxic Substances Control, Department of
	Health Services, Department of	X	Water Resources, Department of
X	Housing & Community Development		
X	Integrated Waste Management Board	S	Other: U.S. Army Corps of Engineers
S	Native American Heritage Commission	S	Other: U.S. Fish and Wildlife Service
	Office of Emergency Services	S	Other: South Coast Air Quality Management District

Local Public Review Period (to be filled in by lead agency)

Starting Date: February 5, 2016 Ending Date: March 6, 2016

Lead Agency (Complete if Applicable)

Consulting Firm:	LSA Associates, Inc.	Applicant:	City of Jurupa Valley
Address:	1500 Iowa Avenue, Suite 200	Address:	8930 Limonite Avenue
City/State/ZIP:	Riverside, CA 92507	City/State/ZIP:	Jurupa Valley, CA 92509
Contact:	Kent Norton, AICP, REPA	Phone:	951-332-6464
Phone:	(951) 781-9310		

Signature of Lead Agency Representative: _____ **Date:** February 2, 2016

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

February 4, 2016

RECEIVED
FEB 08 2016
CITY OF JURUPA VALLEY

To: Reviewing Agencies

Re: Interim General PLan - Draft Program Environmental Report
SCH# 2016021025

Attached for your review and comment is the Notice of Preparation (NOP) for the Interim General PLan - Draft Program Environmental Report draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ernest Perea
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2016021025
Project Title Interim General PLan - Draft Program Environmental Report
Lead Agency Jurupa Valley, City of

Type NOP Notice of Preparation

Description The proposed Program Environmental Impact Report (PEIR) will be prepared to support adoption of the City's Interim General Plan (the "Project", also referred to as "IGP", pursuant to CEQA. City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest State CEQA Guidelines, will be used as thresholds for significance in the EIR. The City is preparing the following IGP Elements: land use, mobility (circulation), conservation/open space, environmental justice, housing, safety/noise, public facilities and services, healthy communities, environmental sustainability, and air quality.

Lead Agency Contact

Name Ernest Perea
Agency City of Jurupa Valley
Phone 951-322-6464 **Fax**
email
Address 8930 Limonite Avenue
City Jurupa Valley **State** CA **Zip** 92509

Project Location

County Riverside
City Jurupa Valley
Region
Cross Streets Jurupa Rd and Van Buren Blvd
Lat / Long 33° 59' 49.91" N / 117° 29' 07.80" W
Parcel No. multiple
Township 2S **Range** 5W,6W **Section** Mult **Base** SBBM

Proximity to:

Highways I-15, I-215, SR-60, SR-91
Airports Riverside Municipal; Flabob
Railways Union Pacific (Metrolink)
Waterways Santa Ana River, Day Creek, Etiwands/San Sevaine/Pyrite Channels, Riverside Canal, Horeshoe Lake
Schools Jurupa Unified School District
Land Use Upon incorporation in July 2011, the City of Jurupa Valley adopted the 2008 Riverside County General Plan, the Jurupa Valley Area Plan, and Riverside County Ordinance No. 348 (Zoning) that were in effect at the time. These documents currently constitute The City of Jurupa Valley General Plan and Zoning Ordinance respectively. The proposed PEIR will support the Interim General Plan effort to create the City's first locally prepared General Plan by amending a portion of the 2008 Riverside County General Plan and adding additional information, policies and programs as needed. The City intends to do a more comprehensive update of the General Plan in 5-10 years as budget and staff time allow.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Reviewing Agencies	Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Department of Housing and Community Development; Caltrans, District 8; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board; Regional Water Quality Control Board, Region 8

Date Received 02/04/2016 ***Start of Review*** 02/04/2016 ***End of Review*** 03/04/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Riverside **SCH#** 2016021025

Resources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Lisa Johansen
- [ ] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Charles Armor
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [ ] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Delta Stewardship Council**
  Kevan Samsam
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [ ] **OES (Office of Emergency Services)**
  Marcia Scully
- [ ] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Terri Pencovic
- [ ] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [ ] All Other Projects
  Cathi Slaminski
  - [ ] Transportation Projects
    Nesamani Kalandiyur
  - [ ] Industrial/Energy Projects
    Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Karen Larsen
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

_____

_____

- [ ] _____
  Conservancy

Last Updated 6/23/2015

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

Edmund G. Brown Jr., Governor

RECEIVED
FEB 16 2016
CITY OF JURUPA VALLEY

February 9, 2016

Ernest Perea
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

RE: SCH# 2016021025, Interim General Plan – Draft Environmental Impact Report Project, City of Jurupa Valley, Riverside County, California

Dear Mr. Perea:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. ***Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074)*** and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    i. Protecting the cultural character and integrity of the resource.
    ii. Protecting the traditional use of the resource.
    iii. Protecting the confidentiality of the resource.
c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
   a. If part or all of the APE has been previously surveyed for cultural resources.
   b. If any known cultural resources have been already been recorded on or adjacent to the APE.
   c. If the probability is low, moderate, or high that cultural resources are located in the APE.
   d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
   a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
   b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

In the Notice of Preparation provided for review, the Cultural Resources section (page 4) does not include Tribal Cultural Resources. Please include this section and specific details for tribal consultation, tribal cultural resource assessments, and proposed mitigation.

Sincerely,

Gayle Totton
Associate Governmental Program Analyst

cc: State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED
FEB 16 2016
CITY OF JURUPA VALLEY

February 12, 2016

Ernest Perea, CEQA Administrator
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley, CA 92509

Notice of Preparation of a CEQA Document for the Interim General Plan

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or

performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

SBC160204-05
Control Number

CITY OF FONTANA
CALIFORNIA

February 29, 2016

RECEIVED
MAR 03 2016
CITY OF JURUPA VALLEY

Ernest Perea
CEQA Administrator
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: Interim General Plan Notice of Preparation

Dear Mr. Perea:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for Draft Program Environmental Impact Report (DEIR) for the Jurupa Valley Interim General Plan. The City of Fontana appreciates the City of Jurupa Valley's outreach efforts as part of the NOP process. We look forward to working with your agency throughout the project. Once available, please send a copy of the Draft General Plan, Draft Environmental Impact Report, and associated technical studies to my attention. My contact information is provided below:

James Troyer
Community Development Director – Community Development Department
8353 Sierra Avenue
Fontana, CA 92335
(909) 350-6723
jtroyer@fontana.org

Thank you for inviting the City of Fontana to participate in the public review process.

Respectfully,

James Troyer

James R. Troyer, AICP
Director of Community Development

c: Zai AbuBakar, Planning Manager
Rina Leung, Assistant Planner

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Transportation Department

Juan C. Perez, P.E., T.E.
Director of Transportation and Land Management

Patricia Romo, P.E.
Assistant Director of Transportation

RECEIVED
MAR 07 2016
CITY OF JURUPA VALLEY

March 2, 2016

Mr. Ernest Perea,
CEQA Administrator
Planning Department
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

RE: NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE INTERIM GENERAL PLAN

Dear Mr. Perea,

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (EIR) for the City's Interim General Plan. The Transportation Department (County) received the NOP on February 4, 2016. Please consider the following comments as the City prepares the environmental document for its Interim General Plan (Project).

The project title and description indicates the City is processing an interim general plan. The County recommends that the City provide clarification on the intent of the interim general plan and its use as opposed to an ultimate general plan for the City. Additionally, the project description indicates the City will implement the latest changes to the Appendix G Checklist questions in the latest State CEQA Guidelines. The County would like clarification if the City will be utilizing Vehicle Miles Traveled (VMT) as its significance threshold in place of levels of service (LOS) as the California Office of Planning and Research has proposed.

The traffic analysis for the Project should address potential impacts and mitigation measures on any Riverside County roadways in the area included in the Riverside County General Plan. The County requests that the analysis study any intersections identified in the County's General Plan where the Project is anticipated to add 50 or more peak hourly trips. Necessary improvements to mitigate project impacts shall

be identified, and responsibility for the needed improvements shall be designated. The County requests that Riverside County Traffic Study Guidelines be followed for the impact analysis for facilities within Riverside County. The most recent Traffic Study Guidelines can be found on the County website: http://rctlma.org/trans/General-Information/Pamphlets-Brochures.

If you have any questions about these comments, please contact me at (951) 955-2016 or at ruwillia@rctlma.org.

Sincerely,

Russell Williams

Russell Williams
Development Review Manager

RW:KKT:rg

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Assistant Director of Transportation

ALBERT A. WEBB ASSOCIATES

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
41-990 Cook St., Bldg. I - #801B
Palm Desert, CA 92211
951.686.1070

Murrieta Office
41391 Kalmia Street #320
Murrieta, CA 92562
951.686.1070

OFFICE OF THE DISTRICT ENGINEER
W.O. No.: 2016-1007

March 3, 2016

City of Jurupa Valley
Attn: Ernest Perea, CEQA Administrator
8390 Limonite Avenue
Jurupa Valley, CA 92509

Via email: eperea@jurupavalley.org

RE: Notice of Preparation of a Draft Program Environmental Impact Report for City of Jurupa Valley GPA 1406 (Interim General Plan)

Dear Mr. Perea:

On behalf of the Jurupa Community Services District (JCSD), Albert A. Webb Associates (WEBB), as consultants to the District, has reviewed the Notice of Preparation (NOP) for a Draft Program Environmental Impact Report (Draft PEIR) for GPA 1406 (Interim General Plan or IGP). JCSD is responsible for providing water and sewer service to that portion of Jurupa Valley within JCSD's boundaries as shown on the attached exhibit.

WEBB reviewed the NOP and requests the Draft PEIR include:

- A figure that identifies the boundaries of JCSD and all other water and sewer providers within Jurupa Valley.
- A table that shows the proposed land use and density changes for that portion of the City within JCSD's boundaries.

Please direct questions regarding the JCSD's potable water, non-potable water, or sewer facilities to Robert O. Tock, Director of Engineering & Operations at rtock@jcsd.us or 951-685-7434. If you have any questions regarding this letter please do not hesitate to contact the undersigned at cheryl.degano@webbassoicates.com or 951-686-1070.

Sincerely yours,
ALBERT A. WEBB ASSOCIATES

Cheryl DeGano
Principal Environmental Analyst

c: JCSD

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

RECEIVED
MAR 14 2016
CITY OF JURUPA VALLEY

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

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Riverside

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Glen Holmes
Hemet

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

March 7, 2016

Mr. Ernest Perea, CEQA Administrator
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: Notice of Preparation of a Draft Program Environmental Impact Report (EIR): City of Jurupa Valley Interim General Plan (Case No. GPA 1406)

Dear Mr. Perea:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with an opportunity to provide comments in response to your Notice of Preparation dated February 2, 2016 and received by this agency on February 4, 2016.

ALUC's role, as stated in Section 21670(a) (2) of the California Public Utilities Code, is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." (Our Commissioners often summarize this as "protecting people from airports and airports from people.")

In order to achieve this purpose, ALUCs are tasked with identifying areas in the vicinity of airports that are affected by aircraft noise and overflight and are subject to risk in the event of an aircraft accident, known as Airport Influence Areas (AIAs), and with preparation of Airport Land Use Compatibility Plans regulating land use in these areas subsequent to Plan adoption. The City of Jurupa Valley includes Flabob Airport (in the community of Rubidoux) and most of its Airport Influence Area. Additionally, the Airport Influence Area of Riverside Municipal Airport extends into the City of Jurupa Valley. (Some areas of the City are also subject to overflight from aircraft heading to or from Ontario International Airport.)

ALUC adopted Airport Land Use Compatibility Plans (ALUCPs) for the Flabob Airport Influence Area in 2004 and for the Riverside Municipal Airport Influence Area in 2005. (These ALUCPs are available for viewing on our website, www.rcaluc.org (click Plans)). Unfortunately, the adoption of these ALUCPs occurred after Riverside County's adoption of its RCIP (Riverside County Integrated Project) General Plan, including the Jurupa Area Plan, on October 7, 2003.

The land use designation amendments within the Jurupa Area Plan that would be needed to achieve consistency were compiled and included in the County's comprehensive General Plan update amendment (GPA No. 960) with an Environmental Impact Report, but the County was unable to complete the EIR and General Plan Amendment process prior to the incorporation of the City of Jurupa Valley. Hence the City has a General Plan that is not consistent with adopted ALUCPs.

The Land Use and Planning section of the Program Environmental Impact Report should address the inconsistencies between General Plan designations and ALUCP Compatibility Zone criteria.

As stated in our meeting with Mr. Jeff Hook and Ms. Mary Wright of Civic Solutions last spring, ALUC would welcome the opportunity to assist the City of Jurupa Valley in formulating a General Plan that is consistent with the adopted ALUCPs, and we have a primary interest in General Plan land use designations for properties in the AIAs.

The 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics, is an excellent resource that can be consulted in your efforts to provide for a General Plan that furthers the objectives of airport land use compatibility planning. We recommend that the chapter addressing "Responsibilities of Local Agencies" be reviewed. The attached table may be helpful in the effort to establish a consistent General Plan.

As a goal, there should be no direct conflicts between General Plan Land Use Map designations and applicable land use compatibility criteria of the ALUCPs and the Countywide Policies. Ideally, the City may wish to incorporate the ALUCPs and the Countywide Policies into the General Plan document as an Appendix.

Pursuant to Section 21676(b) of the California Public Utilities Code, the adoption of a General Plan and all general plan amendments affecting land use designations within airport influence areas are subject to Airport Land Use Commission review, involving formal submittal for a consistency review by the project applicant – in this case, the City of Jurupa Valley. In regard to the adoption of a General Plan, the City should plan for at least two Commission hearings.

The major advantage of a General Plan that has been determined to be consistent is that the spectrum of cases that would be subject to mandatory ALUC review is limited to those projects involving a general plan amendment, specific plan, specific plan amendment, zone change, or ordinance amendment, as opposed to all activity within the AIA.

The protection of airports from incompatible land use encroachments is vital to California's economic future. In crafting the legislation that authorized the formation of airport land use commissions, the State of California established a framework for ALUCs to work cooperatively with local jurisdictions in a joint effort to provide for compatible land usage in the vicinity of public use airports. ALUC staff is available to assist the City in this effort in order to provide for a General Plan that is consistent with the adopted Compatibility Plans, and would be happy to meet with you and City staff to discuss the General Plan and the ALUC review process at a mutually convenient time. We would like to continue to receive general plan notifications, which may be sent either to John Guerin, ALUC Principal Planner (at jguerin@rctlma.org) or to myself.

Thank you for the opportunity to provide comments. If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, ALUC Director

Attachments: Table 5A, General Plan Consistency Checklist (from California Airport Land Use Planning Handbook)

cc: Philip Crimmins, CALTRANS Division of Aeronautics
Kent Norton, AICP, LSA Associates – Riverside office

Y:\AIRPORT CASE FILES\Regional\Jurupa Valley General Plan NOP Trans Resp.doc

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	COMPATIBILITY CRITERIA
This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.	
	General Plan Document The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP
Page 6-17	• **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria. – Residential densities (dwelling units per acre) should not exceed the set limits. – Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below). – No new land uses of a type listed as specifically prohibited should be shown within affected areas.
Pages 3-8	• **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).
	Zoning or Other Policy Documents The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.
Page 4-26, Appendix G	• **Intensity Limitations on Nonresidential Uses**—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.
Pages 3-11, 4-29, Figures 4B - G	• **Identification of Prohibited Uses**—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.
Page 4-31	• **Open Land Requirements**—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
Page 3-56, 4-18, 4-42	• **Infill Development**—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.
Pages 3-29, 4-35	• **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	COMPATIBILITY CRITERIA
Pages 3-9, 4-14	• **Buyer Awareness Measures**—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
Page 4-42	• **Nonconforming Uses and Reconstruction**—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.
	REVIEW PROCEDURES In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.
Page 6-1	• **Actions Always Required to be Submitted for ALUC Review**—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
Page 6-5	• **Other Land Use Actions Potentially Subject to ALUC Review**—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.
Pages 5-10, 6-13	• **Process for Compatibility Reviews by Local Agencies**—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
Page 6-9	• **Variance Procedures**—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.
Page 5-10	• **Enforcement**—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

LSA ASSOCIATES, INC.
1500 IOWA AVENUE, SUITE 200
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL
951.781.4277 FAX

BERKELEY
CARLSBAD
FRESNO
IRVINE
PALM SPRINGS
PT. RICHMOND
ROCKLIN
SAN LUIS OBISPO

Airport Land Use Commission
Received
FEB 04 2016

TRANSMITTAL

TO: Riverside County
Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

DATE: February 3, 2016

☐ FOR YOUR REVIEW ☐ FOR YOUR FILES
☐ AT YOUR REQUEST ☐ FOR YOUR INFORMATION
☐ FOR YOUR APPROVAL ☐ DISTRIBUTION

SUBJECT: Notice of Preparation

PROJECT: Jurupa Valley Int. GP Studies
PROJECT NUMBER: CJV1502

ITEMS BELOW ARE TRANSMITTED:

☐ HEREWITH
☐ UNDER SEPARATE COVER
☐ VIA:

DATE	COPIES	DESCRIPTION
February 2, 2016	1	Notice of Preparation

GENERAL REMARKS:

COPIES TO:

BY: Maria Perez for Kent Norton, AICP, REPA

City of Jurupa Valley

NOTICE OF PREPARATION
INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
CITY OF JURUPA VALLEY
Case No. GPA 1406

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, and Interested Parties (Refer to Attached Distribution List)

The City of Jurupa Valley ("City"), as lead agency, will be preparing a Program 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: This notice is given to inform the State Clearinghouse, trustee agencies and interested parties that the City plans to oversee the preparation on an EIR for the above-described project. The purpose of this notice is to solicit input from your agency as to the scope and content of the environmental information germane to your agency's statutory responsibility to be included in the EIR. Information in that regard must be submitted to the City as soon as possible, but **not later than thirty (30) days** after receiving this notice.

HOW AND WHEN TO COMMENT: According to State law, the deadline for your response is **not later than 30 days after receipt of this notice**; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response by email or hard copy to:

City of Jurupa Valley Planning Department
Attn: Ernest Perea, CEQA Administrator
8930 Limonite Avenue, Jurupa Valley, CA 92509
Phone: (951) 332-6464 Fax: (951) 332-6995, e-mail: eperea@jurupavalley.org

The City will hold a **Public Scoping Meeting** for the EIR to describe the proposed project and the environmental review process and to obtain verbal input on the EIR analysis for the proposal. This EIR Public Scoping Meeting will be held **Tuesday, March 1st at 7:00 PM at the Jurupa Valley City Hall** (address above). You are welcome to attend and give us your input on the scope of the EIR so that it addresses all relevant environmental issues.

Ernest Perea, CEQA Administrator

Date: February 2, 2016

PROJECT TITLE: Interim General Plan - Draft Program Environmental Impact Report - DPEIR

PROJECT LOCATION: The project encompasses the City of Jurupa Valley in western Riverside County, California (see Figures 1 and 2).

PROJECT DESCRIPTION: The proposed Program Environmental Impact Report (PEIR) will be prepared to support adoption of the City's Interim General Plan (the "Project", also referred to as "IGP", pursuant to the California Environmental Quality Act (CEQA). City procedures for CEQA implementation, as well as integration of the latest changes to the Appendix G Checklist questions in the latest *State CEQA Guidelines,* will be used as thresholds for significance in the EIR. The City is preparing the following IGP Elements:

- Land Use;
- Mobility (Circulation)
- Conservation/Open Space;
- Environmental Justice
- Housing
- Safety/Noise
- Public Facilities and Services
- Healthy Communities
- Environmental Sustainability
- Air Quality

The following technical studies/analyses will be prepared to support the IGP:

- Traffic and Street Classification Study for the Circulation Element;
- Demographic and Housing Data Report for the Housing Element;
- Noise and Vibration Study for the Noise Element;
- Land Use Mapping for the Land Use Element; and
- Air Pollutant and GHG Emission Calculations per CalEEMod and consistent with the WRCOG CAP.

The Traffic and Street Classification Study will evaluate the existing circulation setting and identify improvements to help improve vehicular circulation and multimodal transportation facilities within the City of Jurupa Valley. Its goal will be to create a circulation network that increases the use of alternative modes of transportation, promotes safe travel for pedestrians, equestrians and bicyclists and maintains safe and efficient facilities for all travel modes.

The Demographic and Housing Data Report will include a housing needs assessment, demographic analysis, constraints analysis, site inventory, special needs assessment, and transitional and assisted housing assessment in support of the Housing Element to evaluate impacts from full build-out of the IGP.

The Noise and Vibration Study will be prepared consistent with applicable procedures and requirements to evaluate the potential noise impacts of proposed land uses in the IGP. The Noise and Vibration Study will include local noise standards, vibration standards, an ambient noise survey, noise contours maps, evaluation of mobile and

stationary noise and vibration sources, and land use compatibility recommendations based on anticipated noise and vibration levels from IGP implementation.

Land Use Maps will be prepared for the various technical studies and for the IGP Land Use Element based on input from City staff, the General Plan Advisory Committee, and the public to reflect the City's preferred land use strategy. Additionally, existing mapping resources such as GIS layers from the Southern California Association of Governments (SCAG) and/or Riverside County will be utilized to the extent practical in support of the IGP and PEIR.

Note that the Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) is being incorporated by reference into the City's Air Quality Element and will be an appendix of the PEIR.

The PEIR environmental analysis will describe the existing conditions of the City as well as the surrounding area and region as applicable. All relevant federal, State, regional, and local adopted laws and regulations will be summarized. Upon incorporation in July 2011, the City of Jurupa Valley adopted the 2008 Riverside County General Plan, the Jurupa Valley Area Plan, and Riverside County Ordinance No. 348 (Zoning) that were in effect at the time. These documents currently constitute *The City of Jurupa Valley General Plan and Zoning Ordinance* respectively. The proposed EIR will support the IGP effort to create the City's first locally prepared General plan by amending a portion of the 2008 Riverside County General Plan and adding additional information, policies and programs as needed. The City intends to do a more comprehensive update of the General Plan in 5–10 years as budget and staff time allow.

An Initial Study has not been prepared for the IGP, in accordance with State CEQA Guidelines Section 15060(d), because the PEIR will address all Initial Study environmental topics in appropriate detail in order to ensure comprehensive coverage of every environmental topic pursuant to CEQA. Each environmental topic will include an assessment of the direct and indirect short-term and long-term environmental impacts that will be created by the proposed IGP based on established thresholds of significance. In addition, a discussion of implementable mitigation measures that can be monitored effectively during development and operations of the proposed IGP will be included for each issue. The IGP is intended to be self-mitigating, meaning the goals and policies contained within the IGP will be crafted to avoid, reduce and/or mitigate environmental impacts.

Key EIR Issues

The PEIR will incorporate relevant data gleaned from City planning and environmental documents, site-specific technical studies, applicant-provided materials, and publically available data. The EIR will address relevant comments received and will respond to the specific areas of concern identified in responses to this Notice of Preparation. Since an Initial Study was not prepared for the project, this will be a "full scope" EIR which will describe the existing environmental conditions on the project site and will identify the significant environmental impacts anticipated to result from development of the project.

Where potentially significant environmental impacts are identified, the PEIR will also discuss mitigation measures that may make it possible to avoid or reduce significant land use impacts. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed project.

Aesthetics: The PEIR will address the potential effects on scenic vistas, scenic corridors, visual character, and light and glare.

Agriculture and Forestry Resources: The PEIR will address the potential effects on farmland, forest land and timberland and the loss of land zoned for agricultural use.

Air Quality: The PEIR will describe the existing air quality conditions in the City and will evaluate the potential air quality impacts of the proposed IGP land uses and policies consistent with SCAQMD methodology. The PEIR will discuss the measures included in the IGP to minimize impacts of criteria air pollutant emissions.

Biological Resources: The PEIR will describe the existing biological conditions within the City, and potential impacts of the IGP on vegetation and wildlife, including special status species. The PEIR will evaluate the likelihood of any significant impacts, including consistency with the Western Riverside County Multiple Species Habitat Conservation Plan.

Cultural Resources: The PEIR will address potential impacts to historic structures, archaeological and paleontological resources.

Geology and Soils: The PEIR will assess soil and geologic conditions of the City and address seismic hazards, including the potential for liquefaction, ground-shaking, and soil erosion.

Greenhouse Gas Emissions: The PEIR will examine the potential impacts of implementing the IGP relative to greenhouse gas (GHG) emissions and global climate change. The PEIR will discuss the measures included in the IGP to minimize impacts of GHG emissions. The Climate Action Plan (CAP) prepared by the Western Regional Council of Governments (WRCOG) will also be incorporated by reference into the City's Air Quality Element and evaluated in the PEIR.

Hazards and Hazardous Materials: The PEIR will include a description of the potential hazards in the City and the health and safety effects based on implementation of the IGP.

Hydrology and Water Quality: The PEIR will discuss the drainage conditions throughout the City and the potential for flooding. Water quality impacts and conformance with the Santa Ana Regional Water Quality Control Board requirements will be addressed.

Land Use and Planning: The PEIR will identify the land uses in the City and evaluate potential land use constraints created by existing conditions. The IGP's compatibility

with existing and proposed land uses in the City and consistency with the City's land use, planning, and environmental justice policies and plans will be evaluated.

Mineral Resources: The PEIR will discuss impacts to mineral resources from implementation of the IGP.

Noise: The PEIR will discuss noise impacts from implementation of the IGP, including impacts from area noise sources (e.g., railroads, airports, I-15 and SR-60 freeways, etc.). A noise analysis will identify existing settings and noise level scenarios associated with implementation of the IGP. The PEIR will address potential noise impacts associated with implementation of the IGP on residential land uses as well as noise impacts on future residences from nearby land uses. Conformance to the City's noise guidelines will be analyzed. Potential impacts resulting from construction noise will also be addressed.

Population and Housing: The PEIR will evaluate the potential for the proposed land uses of the IGP to result in population or housing growth, and will also discuss the potential displacement of housing and people as development occurs.

Public Services: The PEIR will identify existing police, fire, schools, parks, and other public services and facilities serving the City, and will quantify the increase in service demands resulting from implementation of the IGP. The availability and adequacy of existing services will be generally analyzed.

Recreation: The PEIR will discuss the potential to result in the increase in the use of existing recreational facilities that may result in an accelerated physical deterioration of such facilities.

Traffic and Circulation: The traffic analysis prepared for the IGP and PEIR will describe the existing roadway conditions, circulation patterns, and other elements of the transportation system in the City, including the local streets and intersections and regional facilities (e.g., I-15 and SR-60 freeways). A transportation modeling analysis will be prepared in order to evaluate full build-out of the IGP on the overall transportation network. The IGP's compliance with adopted policies, plans, and programs supporting alternative modes of transportation will also be discussed.

Utilities and Service Systems: The PEIR will discuss the ability of existing infrastructure in the City, such as sanitary sewer, storm drains, water supply, and solid waste, to serve full buildout of the IGP. The PEIR will also discuss the availability of the existing water supply to provide for full buildout of the IGP.

Alternatives to the Project: Identification of potential alternatives to the IGP Preferred Land Use Plan will be addressed. Analysis of a "No Project" alternative is required by law. Up to three alternatives, in addition to the "No Project–No Build" Alternative, will be evaluated. The scope of the alternatives will be developed in consultation with the City. The evaluation of alternatives will provide a comparative analysis of alternatives to the proposed IGP.

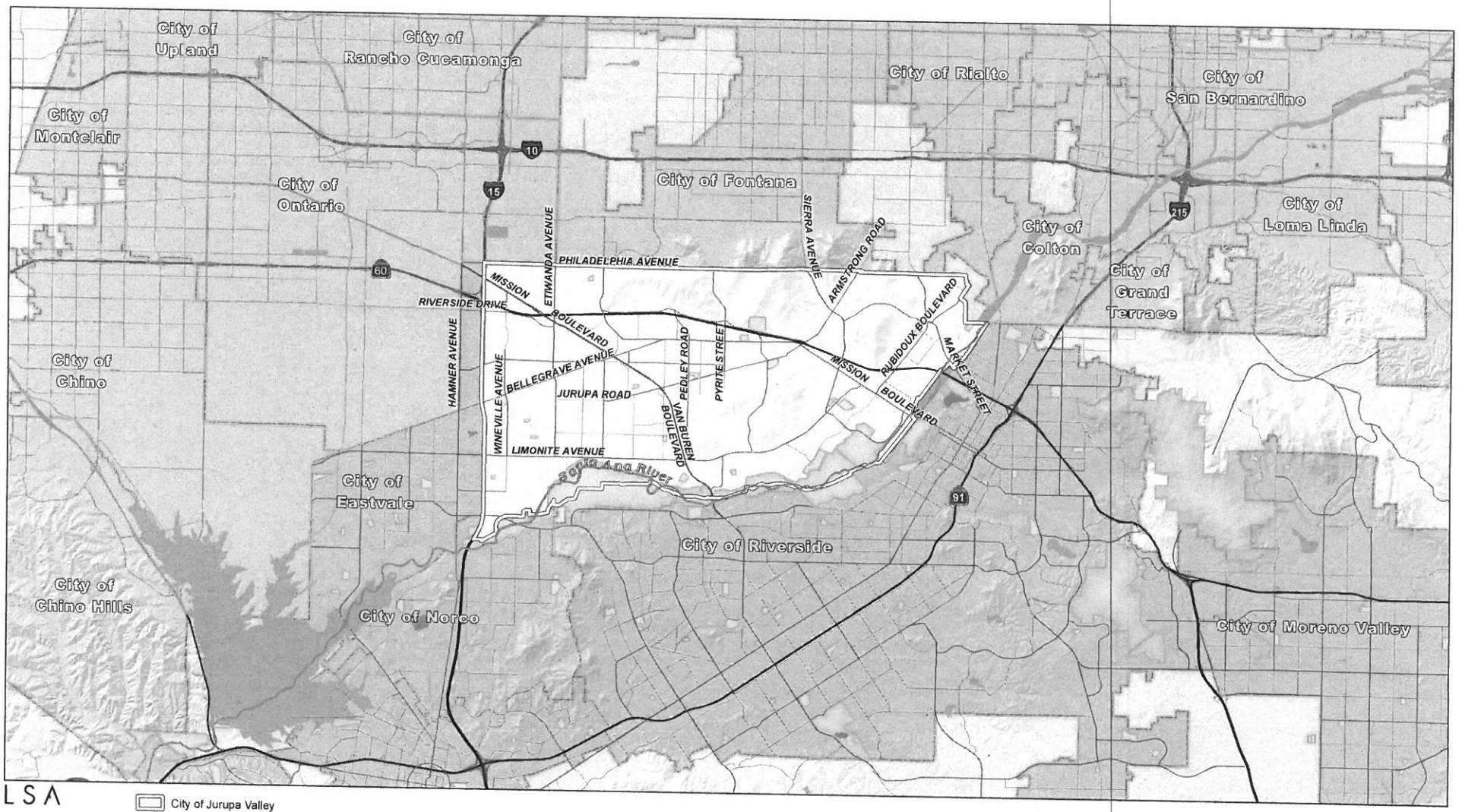
The PEIR will identify the degree to which each alternative might reduce one or more of the impacts associated with implementation of the IGP, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the City's goals and objectives.

Cumulative Impacts: The PEIR will include a discussion of the potentially significant cumulative impacts of the IGP when considered with other past, present, and reasonably foreseeable future projects in the area.

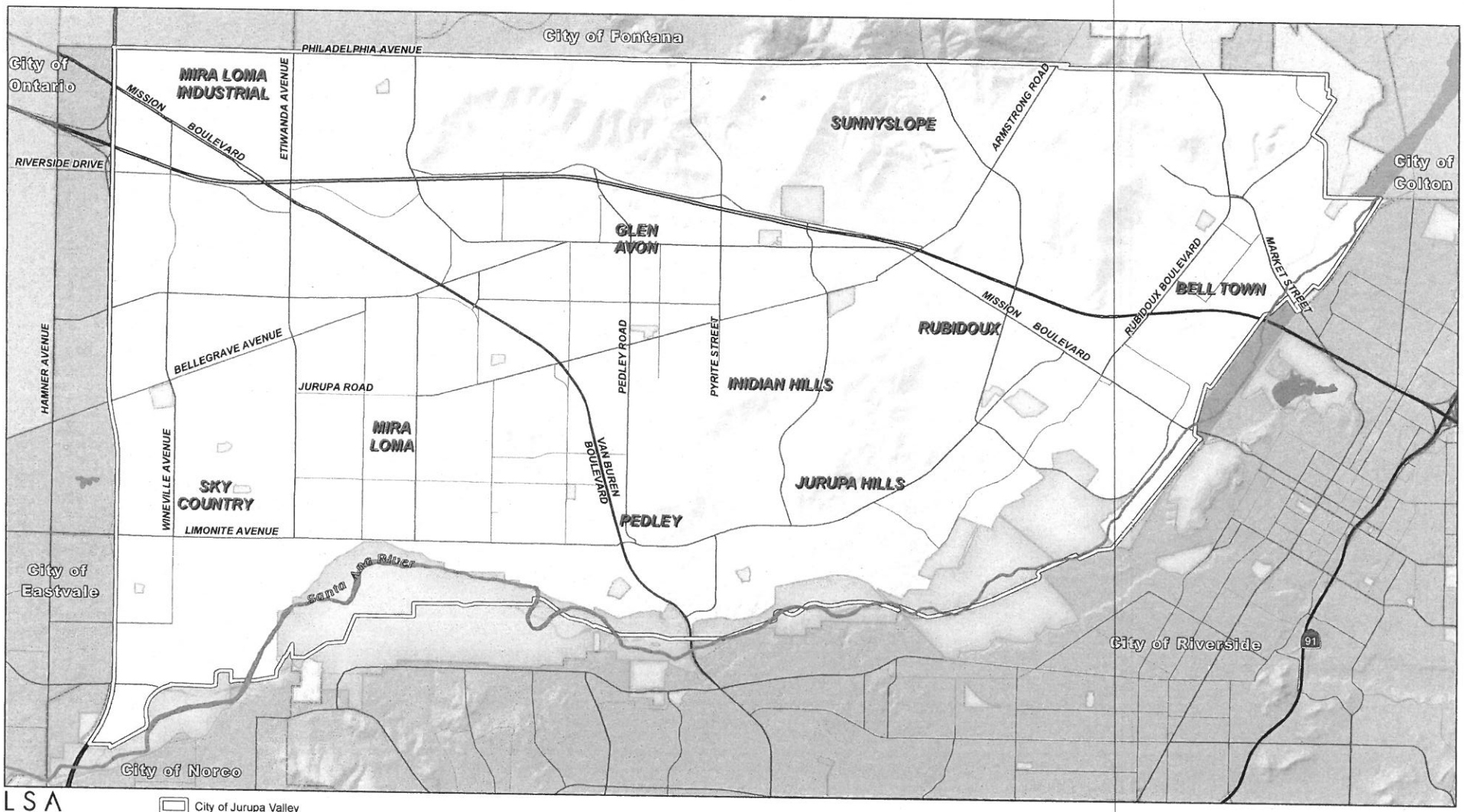
Other Required Sections: The PEIR will also include other information typically required for an EIR. These other sections include the following: 1) Growth-Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Regional Plans; 5) Energy Use and Conservation per State CEQA Guidelines Appendix F; 6) References; and 7) EIR Authors. Relevant technical reports will be provided as PEIR appendices.

Attachments:

1. Figure 1. Regional Location
2. Figure 2. City of Jurupa Valley Communities
3. Notice of Preparation Distribution List



Jurupa Valley Interim General Plan
Notice of Preparation
Figure 1
Regional Location



LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- Parks

SOURCE: Riverside County 7/2015; City of Jurupa Valley, 2014

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Jurupa Valley Interim General Plan
Notice of Preparation
Figure 2
City of Jurupa Valley Communities

Attachment 3

INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
Case No. GPA 1406
DISTRIBUTION LIST

Office of Planning & Research 1400 Tenth Street, P.O. Box 3044 Sacramento, CA 95812	California Dept. of Fish & Wildlife Region 6 3602 Inland Empire Blvd., Ste. C-220 Ontario, CA 91764	Water Quality Control Board Santa Ana Region (8) 3737 Main St., #500 Riverside, CA 92501-3348
Native American Heritage Commission 1550 Harbor Blvd. Ste. 100 West Sacramento, CA 95691	U.S. Army Corps of Engineers Riverside Field Office 1451 Research Parkway, Ste. 100 Riverside, CA 92507	South Coast Air Quality Management District Program Supervisor – CEQA Section 21865 East Copley Drive Diamond Bar, CA 91765
Western Riverside Council of Governments 4080 Lemon Street, 3rd Floor, MS 1032 Riverside, CA 92501-3609	U.S. Fish & Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92009	CALTRANS District 8 Planning & Local Assistance 464 W. 4th Street, 6th Fl. MS 722 San Bernardino, CA 92401-1400
Riverside County Fire Protection Planning 2300 Market St., Suite 150 Riverside, CA 92501	Riverside County Flood Control and Water Conservation District 1995 Market Street Riverside, CA 92501	Jurupa Community Services District 11201 Harrel Street Jurupa Valley, CA 91752
Jurupa Area Recreation & Park District 4810 Pedley Rd. Riverside, CA 92509	Regional Conservation Authority Western Riverside County 10th Street, Ste. 320 Riverside, CA 92501	San Bernardino County Museum 2024 Orange Tree Lane Redlands, CA 92374
Department of Toxic Substances Control Cypress Regional Office CEQA Review 5796 Corporate Avenue Cypress, CA 90630-4732	Riverside County Airport Land Use Commission Riverside County Administrative Center 4080 Lemon Street, 14th Floor Riverside, CA 92501	Southern California Assoc. of Governments 818 West 7th St, 12th floor Los Angeles, CA 90017-3435 Attn: Intergovernmental Review
Riverside County Transportation Department 4080 Lemon Street Riverside, CA 92502-1629	Riverside County Sheriff's Department Jurupa Valley Station 7477 Mission Boulevard Jurupa Valley, CA 92509	Center for Community Action and Environmental Justice 7701 Jurupa Boulevard P. O. Box 33124 Jurupa Valley, CA 92519
Jurupa Unified School District Education Center 4850 Pedley Road Jurupa Valley, CA 92509	Riverside County Regional Parks and Open Space District 4600 Crestmore Road Riverside, CA 92509-6858	Soboba Band of Luiseno Indians P.O. Box 487 San Jacinto, CA 92581

Attachment 3 (Cont.)

INTERIM GENERAL PLAN
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
Case No. GPA 1406
DISTRIBUTION LIST

City of Riverside George R. Hanson Engineering Manager Riverside Public Utilities 3750 University Avenue 4th Floor Riverside, CA 92501 By Email: Jay Eastman (JEastman@riversideca.gov) David Murray (DMurray@riversideca.gov) George Hanson (GRHanson@riversideca.gov)	SCE Karen Cadavona Southern California Edison Third Party Environmental Reviews 2244 Walnut Grove Avenue, Quad 4C 474B Rosemead, CA 91770	SCE Adriana Mendoza-Ramos, Esq. Regional Manager, Local Public Affairs Southern California Edison 1351 East Francis Street Ontario, CA 91761
Southern California Gas Company Transmission Department P.O. Box 2300 Chatsworth, CA 91310-2300	City of Ontario Planning Department 303 East B Street Ontario, CA 91764	City of Fontana Planning Department 8353 Sierra Avenue Fontana, CA 92335
	City of Norco Planning Department 2870 Clark Avenue Norco, CA 92860	County of San Bernardino Land Use Services Department 385 North Arrowhead Avenue San Bernardino, CA 92415-0182
	City of Eastvale Planning Department 12363 Limonite Avenue, Ste. 910 Eastvale, CA 91752	Corona -Norco Unified School District 2820 Clark Avenue Norco, CA 92860
	Riverside County Department of Environmental Health 3880 Lemon St, 2nd Floor Riverside, CA 92501	Rubidoux Community Services District 3590 Rubidoux Blvd. Riverside, CA 92509
	Santa Ana River Water Company 10530 54th Avenue Mira Loma, CA 91752	Western Municipal Water District Development Services 14205 Meridian Parkway Riverside, CA 92518

CITY OF JURUPA VALLEY
INTERIM GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING
MARCH 1, 2016

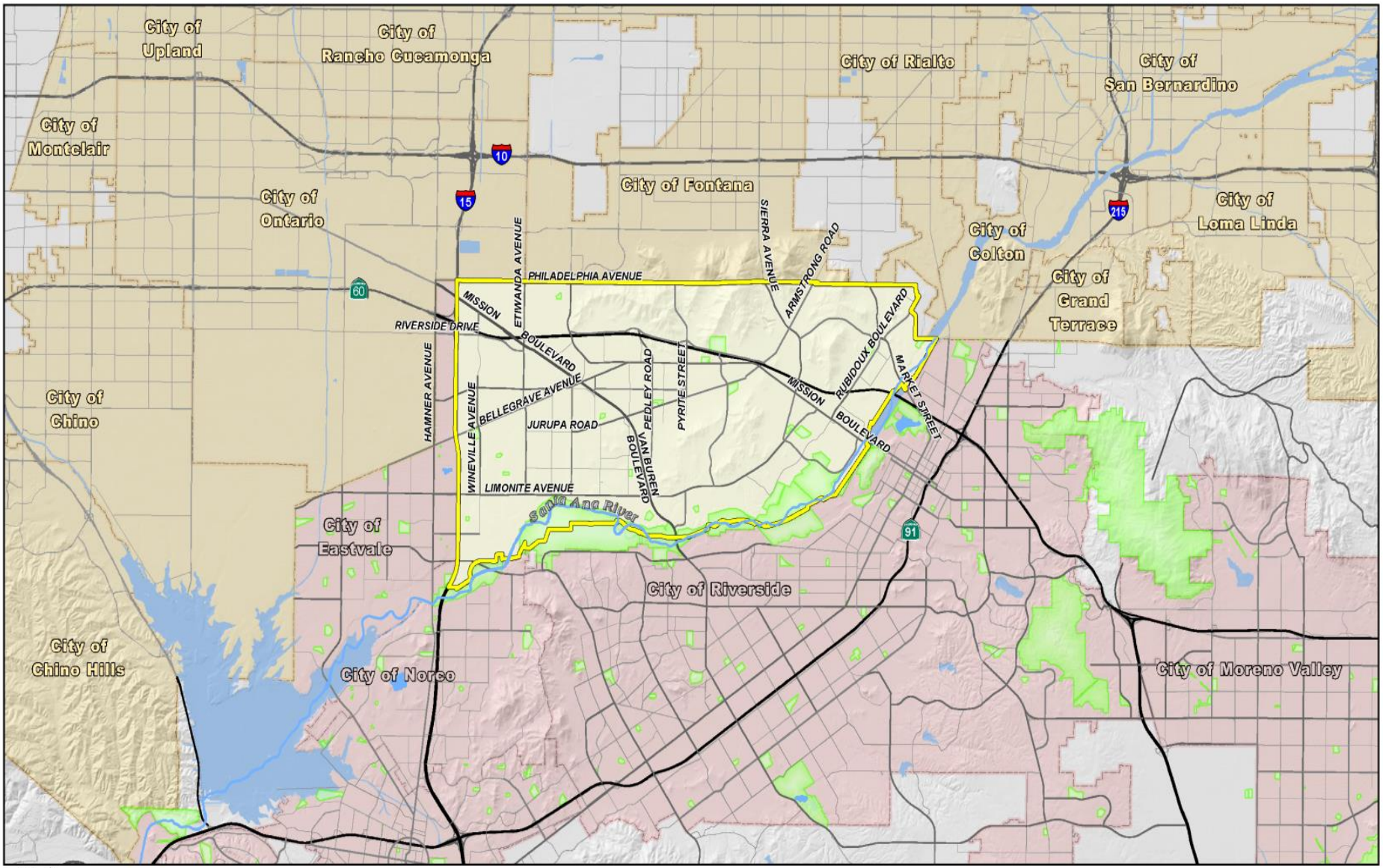
CIVIC SOLUTIONS, INC.

LSA ASSOCIATES, INC.

Scoping Meeting Outline

- Introductions and Roles
- Interim General Plan Information
- Overview of the CEQA Process
- Scoping Meeting Items

LSA



LSA

City of Jurupa Valley
San Bernardino County Cities
Riverside County Cities
Parks

SOURCE: Riverside County 7/2015

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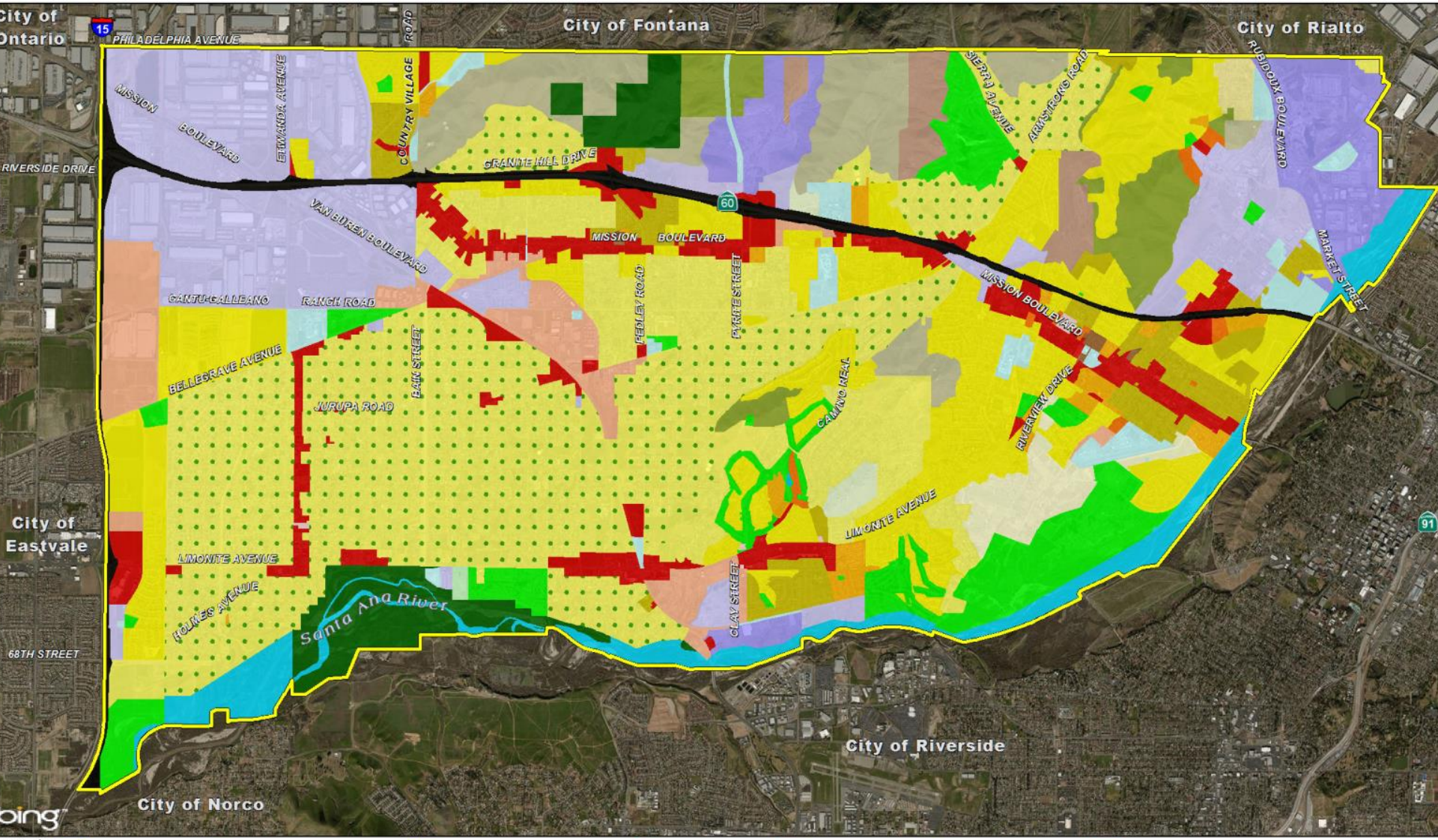
Feet

Jurupa Valley Interim General Plan
Notice of Preparation
Figure 1
Regional Location

Interim General Plan Elements

- Land Use
- Mobility (Circulation)
- Conservation/Open Space
- Environmental Justice
- Housing
- Community Safety, Services, & Facilities
- Noise
- Healthy Communities
- Economic Sustainability
- Air Quality



City of Jurupa Valley
GenPlanLU_RivCo

Estate Residential
Very Low Density Residential
Low Density Residential
RC-LDR
Medium Density Residential
Medium High Density Residential
High Density Residential
Very High Density Residential
Highest Density Residential
Commercial Retail
Commercial Office
Light Industrial
Heavy Industrial
Business Park
Public Facilities
Rural Residential
Agriculture
Conservation
Conservation Habitat
Open Space Recreation
Open Space Rural
Water
Mineral Resources
CITY
Freeway

SOURCE: Bing Aerial, 2015; Riverside County 7/2015; General Plan adopted 2003, updated 2015.

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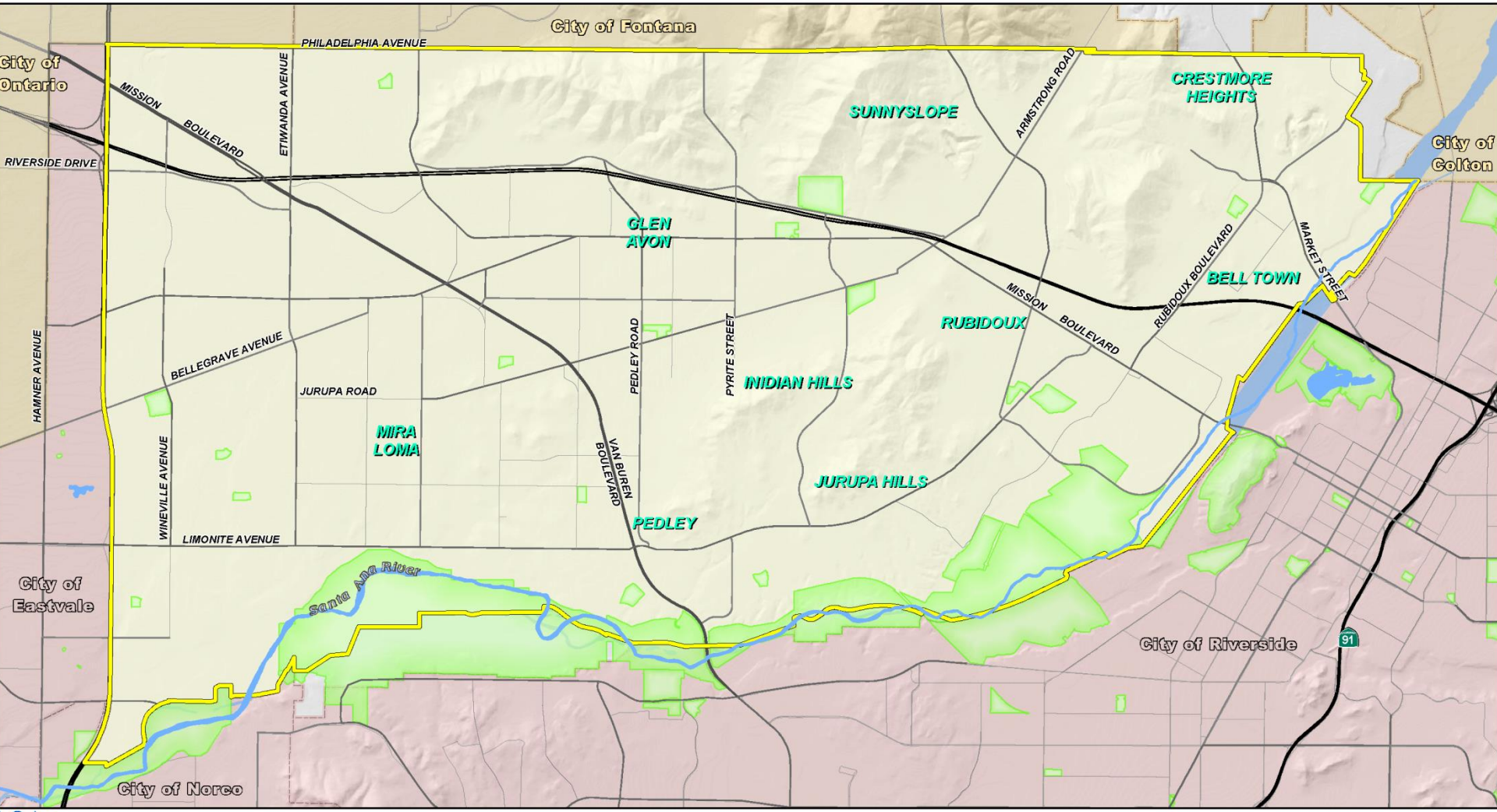
Jurupa Valley Interim General Plan
Figure _
Riverside County General Plan Land Use

CJV1502\Reports\GP\figX_GenPlan_LU.mxd (12/11/2015)

Jurupa Valley Communities



Technical Studies

- Traffic and Street Classification Study for the Circulation Element
- Demographic and Housing Data Report for the Housing Element
- Noise and Vibration Study for the Noise Element
- Land Use Mapping for the Land Use Element
- Air Pollutant and GHG Emission Calculations

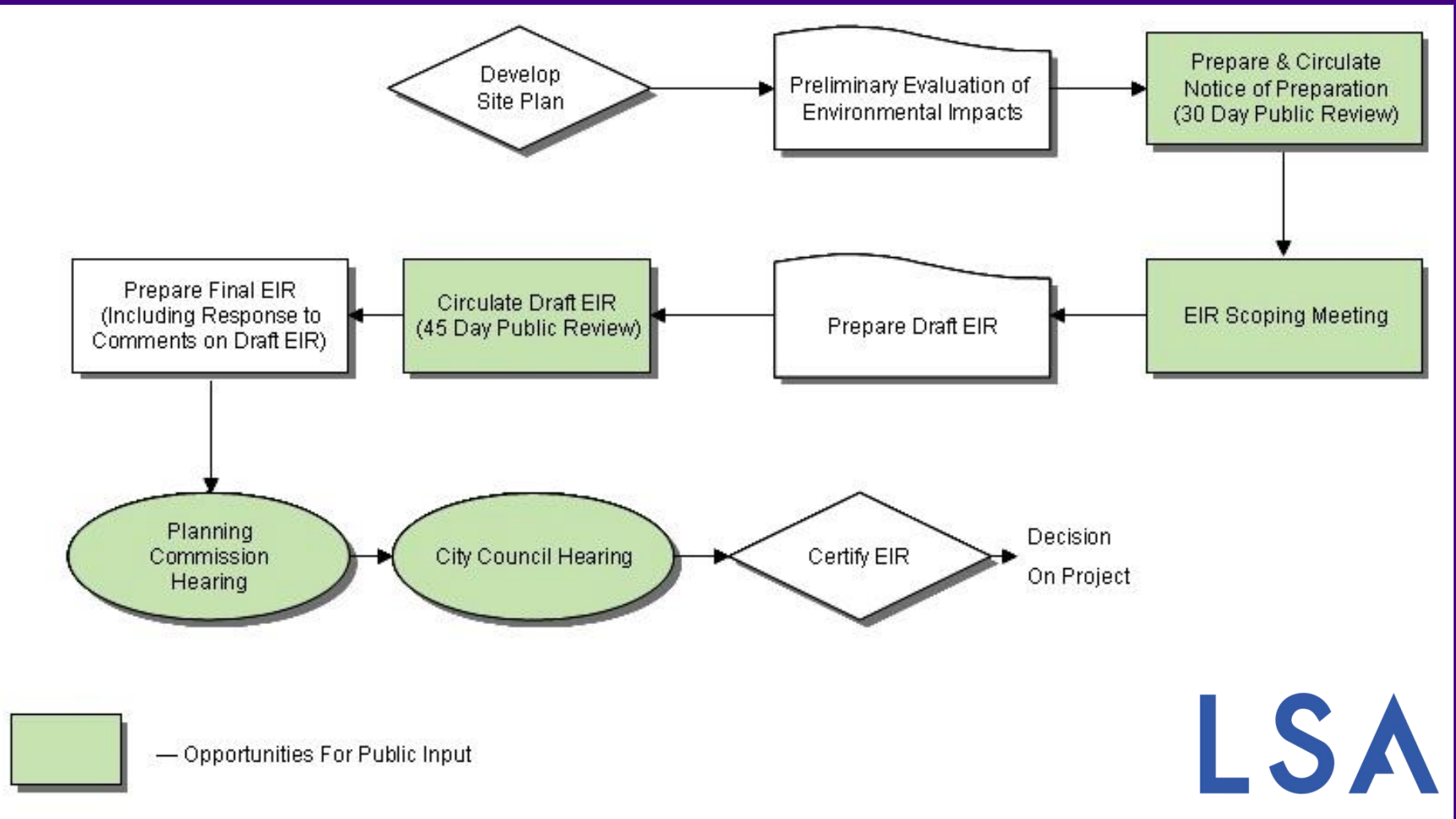
LSA

Calif. Env. Quality Act (CEQA)

- Provide objective information to public and decision-makers on impacts of project.
- Identify impacts, mitigation, and alternatives for significant impacts of a “project” (IGP).
- Provide transparency for decision-making process of land development projects.

LSA

CEQA Process



CEQA EIR Process

▣ Prepare Project Description	January 2016
▣ 30 - day Notice of Preparation	Feb 4– March 4
▣ **Public Scoping Meeting**	March 1
▣ Prepare Draft Program EIR	Late Spring
▣ 45-day Draft EIR Public Review	Summer 2016
▣ Prepare Final EIR (RTC, findings, etc.)	Late Summer 2016
▣ Public Hearings (PC, CC)	Summer/Fall 2016

LSA

Notice of Preparation (NOP)

- Sent to the State Clearinghouse, local agencies, and adjacent jurisdictions to inform of City's intent to prepare a Program EIR.
- Made available on the City website, at City Hall, local library, and published in local newspaper.
- As appropriate, comments received by the City during the NOP public review period will be incorporated into the Draft EIR.

Public Scoping Meeting

- Present project information to the community and interested parties.
- Solicit public comment on the scope of issues to be addressed in the Draft EIR.
- Information as appropriate will be incorporated into the Draft EIR.

LSA

Draft Environmental Impact Report

- Issues to be evaluated in the Draft EIR include:
  - Aesthetics
  - Air Quality
  - Cultural Resources
  - Greenhouse Gas Emissions
  - Hydrology & Water Quality
  - Mineral Resources
  - Population and Housing
  - Recreation
  - Services and Utilities
  - Agricultural Resources
  - Biological Resources
  - Geology and Soils
  - Hazards and HazMat
  - Land Use and Planning
  - Noise
  - Public Services
  - Transportation/Traffic
  - Energy Conservation
- The Draft EIR will incorporate relevant comments received during public review of the NOP and this Public Scoping Meeting.

LSA

Draft Environmental Impact Report

- Draft EIR will include a discussion of Cumulative Impacts, Growth Inducing Impacts, Alternatives to the Proposed Plan, and Mitigation Measures to reduce the significance of identified impacts.

- Analysis is based on technical reports, existing environmental documentation, and public input from City and agency representatives.

- Draft EIR will distributed for a 45-day public review period, and will be made available for review at the City Planning Division and the local library.

LSA

Final Environmental Impact Report

- After close of 45-day public review period, the City will prepare the Final EIR that includes:

  - Response to all comments received on the Draft EIR during the 45-day public review period.
  - Revisions (if required) to the Draft EIR.
  - A Mitigation Monitoring and Reporting Program
  - Statement of Overriding Considerations.

- Upon completion, the Final EIR will be considered by the Planning Commission and City Council and take appropriate action on the Interim General Plan and EIR.

LSA

CEQA Scoping Meeting

- Existing Conditions
- Environmental Impacts
- Mitigation Measures
- Alternatives to the Plan

Written comments should be submitted to the City as soon as possible so they can be addressed in the EIR.

LSA

Contact Information

City of Jurupa Valley

Ernest Perea
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8930 Limonite Avenue
Jurupa Valley, CA 92509
(951) 332-6464
eperea@jurupavalley.org

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Riverside, CA 92507
(951) 781-9310
kent.norton@lsa-assoc.com

LSA

CITY OF JURUPA VALLEY
INTERIM GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING
MARCH 1, 2016

THANK YOU FOR ATTENDING!

Kent Norton

From: Ernest Perea <ernestperea@ymail.com>
Sent: Saturday, January 07, 2017 11:46 AM
To: Jeff Hook; Kent Norton
Cc: Mary Wright; Tom Merrell
Subject: Re: General Plan AB52 and SB18 Consulatations

Good deal. Thanks!

From: Jeff Hook <jhook@jurupavalley.org>
To: Kent Norton <Kent.Norton@lsa.net>; Ernest Perea <ernestperea@ymail.com>
Cc: Mary Wright <mwright@jurupavalley.org>; Tom Merrell <tmerrell@jurupavalley.org>
Sent: Friday, January 6, 2017 1:33 PM
Subject: Re: General Plan AB52 and SB18 Consulatations

Letters requesting notification and consultation from all three; emails from them as well thanking us for meeting. I'll forward them.

From: Kent Norton <Kent.Norton@lsa.net>
Sent: Friday, January 6, 2017 1:28:17 PM
To: Jeff Hook; Ernest Perea
Cc: Mary Wright; Tom Merrell
Subject: RE: General Plan AB52 and SB18 Consulatations

Question: do you have emails/letters from any of them as "official" correspondence so we can document SB 18 and AB 52 processes for the GP? Thanks....

From: Jeff Hook [mailto:jhook@jurupavalley.org]
Sent: Friday, January 06, 2017 1:25 PM
To: Ernest Perea
Cc: Kent Norton; Mary Wright; Tom Merrell
Subject: Re: General Plan AB52 and SB18 Consulatations

Ernie,

Some months ago we consulted with the Soboba and Gabrieleno nations and shared draft GP information. Both representatives indicated that they would follow up with additional information; however I have not received anything from them that is relevant to the GP.

Although we requested consultation, the Agua Caliente Band of Cahuilla Indians (Pat Garcia) pulled out of consultation or further notification. I haven't heard any follow-up from the other nations. We should provide notice of Draft General Plan and DEIR availability, but I don't believe we are required to send them CDs or pursue additional consultation.

Your thoughts?

Jeff

From: Ernest Perea <ernestperea@ymail.com>
Sent: Friday, January 6, 2017 10:07 AM
To: Jeff Hook; Mary Wright
Cc: Kent Norton
Subject: General Plan AB52 and SB18 Consulatations

Hi Jeff,

What is the status of the consultations?

Thanks,

Ernie

Kent Norton

Subject: Fw: Request for Tribal Consultation regarding City of Jurupa Valley's Interim General Plan Update
Location: Conference Room B

Start: Tue 1/19/2016 10:30 AM
End: Tue 1/19/2016 11:30 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Grizelda Reed

From: Grizelda Reed
Sent: Tuesday, January 19, 2016 7:21 AM
To: 'Joseph Ontiveros'; Jeff Hook; Ernest Perea
Cc: Mary Wright; Tom Merrell; Carmen Sandoval
Subject: Request for Tribal Consultation regarding City of Jurupa Valley's Interim General Plan Update
When: Tuesday, January 19, 2016 10:30 AM-11:30 AM.
Where: Conference Room B

From: Joseph Ontiveros [mailto:jontiveros@soboba-nsn.gov]
Sent: Monday, December 21, 2015 11:10 AM
To: Jeff Hook
Cc: Mary Wright; Tom Merrell; Grizelda Reed; Carmen Sandoval
Subject: Re: Request for Tribal Consultation regarding City of Jurupa Valley's Interim General Plan Update

Great, see you all then.

Joe

Sent from my iPhone

On Dec 21, 2015, at 10:18 AM, Jeff Hook <jhook@jurupavalley.org>> wrote:

Hi Joseph,

Tuesday, January 19th at 10:30 at Jurupa Valley City Hall, 8930 Limonite Avenue, is confirmed. Mary Wright, Tom Merrell and I look forward to meeting you and discussing Jurupa's General Plan process. Unfortunately, we all couldn't attend on January 12th due to previous commitments, so we appreciate your flexibility in being available to meet on the 19th!

Best regards and Happy Holidays,

Jeff

City of Jurupa Valley

949.489.1442

From: Joseph Ontiveros <jontiveros@soboba-nsn.gov>>
Sent: Thursday, December 17, 2015 2:45 PM
To: Jeff Hook; jontiveros@soboba-nsm.gov>
Cc: Mary Wright; Tom Merrell
Subject: RE: Request for Tribal Consultation regarding City of Jurupa Valley's Interim General Plan Update

Jeff,

I will be meeting with Jurupa valley on Tuesday January 12 from 1-2pm. Is it possible to meet that day at an earlier time?

If not then Tuesday, January 19th, 10:30 am will work.

Joe

Joseph Ontiveros

Cultural Resource Director

Soboba Band of Luiseno Indians

P.O Box 487

San Jacinto, Ca 92581

P (951) 654-2765 ext.4137

C (951) 663-5279

From: Jeff Hook [mailto:jhook@jurupavalley.org]
Sent: Wednesday, December 16, 2015 11:16 AM
To: jontiveros@soboba-nsm.gov>
Cc: Mary Wright; Tom Merrell
Subject: Request for Tribal Consultation regarding City of Jurupa Valley's Interim General Plan Update

Greetings Mr. Ontiveros,

I'm writing on behalf of Thomas Merrell, Planning Director for the City of Jurupa Valley. I'm a member of the City's planning team working on an update to the City's General Plan. The City would like to initiate consultation with the Soboba Band of Luiseno Indians regarding the General Plan Update. We've identified tentative meeting times on:

Thursday, January 7th, 10:30 am; or

Tuesday, January 19th, 10:30 am; or

Thursday, January 21st, 10:30 am

If acceptable to you, the meetings would be held in Jurupa Valley City Hall, 8930 Limonite Avenue, Jurupa Valley, CA 92509.

The City of Jurupa Valley is in the process of updating the portions of the Riverside County General Plan and Jurupa Area Plan the it adopted in 2011, upon incorporation. The current General Plan needs revising to better reflect the goals, needs and aspirations of the City's residents, and to remove policies that are outdated or that no longer apply.

At the meeting, we would like to 1) brief you and other Soboba tribal representatives about the Interim General Plan process, milestones and products, 2) learn how the City can best address the interests of the Soboba Tribe in the General Plan process, and 3) identify ways to build and maintain a mutually respectful and positive working relationship.

Please advise us on which times work best for you; or if you prefer, please suggest a different meeting date and/or time. I look forward to hearing from you.

Sincerely,

Jeff Hook, AICP

Principal Planner

City of Jurupa Valley

(949) 489-1442; (951) 332-6464

Kent Norton

From: Jeff Hook <jhook@jurupavalley.org>
Sent: Friday, January 06, 2017 1:38 PM
To: Ernie Perea
Cc: Mary Wright; Kent Norton
Subject: Fw: 7/27/16 Meeting Confirmation

From: Andy <gabrielenoindians@yahoo.com>
Sent: Tuesday, July 19, 2016 1:42 PM
To: Jeff Hook; Gary Stickel; Henrypedregon
Cc: Mary Wright; Tom Merrell
Subject: Re: 7/27/16 Meeting Confirmation

Yes. Thank you

Sent from my iPhone

On Jul 19, 2016, at 11:31 AM, Jeff Hook <jhook@jurupavalley.org> wrote:

> Hi Andy,
>
> This is to confirm our meeting on Wednesday, July 27th at 1:30 pm at the Jurupa Valley, City Hall, 8930 Limonite Avenue, in Jurupa Valley (951.332.6464). We will meet with Tom Merrell, Community Development Director. The purpose of the meeting is to discuss the City's General Plan update process and to consult with the Gabrieleno Band of Mission Indians - Kizh Nation, on tribal input on the Plan, now being prepared.
>
> The new General Plan will replace the current Riverside County General Plan which was adopted by the City when it incorporated in 2011. The new General Plan is considered an "interim" general plan due to a limited budget and workscope; it will serve as a near-term blueprint for future growth and development and will be tailored to reflect the character and values of the City. This update is a "project" under CEQA and an EIR will be prepared.
>
> Overall, the update emphasizes a more balanced approach to land use in JV, with a reduction in land area devoted to Industrial/Manufacturing uses, a wider range of residential products and densities, more locally-serving retail commercial uses and open space/park protection and trails. Major swaths of the City, including Santa Ana river and floodplain, and Jurupa Mountains would remain in permanent open space. The General Plan process began in January of 2015 with a series of eight public workshops to identify what makes the area unique and address issues to be discussed in the plan. A General Plan Advisory Committee, or "GPAC", was also convened and held 11 meetings throughout 2015. The GPAC developed a Community Values Statement which describes the fundamental goals of the City which will be used to set the

framework for the General Plan. To view the Community Values Statement, *attached.* The GPAC also provided input on assets, issues and needs related to the elements to be included in the General Plan. The elements to be included are: Land Use; Open Space/Conservation; Mobility; Community Safety, Services & Facilities; Noise; Housing; Air Quality; Environmental Justice; Healthy Communities; and, Economic Sustainability. The process also includes a limited number of land use changes on designated parcels within existing City limits.

City staff and its consultants are currently preparing drafts of the Interim General Plan, technical studies and Environmental Impact Report (EIR). The City's consultant, LSA, is providing technical analyses on traffic, noise, housing and land use mapping. The documents are expected to be
available for public review in late summer of 2016 with public hearings to follow, with final adoption anticipated in late 2016 or early 2017. Additional information is *attached* for background.

Jeff Hook, AICP
Principal Planner
City of Jurupa Valley
(949) 489-1442

<CommunityValuesStatement.pdf>

<VicinityMap111215 - Copy.pdf>

<01_3-9-2016 FINALPC Agenda Packet(usethisone) - Copy.pdf>

<01GP LU Study Session FINAL_jhedits - Copy.pdf>

Kent Norton

From: Jeff Hook <jhook@jurupavalley.org>
Sent: Friday, January 06, 2017 1:40 PM
To: Ernie Perea
Cc: Mary Wright; Kent Norton; Tom Merrell
Subject: Fw: My Family and the Wilson - Patton family

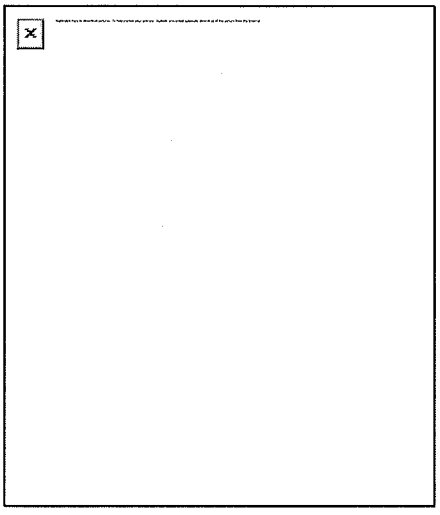
From: Gabrieleno Band of Mission Indians <gabrielenoindians@yahoo.com>
Sent: Tuesday, July 19, 2016 2:56 PM
To: Jeff Hook; Mary Wright
Subject: My Family and the Wilson - Patton family

Jeff

I just wanted to share some family history. Down below are pictures of my family the perez family , Wilson and Patton family.

My Native families once inhabited the area of what is now known as Jurupa. Later my native families became servants to the BD Wilson family who later once owned jurupa .

https://en.m.wikipedia.org/wiki/Benjamin_Davis_Wilson

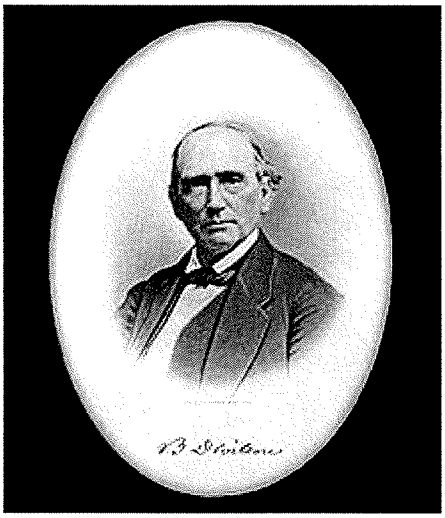


Benjamin Davis Wilson - Wikipedia

en.m.wikipedia.org

Benjamin Davis Wilson (December 1, 1811 – March 11, 1878) was a California statesman and politician. He was known to the Native Americans as Don Benito because of ...

Benjamin Davis Wilson



Benjamin "Don Benito" Wilson
Photo ca. 1870

2nd Mayor of Los Angeles

In office
May 7, 1851 – May 4, 1852

Preceded by	Alpheus P. Hodges
Succeeded by	John G. Nichols

Personal details

Born	December 1, 1811 Wilson County, Tennessee US
Died	March 11, 1878 (aged 66) San Gabriel, California
Resting place	San Gabriel Cemetery
Nationality	U.S. and Mexican citizen
Spouse(s)	Ramona Yorba, Margaret Hereford
Relations	George S. Patton (grandson)
Children	1
Occupation	Statesman
Religion	Assumed have converted to Roman Catholic

Benjamin Davis Wilson (December 1, 1811 – March 11, 1878) was a California statesman and politician. He was known to the Native Americans as **Don Benito** because of his benevolent manner in his treatment of Indian affairs. Wilson, a native of Tennessee, was a fur trapper and trader before coming to California.

Detained in Southern California while attempting to obtain passage to China, Wilson decided to remain there. He married Ramona Yorba, daughter of Bernardo Yorba, a wealthy and prominent landowner, and purchased part of Rancho Jurupa in what would become Riverside County. Wilson was made Justice of the Peace for the Inland Territory and was entrusted with the care of Indian affairs. He was also commissioned to deal with the hostile Ute tribe over their cattle rustling and other crimes against the ranchers. His marriage to his second wife, Margaret Hereford produced a daughter Ruth who would later be mother to General George S. Patton Jr. commander of U.S. and allied forces during World War II.

Wilson became the first non-Hispanic owner of Rancho San Pascual, which encompassed today's towns of Pasadena, Altadena, South Pasadena, Alhambra, San Marino and San Gabriel. Wilson was the second elected Mayor of Los Angeles for one term, Los Angeles County Supervisor and served three terms as a California State Senator.

Life in California

Rancho Jurupa

Wilson came to California with the Workman-Rowland Party in 1841 seeking passage to China.

In 1842 Wilson bought a key portion of Rancho Jurupa from Juan Bandini, a section that would later be named Rancho Rubidoux. Encompasing most of present-day Rubidoux, California, as well as a significant portion of downtown Riverside, Wilson became the first permanent settler in the Riverside area.[1] In 1844 he married his first wife, Ramona Yorba, whose father Bernardo Yorba, was the prominent Spanish (Mexican) landholder of Rancho Cañón de Santa Ana.

Wilson gained esteem and was often asked to assist with Indian affairs.[2] Wilson accepted by becoming Justice of the Peace of the Inland Territory.

Big Bear Lake

In 1845 he was asked to pursue a band of marauding Indians led by an escaped neophyte from the San Gabriel Mission,[3] who stole horses from the local ranchers. The Indians drove the horses, numbering in the thousands, up to the high desert near Lucerne. In his pursuit, Wilson sent 22 men through the Cajon Pass and led another 22 into the depths of the San Bernardino Mountains. According to Trafzer, the resident Serrano let Wilson pass through their territory in pursuit of the raiders. Wilson, later sent his 22 men in pairs on a bear hunt, gathering 11 pelts. On their return trip to Jurupa, they gathered another 11 pelts. He named the place Big Bear Lake. The lake today is known as Baldwin Lake, after Elias J. "Lucky" Baldwin, while the name Big Bear Lake was re-applied to a reservoir built nearby in 1884.

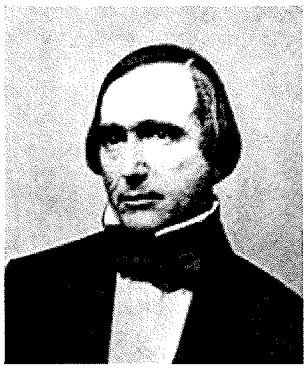
Political activities

In 1850, Wilson was elected to the Los Angeles Common Council,[4] and a year later he became the second elected mayor of Los Angeles after California was made a state. He also served as a Los Angeles County supervisor.[5] He was elected to three terms of the California State Senate.

Rancho San Pascual

In 1854 Wilson established Lake Vineyard, his own ranch and winery near modern-day San Gabriel, California. He came into possession of adjoining Rancho San Pascual (present day Pasadena) through a series of complicated land deals, which began with his lending money to the Rancho's owner Manuel Garfias in 1859. In 1863 Wilson and Dr. John Strother Griffin, who had also lent Garfias money — and with whom Wilson undertook many business deals in early Los Angeles, including railways, oil exploration, real estate, farming and ranching — bought the entire rancho property outright, and diverted water from the Arroyo Seco up to the dry mesa via an aqueduct called the "Wilson Ditch."

In 1864 Wilson took the first white man's expedition to a high peak of the San Gabriel Mountains that would be named Mount Wilson. He hoped to harvest timber there for the making of wine vats, but he found the wood inadequate. The Wilson Trail became a popular one or two-day hike to the crest of the San Gabriel Mountains by local residents for years to come.



Wilson about 1850

In 1873, Wilson and Griffin subdivided their land (with Griffin getting almost 2/3 of the property, but Wilson retaining some better land (east of current Fair Oaks Avenue), near his Lake Vineyard property). Griffin then sold 2,500 acres (10 km²) of his property to the "Indiana Colony," represented by Daniel M. Berry. In 1876, after the Colony had sold most of its allotted land and established what would become the City of Pasadena, Wilson began subdividing and developing his adjacent landholdings which would become the eastern side of the new settlement.

Legacy

Wilson lived out his days in present-day San Gabriel. He gave several acres of property to his son-in-law James de Barth Shorb which he named San Marino. Other parts developed as Alhambra. Wilson's first wife died in 1849, after which time he married the widow Margaret Hereford. They would have four children of which one daughter Ruth would marry George Patton, Sr. and have a son who would become the World War II General George S. Patton, Jr. The Pattons would later purchase Lake Vineyard. Wilson died at the ranch in 1878 and was buried in San Gabriel Cemetery.[6] The last of his land holdings in the downtown Pasadena area were bequeathed to Central School on South Fair Oaks Avenue.

Mount Wilson, a metromedia center (television and radio transmission towers) for the greater Los Angeles area, is the most famous monument to Benjamin Wilson. Wilson Avenue in Pasadena and Don Benito School of the Pasadena Unified School District also honor his name.

References

Bibliography

- Kielbasa, John R. (1998). "Flores Adobe". *Historic Adobes of Los Angeles County* . Pittsburg: Dorrance Publishing Co. ISBN 0-8059-4172-X..
- Read, Nat B. (2008). *Don Benito Wilson: From Mountain Man to Mayor: Los Angeles 1841 - 1878*. Angel City Press. ISBN 978-1-883318-83-3.
- Google Bookshelf, The Pattons
- Wilson, Benjamin D. (1852). *Indians of Southern California in 1852*, ed. John W. Caughey (San Marino: Huntington Library,1952).

Citations and notes

1. ^ Patterson, Tom. *Landmarks of Riverside, and the Stories Behind Them*. The Press~Enterprise Co., 1964, Page 19.
2. ^ Wilson (1852)
3. ^ Trafzer, Clifford. 2002. The People of San Manuel. San Manuel Band of Mission Indians. Patton, California
4. ^ *Chronological Record of Los Angeles City Officials,1850-1938,* compiled under direction of Municipal Reference Library, City Hall, Los Angeles (March 1938, reprinted 1966). "Prepared ... as a report on Project No. SA 3123-5703-6077-8121-9900 conducted under the auspices of the Works Progress Administration."
5. ^ Supervisor Benjamin D. Wilson
6. ^ Benjamin Wilson Gravesite at Find a Grave

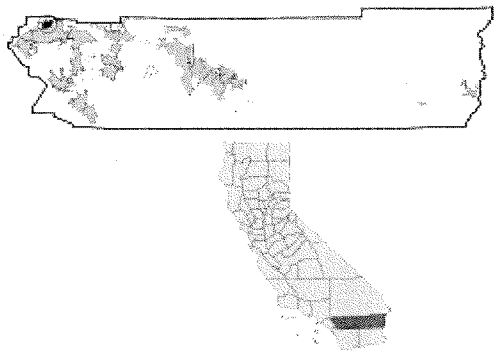
Last edited 3 months ago by Cydebot

Rubidoux

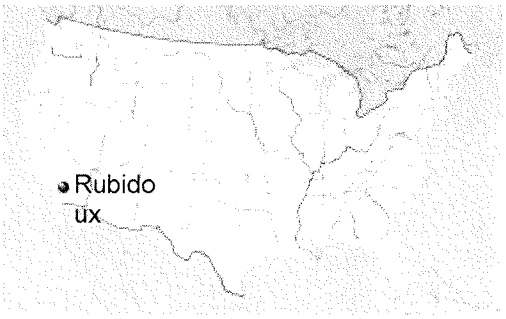
Former census-designated place



Mount Rubidoux, named after Louis Robidoux



Location in Riverside County and the state of California



Location in the United States

Coordinates: 33°59′45″N 117°25′6″W

Country	United States
State	California
County	Riverside
Incorporated into Jurupa Valley	July 1, 2011
Area[1]	
• Total	9.945 sq mi (25.757 km^2)
• Land	9.659 sq mi (25.017 km^2)
• Water	0.286 sq mi (0.740 km^2) 2.87%
Elevation	774 ft (236 m)

Population (2010)	
• Total	34,280
• Density	3,400/sq mi (1,300/km^2)
Time zone	PST (UTC-8)
• Summer (DST)	PDT (UTC-7)
ZIP code	92509
Area code(s)	951
FIPS code	06-63260
GNIS feature ID	1661345

Rubidoux (/ˈruːbɪdoʊ/ *ROO-bə-doh*) was a census-designated place and an unincorporated community in Riverside County, California. As of the 2010 census, the population was 34,280, up from 29,180 at the 2000 census. Like much of the fast-growing Inland Empire Metropolitan Area, Rubidoux is rapidly changing from a rural area of quarries and dairy farms to an exurb of Riverside. As of the 2000 Census, Rubidoux was the largest unincorporated community in the Inland Empire and in Riverside County. On July 1, 2011, the CDP became part of the newly incorporated City of Jurupa Valley.

Rubidoux is iconically identified with its landmark, Mount Rubidoux.

Flabob Airport (IATA: **RIR**, ICAO: **KRIR**, FAA LID: **RIR**) in Rubidoux has a 3,200-foot (980 m) runway.

Geography

Rubidoux was located at 33°59′45″N 117°25′6″W.[2] According to the United States Census Bureau, the CDP had a total area of 9.9 square miles (25.6 km^2), of which 9.7 square miles (25.1 km^2) was land and 0.3 square miles (0.8 km^2) (2.87%) was water.

History

The community's name refers to Louis Robidoux who settled in the area in 1843. Of French Canadian origin, Robidoux's grandfather migrated from Quebec to St. Louis,

Missouri, where his interest in the fur trade expanded to become the family business. Robidoux and his brothers became US citizens after 1803 when St. Louis officially became part of the United States. Robidoux was also a naturalized Mexican citizen who had served as Alcalde of Santa Fe, New Mexico. The town of Rubidoux is sited on part of what was once Rancho Jurupa, the Robidoux family ranch. Current descendants of Robidoux now spell their surname Rubidoux.

Incorporation into the City of Jurupa Valley

On March 8, 2011, voters of Rubidoux and adjoining towns passed Measure A by a 54% "Yes" vote, to incorporate the areas of Mira Loma, Pedley, Rubidoux, Glen Avon, and Sunnyslope into the new city of Jurupa Valley. The effective date of incorporation was July 1, 2011.[3]

Demographics

Rubidoux
Population by year [1]

2010 34,280
2000 29,180
1990 24,367
1980 16,763
1970 13,969
1960 not returned
1950 3,798 (Z)

(Z): *Area returned as* ***West Riverside***

2010

The 2010 United States Census[4] reported that Rubidoux had a population of 34,280. The population density was 3,447.0 people per square mile (1,330.9/km²). The racial makeup of Rubidoux was 16,935 (49.4%) White, 1,850 (5.4%) African American, 391 (1.1%)

Native American, 855 (2.5%) Asian, 136 (0.4%) Pacific Islander, 12,469 (36.4%) from other races, and 1,644 (4.8%) from two or more races. Hispanic or Latino of any race were 23,322 persons (68.0%).

The Census reported that 33,958 people (99.1% of the population) lived in households, 106 (0.3%) lived in non-institutionalized group quarters, and 216 (0.6%) were institutionalized.

There were 8,931 households, out of which 4,730 (53.0%) had children under the age of 18 living in them, 5,043 (56.5%) were opposite-sex married couples living together, 1,459 (16.3%) had a female householder with no husband present, 762 (8.5%) had a male householder with no wife present. There were 651 (7.3%) unmarried opposite-sex partnerships, and 61 (0.7%) same-sex married couples or partnerships. 1,261 households (14.1%) were made up of individuals and 473 (5.3%) had someone living alone who was 65 years of age or older. The average household size was 3.80. There were 7,264 families (81.3% of all households); the average family size was 4.13.

The population was spread out with 10,997 people (32.1%) under the age of 18, 4,038 people (11.8%) aged 18 to 24, 9,304 people (27.1%) aged 25 to 44, 7,367 people (21.5%) aged 45 to 64, and 2,574 people (7.5%) who were 65 years of age or older. The median age was 29.2 years. For every 100 females there were 100.4 males. For every 100 females age 18 and over, there were 98.1 males.

There were 9,518 housing units at an average density of 957.1 per square mile (369.5/km²), of which 5,834 (65.3%) were owner-occupied, and 3,097 (34.7%) were occupied by renters. The homeowner vacancy rate was 2.8%; the rental vacancy rate was 6.5%. 22,079 people (64.4% of the population) lived in owner-occupied housing units and 11,879 people (34.7%) lived in rental housing units.

2000

As of the census[5] of 2000, there were 29,180 people, 7,991 households, and 6,464 families residing in the CDP. The population density was 3,186.5 people per square mile (1,230.0/km²). There were 8,497 housing units at an average density of 927.9 per square mile (358.2/km²). The racial makeup of the CDP was 51.8% White, 7.3% African American, 1.4% Native American, 2.2% Asian, 0.3% Pacific Islander, 32.0% from other

races, and 4.9% from two or more races. Hispanic or Latino of any race were 54.3% of the population.

There were 7,991 households out of which 48.8% had children under the age of 18 living with them, 56.6% were married couples living together, 16.9% had a female householder with no husband present, and 19.1% were non-families. 14.4% of all households were made up of individuals and 5.2% had someone living alone who was 65 years of age or older. The average household size was 3.6 and the average family size was 3.9.

In the CDP the population was spread out with 36.0% under the age of 18, 10.3% from 18 to 24, 29.7% from 25 to 44, 17.3% from 45 to 64, and 6.7% who were 65 years of age or older. The median age was 28 years. For every 100 females there were 101.2 males. For every 100 females age 18 and over, there were 99.1 males.

The median income for a household in the CDP was $38,731, and the median income for a family was $40,019. Males had a median income of $32,252 versus $23,287 for females. The per capita income for the CDP was $13,912. About 17.2% of families and 20.8% of the population were below the poverty line, including 28.4% of those under age 18 and 8.8% of those age 65 or over.

Government

In the California State Legislature, Rubidoux is in the 31st Senate District, represented by Democrat Richard Roth, and in the 60th Assembly District, represented by Democrat Sabrina Cervantes.[6]

In the United States House of Representatives, Rubidoux is in California's 41st congressional district, represented by Democrat Mark Takano.[7]

References

1. ^ "2010 Census U.S. Gazetteer Files – Places – California" . United States Census Bureau.

2. ^ "US Gazetteer files: 2010, 2000, and 1990" . United States Census Bureau. 2011-02-12. Retrieved 2011-04-23.

3. ^ Stokley, Sandra (8 March 2011). "Jurupa cityhood approved" . *The Press-Enterprise*. Retrieved 9 March 2011.

4. ^ "2010 Census Interactive Population Search: CA - Rubidoux CDP" . U.S. Census Bureau. Retrieved July 12, 2014.

5. ^ "American FactFinder" . United States Census Bureau. Retrieved 2008-01-31.

6. ^ "Statewide Database" . UC Regents. Retrieved December 8, 2014.

7. ^ "California's 41st Congressional District - Representatives & District Map" . Civic Impulse, LLC.

Last edited 2 years ago by Cs california

TRIBAL HISTORIC PRESERVATION OFFICE
5401 Dinah Shore Drive
PALM SPRINGS, CA 92264
(760) 699-6800
FAX (760) 699-6924

July 25th, 2016
Jeff Hook, AICP
Principal Planner
8930 Limonite Avenue
Jurupa Valley, CA 92509

Re: AB-52/ California Environmental Quality Act Public Resources Code Consultation

Dear Mr. Hook,

In September of 2015 the Agua Caliente Band of Cahuilla Indians (ACBCI) Tribal Historic Preservation Office (THPO) sent letters to agencies within the tribe's traditional use area requesting to be notified of projects subject to AB-52 of the California Environmental Quality Act. The City of Jurupa was one of the agencies. After reviewing several projects from the City of Jurupa and discussing the AB-52 process with other THPO departments, the ACBCI THPO would like to defer to Soboba for project within the City of Jurupa Valley. Please remove the ACBCI THPO department from the city's AB-52 distribution list. If you have any questions, please feel free to contact me at (760)699-6907 or by email at ACBCI-THPO@aguacaliente.net.

Sincerely,

Patricia Garcia-Plotkin

Patricia Garcia-Plotkin, Director
Agua Caliente Band of Cahuilla Indians
Tribal Historic Preservation Office
5401 Dinah Shore Drive
Palm Springs, CA 92264
Direct (760) 699-6907
Cell (760) 567-3761
Fax (760) 699-6924

Table : Operational Criteria Air Pollutant Emissions – Residential Land Use

Source	Pollutant Emissions, lbs/day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Existing Scenario (2016)						
Area	9,602	250	19,181	26	2,514	2,513
Energy	20	170	72	1.1	14	14
Mobile	1,053	3,464	11,853	29	2,016	570
Total Emissions	**10,675**	**3,883**	**31,106**	**56**	**4,544**	**3,097**
Buildout Scenario (2035)						
Area	13,391	348	26,818	37	3,524	3,523
Energy	32	272	116	1.7	22	22
Mobile	748	1,882	8,555	40	2,745	771
Total Emissions	**14,171**	**2,502**	**35,488**	**79**	**6,291**	**4,316**
Net New Emissions	3,496	-1,381	4,382	23	1,747	1,219

Source: Compiled by LSA Associates, Inc. (August 2016).

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides oxides
VOC = volatile organic compounds

Table : Operational Greenhouse Gas Emissions – Residential Land Use

Source	Pollutant Emissions, MT/year					
	Bio-CO_2	**NBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Existing Scenario (2016)						
Area Sources	3,475	7,229	10,704	11	.24	11,006
Energy Sources	0	86,070	86,070	3.0	1.1	86,485
Mobile Sources	0	368,630	368,630	13	0	368,897
Waste Sources	5,870	0	5,870	347	0	13,155
Water Usage	676	12,215	12,891	70	1.8	14,906
Total Emissions	**10,021**	**474,144**	**484,165**	**444**	**3.1**	**494,448**
Buildout Scenario (2035)						
Area Sources	4,871	10,132	15,003	15	.33	15,426
Energy Sources	0	131,156	131,156	4.5	1.8	131,794
Mobile Sources	0	420,076	420,076	9.4	0	420,273
Waste Sources	3,741	0	3,741	221	0	8,383
Water Usage	758	14,529	15,287	79	2.0	17,548
Total Emissions	**9,369**	**575,893**	**585,262**	**329**	**4.1**	**593,423**
Net New Emissions	**-652**	**101,749**	**101,097**	**-115**	**1**	**98,975**

Source: Compiled by LSA Associates, Inc. (August 2016).

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
N_2O = nitrous oxide
NBio-CO_2 = Non-biologically generated CO_2

City of
Jurupa Valley
California

Draft

2017 GENERAL PLAN



December 2016



Jurupa Mountains

Draft
2017 GENERAL PLAN
December 19, 2016

Planning Department
City of Jurupa Valley
8930 Limonite Avenue Jurupa Valley, CA 92509

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Appendices

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-Approving 2017General Plan
-Approving General Plan Map Amendments
-Certifying the EIR
-Approving Findings of Overriding Considerations
2.0. Summary of General Plan Amendments in 2017 Jurupa Valley Interim General Plan
3.0. Technical Reports: Housing, Noise, Traffic, Air Quality
4.0. Riverside Airport Land Use Compatibility Plan (ALUP)
5.0. GPAC Final Report
6.0. Meeting Minutes: Planning Commission and City Council
7.0. Summary, General Plan Public Workshops
8.0. Community Values Statement
9.0. General Plan Implementation Measures
10.0. Final Programmatic Environmental Impact Report
11.0. Traffic Volumes Worksheets
12.0 Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)Jurupa Valley Plants and Animal Glossary of Species
13.0. Jurupa Valley Homelessness Report
14.0. Public and Agency Comments on Jurupa Valley Housing
15.0. Economic Analysis/Unrepresented Retail in JV, Kosmont Companies 2015
16.0. JARPD Master Trails Plan Concept
17.0. Mira Loma Distribution Center Policy

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1 – INTRODUCTION

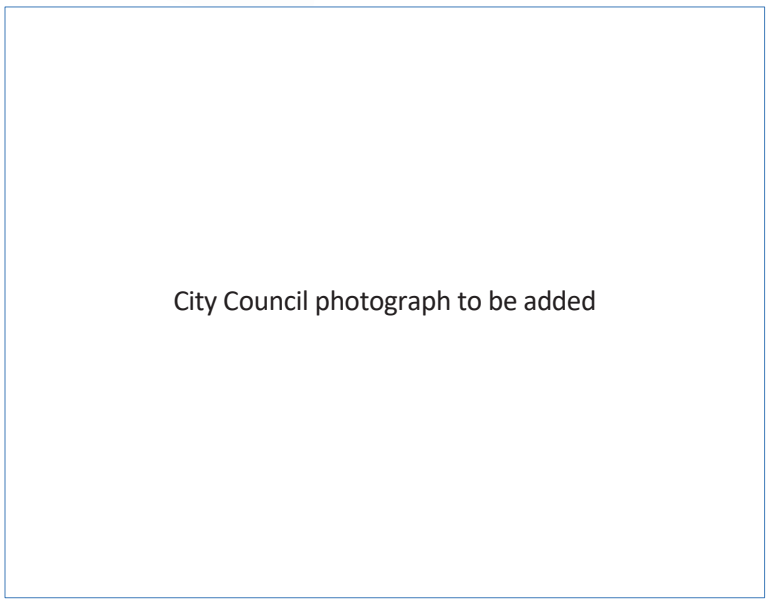

Figure 1-1: City of Jurupa Valley City Council. City Council members, from left to right: Council Member Brian Berkson, Mayor Pro Tem Micheal Goodland, Council Member Anthony Kelley, Mayor Verne Lauritzen, and Council Member Laura Roughton

A. WELCOME TO THE CITY OF JURUPA VALLEY'S 2017 GENERAL PLAN!

It is with much pride and excitement that we present the City of Jurupa Valley's new 2017 General Plan. As the City's first "locally grown" general plan, it sets an up-to-date framework to help guide this young city's future. The 2017 General Plan provides comprehensive mid- to long-term goals and policies for maintaining and enhancing Jurupa Valley's quality of life. It guides land use, circulation, open space preservation, housing, and many other facets of the City's growth and development. At the same time, it recognizes that the City's ability to achieve its goals depends to a large degree on its people—and on its physical, economic, and environmental resources.

We hope you enjoy the new Plan, its content, its easily accessible information, and more. There is a wealth of useful information here about Jurupa Valley, its people, its places, and its resources. Finally, the Plan establishes policies and programs to address community needs and issues, and to create a prosperous, healthy, and bright future. General plans are not static; they can and do change and adapt over time to meet community needs. If you have questions or want to comment on the Plan or your experience using it, please contact the City. We want to hear from you!



Figure 1-2: Aerial view of Jurupa Valley looking north toward Jurupa Mountains

General Plan Purpose

This General Plan is a statement of fundamental values and a shared vision for the future of Jurupa Valley. Its primary purpose is to address the young City's most pressing planning needs until the resources are available to prepare a more comprehensive, long-range General Plan update. It was the not the City's intent, nor has the City attempted, to address all of the planning issues, needs, and opportunities that a more extensive planning process would allow. Instead, the 2017 General Plan provides the focused vision, goals, policies, and programs to address the most important issues identified by residents, the City Council, the Planning Commission, and the General Plan Advisory Committee, including:

- Protecting the City's semi-rural character and equestrian lifestyle;
- Reducing conflicts between residential and industrial land uses;
- Improving housing quality, availability and choice;
- Creating economic sustainability through diversified, quality development and job growth; and
- Enhancing residents' safety, convenience and quality of life.

This Plan directs and coordinates *near-term* planning decisions to improve the quality of life for all Jurupa Valley residents and businesses, and guides the use and protection of various resources to meet community needs and circumstances. It does this by setting goals, policies, and programs to guide the City's orderly and sustainable growth and development during an interim period through the year 2022—a relatively brief 5-year planning horizon. Within approximately 5 years of adopting this General Plan, or by 2022, the City should initiate a more comprehensive, longer-term planning process to update the 2017 General Plan and address the full range of community planning needs and issues, as more extensive resources will allow.

City decision-makers will refer to this Plan when considering land use, planning, capital improvements, and budgets. City staff will use

the Plan on a day-to-day basis in evaluating development proposals, protecting environmental resources, and preparing other mid- and long-range plans. Jurupa Valley residents, businesses, and property owners will use the Plan to understand City development policies and programs, work together to achieve a healthy and prosperous City, and help guide the use and enjoyment of their property.

General Plan adoption is a major accomplishment. It reflects consensus and compromise among citizens, businesses, and property owners. All cities and counties in California must prepare and adopt general plans and, per state law, they must include seven sections, or "elements": Land Use, Housing, Circulation (Mobility), Noise, Safety, Open Space, and Conservation. The organization of these seven elements, and any optional elements, is determined by the local jurisdiction. Jurupa Valley's 2017 General Plan includes these elements, plus five additional "optional" elements: 1) Community Safety, Services, and Facilities; 2) Air Quality; 3) Environmental Justice; 4) Healthy Communities; and 5) Economic Sustainability. Due to consolidation of some topics, the 2017 General Plan includes ten elements.

Planning Context

The 2017 General Plan is consistent with and derives its authority from California state law. Once adopted, the General Plan becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through zoning regulations, adopted standards, and other City laws. As required by state law, capital improvement programs, zoning regulations, and related land use policies must be consistent with the General Plan.

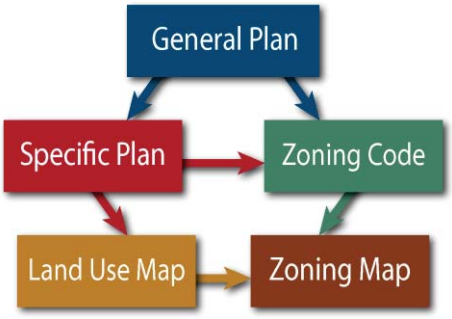

Figure 1-3: Role of the General Plan

The Land Use Element represents a generalized "blueprint" for the future of the City and is the core of the General Plan. It sets forth a pattern for the use, development, and preservation of land within the City's planning area. The pattern is based on Community needs and preferences, and describes the expected level of population growth resulting from housing construction anticipated by the Plan. The Land Use Element also shows the type, location, and intensity of new commercial and industrial uses to meet the City's economic sustainability needs. The 2017 General Plan consists of ten elements, including the Land Use Element. The following elements relate to the Land Use Element as described below.

- The **Mobility Element** recognizes implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that work with the Land Use Element update and address existing and potential circulation opportunities and deficiencies.
- The **Conservation and Open Space Element** contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. The Land Use Element works with this element and incorporates concepts such as clustering and buffering open space areas to enhance their protection.
- The **Housing Element** goals, policies, and programs reflect the land use policies as they relate to residential development.
- The **Air Quality Element** contains policies and programs that address land use, design, and transportation measures intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use and communities' transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on the quality of life for residents and visitors.
- The **Noise Element** contains policies that protect residents and land uses from noise and vibration impacts while allowing development and a mix of compatible land uses.
- The **Community Safety, Services, and Facilities Element** identifies hazards that influence the locations and types of proposed land uses and describes the services and facilities necessary to serve those land uses. In addition, the Land Use Element and the Safety Element share several safety topics. For example, the Land Use Element includes airport safety policies and programs that relate to compatible land use and design.
- The **Environmental Justice Element** contains policies and programs that seek to ensure that all members of the Community have meaningful input into the decision-making process. In addition, the Element protects low-income persons and communities from land use actions that adversely affect the health, safety, and welfare of these groups.
- The **Healthy Communities Element** includes policies and programs to support the overall health of Jurupa Valley's residents. It focuses on providing healthy choices for food, recreation, and health care, and seeks to improve everyone's access to information on healthy living.
- The **Economic Sustainability Element's** policies and programs focus on the City's financial health to achieve other key Community goals and to provide essential services. Economic sustainability strategies typically involve

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land use and transportation decisions, and are guided by long-term consideration of City assets, opportunities, needs, and costs.

Background to the 2017 General Plan

At a public hearing held on _____, 2016, the Jurupa Valley City Council unanimously approved the 2017 General Plan and the Plan's Final Environmental Impact Report *[insert hyperlink to City Council Resolutions*]. This is the first General Plan prepared by and specifically for the new City. When Jurupa Valley incorporated in 2011, the City adopted the Riverside County General Plan, the Jurupa Area Plan, and the Zoning Ordinance applicable to the City. Adoption of existing plans and policies is the normal procedure when new cities incorporate. To establish a new General Plan that truly reflects the goals, vision, and values of the residents of the City, the City Council approved a work program in August 2014 and directed City staff to update the existing General Plan. The program approved by the Council was designed to fit the limited time and resources available. As such, it constituted an "Interim" General Plan, with the objective of identifying the most pressing needs of the City until a more comprehensive update could be done. The 2017 General Plan updates and merges the previously adopted County General Plan and the Jurupa Area Plan to create a new General Plan within a limited budget and time frame.

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Public Participation and General Plan Workshops

Public General Plan Workshops and Stakeholder Meetings



Figure 1-4: Community input into the General Plan process

In all, including public General Plan workshops, GPAC meetings, Planning Commission meetings, and City Council meetings, Jurupa Valley citizens provided valuable input at numerous public workshops and meetings. Public participation kicked off with a series of eight community workshops held during January and February of 2015. The City retained a public relations firm to provide public outreach services as a foundation for the new General Plan. Specifically, the outreach focus was to conduct and summarize eight neighborhood meetings under the direction of City staff. The purpose of the meetings was to gather public input on the residents' concerns, values, and goals for Jurupa Valley and to identify positive and negative Community features. The City Council identified eight key areas on which to focus the public workshops and/or neighborhood meetings: Mira Loma, Pedley, Glen Avon, Sunnyslope, Rubidoux, Belltown, Indian Hills, and Sky Country.

A vigorous public outreach effort was launched and was designed to: 1) inform the Community about the 2017 General Plan process and 2) solicit public input on Community issues, needs, and opportunities to help inform and guide the General Plan effort. The outreach effort was also designed to reach out to diverse groups and areas within the City, including but not limited to Spanish-speaking residents, seniors, families, businesses, Healthy Jurupa Valley, the Center for Action and Environmental Justice, the Chamber of Commerce, Rotary, environmental groups, houses of worship, homeowner associations, youth sports leagues, and school districts. The workshop promotion and publicity strategy was extensive. Workshop publicity and notices were provided in English and Spanish.

Eight public workshops were held between January 10 and February 7, 2015. A total of 128 community members participated in the workshops, including 5 individuals attending multiple workshops, and provided many wide-ranging and valuable comments on various Community issues, needs, and opportunities. That input was provided to the General Plan Advisory Committee, the Planning Commission, and the City Council and provided key guidance in the development of this General Plan. A final report summarizing the results of the public workshops is included as *Appendix 7.0.*

General Plan Advisory Committee (GPAC)

Prior to commencing the 2017 General Plan effort, the City Council appointed a General Plan Advisory Committee (GPAC) to guide City staff and planning consultants in the development of the Plan. The GPAC was made up of 31 community members, representing various agencies, commissions, committees, organizations, and citizens at-large. The GPAC's main roles were: 1) to provide input into what topics should be addressed in the 2017 General Plan, 2) to serve as a channel for the Community to make recommendations to the Planning Commission and the City Council regarding Community needs, values, issues, and goals, and 3) to help define a vision for Jurupa Valley's future.

The GPAC's first major effort was to prepare a Community Values Statement on which the goals, policies, and programs of the new General Plan would be based. Following that effort, the GPAC reviewed a series of worksheets that were designed to help define the City's major issues, assets, and needs. GPAC members worked in teams to provide recommendations on the main policy areas of the General Plan, including land use, circulation and mobility, and conservation and open space. After identifying key policy issues, assets, and needs, the GPAC prepared a Final Report listing its findings and recommendations, included here as *Appendix 5.0*.

In addition, City staff held a number of meetings with key stakeholders to further engage the Community and to involve those agencies and groups that might be directly affected by potential changes. Meetings were conducted with stakeholders representing the following groups, geographical areas, or issues:

- Jurupa Community Services District
- West Riverside Airport Land Use Commission Staff
- Rubidoux Community Services District
- City of Eastvale Planning Department
- Jurupa Area Recreation and Park District
- City of Colton Planning Department
- Jurupa Unified School District
- Corona-Norco Unified School District
- County of Riverside Planning Department
- City of Riverside Planning Department
- City of Fontana Planning and Engineering Departments
- City of Rialto Planning Department
- Riverside County Flood Control and Water Conservation District



Figure 1-5: GPAC meeting on the General Plan

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Community Values

Jurupa Valley's 2017 General Plan is guided by values that describe what is most important to City residents. These values are at the core of what people enjoy most about living, working, and recreating in Jurupa Valley—the scenic views, the Santa Ana River, the small-town feel, the equestrian lifestyle, the natural environment, a vibrant economy, friendly residents, healthy and safe neighborhoods, and respect for our history and diverse cultures. These values will enhance and sustain this young City's health and prosperity for generations to come. Proclaiming our values is essential if we are to create a new General Plan that truly reflects the current needs, aspirations, and values of Jurupa Valley residents.

The City Council, in adopting this General Plan for Jurupa Valley, hereby affirms that these Community Values (*Table 1.1* below) are the foundation and heart of the 2017 General Plan.

Table 1.1: Community Values Statement

City of Jurupa Valley Community Values Statement
Small-Town Feel. Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.
Community of Communities. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.
Open Space and Visual Quality. We value and protect the Santa Ana River and river plain, ridgelines and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism.

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City of Jurupa Valley Community Values Statement
Active Outdoor Life. Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport and joint use school facilities.
Public Safety. Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails, and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and man-made disasters.
Education, Culture and Technology. We place high priority on maintaining and improving our educational, cultural, and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley.
Mobility. We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.
Diversity. We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks and youth and adult sports.
Environmental Justice. We value the health, well-being, safety, and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.

City of Jurupa Valley Community Values Statement
Healthy Communities. We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods, and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social, and environmental health and to share and teach these values to achieve and sustain a healthy, clean, and safe environment for current and future generations.
Economic and Fiscal Health. We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

Planning Commission

Throughout the course of the effort, the Planning Commission held 25 public meetings to consider GPAC's recommendations and other matters regarding the new General Plan. In addition, two members of the Planning Commission served on the GPAC. Based on GPAC and public input, and with the assistance of technical consultants and City staff, the Planning Commission prepared the draft 2017 General Plan for review and final action by the City Council.

City Council

In addition to unanimously adopting the final 2017 General Plan document and certifying its accompanying Environmental Impact Report on _____, 2017, the City Council set the initial work program for the General Plan effort and provided key input and guidance during the two and one-half year effort. Additionally, two Council members served on the GPAC.

Using the 2017 General Plan

The General Plan expresses the Community's values and broad consensus in the form of goals, policies, and programs. Goals are aspirational statements of intent that are not necessarily achievable within the planning period of this General Plan. Policies are statements that guide decision-making; they guide actions the City must take to implement the General Plan and to make progress in achieving its goals. Programs are specific actions to be taken to

carry out the General Plan's intent. Typically, programs require time and resources to accomplish and produce measurable results.

Policies are typically organized in each element by topical area or issue. For instance, policies related to "land use compatibility" can be found under that topical area in the Land Use Element. For policies and programs to be successfully implemented, they must be clear as to purpose and method of implementation. Additional information that may be included is implementation timing, responsible party, and resources required for implementation.

Details for implementing policies in the General Plan are contained in the Implementation Program in the form of action items *(see Appendix 9.0).* Programs describe specific steps necessary to achieve the City's objectives and describe the desired outcome. To allow easy reference, a numbering system has been established. Both an element and a sequential number (see the example in *Table 1.2* below) identify each policy. For instance, the first policy in the Land Use Element is identified as LUE 1.1. Policies are followed by program numbers, using the section number followed by ".1", plus consecutive numbers of programs related to the specific policy.

Table 1.2: General Plan Policy Numbering System

Land Use Element Section	LUE 1
Policy	LUE 1.1
Program	LUE 1.1.1

Policy Interpretation

For a policy to be useful, it must be clear. However, not all policies are worded the same; they differ in terms of expected results, commitment of resources, and importance or urgency. Therefore, it is important to use simple and clear policy and to understand the different levels of policy. The following definitions of terms provide guidance in interpreting the policy language of the General Plan.

- **Shall** – Policies containing the word *shall* indicate that an action must be taken in all cases. This represents absolute commitment to the policy, and the expectation is that the policy will always be carried out.
- **Should** – Policies containing the word *should* indicate that an action will be taken, in most cases, but exceptions are possible for good reason.
- **Allow** – Policies containing the word *allow* indicate that a proposed action will be supported within certain parameters and following certain guidelines.
- **Coordinate** – Policies containing the word *coordinate* indicate that an action will be taken with the cooperation

and/or assistance of some other entity, and the City will fulfill its share of the burden or responsibility.

- **Explore** – Policies containing the word *explore* indicate that an action will be taken to investigate the subject at hand to discover whether some further commitment is needed and appropriate.
- **Consider** – Policies containing the word *consider* indicate that an action may or may not be taken, depending upon the results of analysis that remain to be completed.
- **Limit** – Policies containing the word *limit* indicate that an action will be taken to keep the subject within certain limits, or at least operate to make undesired change more difficult.
- **Restrict** – Policies containing the word *restrict* indicate that an action will be taken to actively keep the undesired action to a minimum.

The reader should refer to Section 12– Glossary for the meanings of other common terms in this Plan.

General Plan Relationship to other Plans and Regulations

A number of plans and ordinances implement or are affected by the City's General Plan.



Figure 1-6: General Plan implementation

Zoning Ordinance: The General Plan is implemented primarily through its Zoning Ordinance. While the General Plan designates land uses to be accommodated in the long term, zoning identifies the specific land uses allowed and development standards that describe how they should be developed and operated. The General Plan's successful implementation depends, in large measure, upon the regular updating of the Zoning Ordinance to maintain consistency with the General Plan, as required by state law.

Subdivision Ordinance: State law mandates local approval of land subdivision via the Subdivision Map Act. Local review of proposed subdivisions and parcel maps includes assessment of consistency with, and implementation of, General Plan objectives and policies.

Specific Plans: Specific plans are customized regulatory documents in lieu of standard zoning that are typically used to plan large development projects and delineate land uses, infrastructure, development phasing and standards, and implementation measures. Specific plans must be consistent with the General Plan and can be used to implement the General Plan within a limited area.

Planned Unit Developments (PUDs): Planned Unit Developments are custom zones applied to specific areas. They contain development standards intended to provide land use, site planning, and/or design flexibility to create more innovative developments than would otherwise be possible under conventional standards.

Development Agreements: Developers and local governments may enter into development agreements. These agreements define permitted uses of property, density, and intensity of uses, development criteria, and provisions for the reservation or dedication of land for public purposes. They are in effect for predetermined periods and identify vested development rights that apply to the specific development project they govern. Development agreements assure that General Plan objectives and policies are carried out as development occurs.

Community and Specific Plans

The General Plan is not the only long-range "blueprint" for the City. From time to time, the City may adopt "Community," "Village," or "Area" plans. These are typically smaller-scale plans that address the localized needs and conditions of a particular neighborhood or community within the Jurupa Valley Planning Area. Such plans refine the policies of the Jurupa Valley General Plan as they apply to a smaller area. They are implemented by local ordinances such as those regulating land use and design. Area plans are focused planning policy documents that become part of, and must be internally consistent with, the Jurupa Valley General Plan.

Specific Plans are another type of long-range plan, typically associated with a specific, master planned development project or a large area to be developed. Unlike an area plan or a community plan, a specific plan is not an amendment to the General Plan, but is designed to implement the goals and policies of the General Plan for a specific geographical area. When a specific plan is adopted, it represents a separate document that must be fully consistent with the goals and policies stated in the General Plan. A specific plan is a hybrid policy statement and/or regulatory tool that places the emphasis on development standards and supplements those stated in the General Plan. Specific plans must address land use (including open space), infrastructure, development phasing, standards for development and natural resource conservation, and implementation measures. The generalized boundaries of the specific plans are shown in Land Use *Figure 2-18* (page 2-49).

The City already has several adopted specific plans in effect. These Specific Plans are available for review on the City's website at www.jurupavalley.org. As of the adoption date of this General Plan, the City's adopted specific plans are shown in *Table 1.3*.



Figure 1-7: A view of Jurupa Mountains from the Pedley Hills

Table 1.3: Adopted Specific Plans, 2017

Specific Plan	Number
Mission de Anza	123
Sky Country	125
Agua Mansa	210
Rio Vista	243
Emerald Meadows Ranch	337
Thoroughbred Farms	376

Setting

Jurupa Valley is a distinct and special environment. From virtually any place in Jurupa Valley, one has a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The hills, mountains, and watercourses that frame this valley also serve to focus urban development in the more suitable portions of the landscape. Jurupa's open hills, fields, and river plain provide a habitat for many native plant and animal species, while the more distant mountains provide a scenic backdrop. The Santa Ana River provides another spectacular, contrasting natural feature. Located along the southern and eastern edges of Jurupa Valley, the river and the river plain buffer Jurupa Valley from development in the neighboring City of Riverside and provide habitat for numerous species of plants and animals. The Mission Boulevard and Van Buren Boulevard corridors augment the strong swaths of Interstate 15 (I-15) and State Route 60 (SR 60) to knit the land together in a strong pattern of travel routes. Jurupa Valley occupies a pivotal position along I-15 and SR 60, anchoring the northwestern portion of western Riverside City, western Riverside County, and southern San Bernardino County. The 2017 General Plan seeks to capitalize upon not only the spectacular visual qualities of Jurupa Valley, but its strategic location as well.

Location

The City's strategic Inland Empire location within Southern California is evident in *Figure 1-8*. The map shows the location of the City of Jurupa Valley relative to the surrounding cities of Riverside and Corona to the south, San Bernardino and Fontana to the north, Pomona and Ontario to the northwest, and Orange County to the west. Jurupa Valley is located in the northwestern portion of Riverside County, and it stretches east beyond the curve of the Santa Ana River, just touching the corner of San Bernardino County's City of Colton.

The distinctiveness of the Jurupa Valley area can be found in its wonderful natural setting. From the lush riparian corridor of the Santa Ana River, to the slightly undulating flatlands of Mira Loma, to the dramatic rolling terrain of the Pedley Hills, to the stark, rugged outcroppings of the Jurupa Mountains, Jurupa Valley provides diverse habitat for wildlife and an outstanding location for a semi-rural city that values its equestrian heritage in balance with economic and residential progress.



Figure 1-8: Regional setting



Figure 1-9: Santa Ana River in Jurupa Valley

The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of SR 60 lies the dramatic sloping terrain of the Jurupa Mountains, which provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Though not located within the City's boundaries, Mount Rubidoux serves as a prominent visual landmark for residents in Jurupa Valley's eastern communities.

Unique Features

Santa Ana River

Located along the southern boundary of Jurupa Valley, the Santa Ana River represents a significant recreational, habitat, and visual resource. This watercourse is one of the most significant in the nation, partly because it serves such a major part of this entire region and is one of the fastest growing watersheds in the continental United States. Moreover, it offers outstanding value in the area of drainage, flood control, water conservation, and natural habitat conservation/restoration. The 2017 General Plan reinforces these functions through the pattern of recreation and open space



Figure 1-10: Aerial photograph of Jurupa Mountains and Pyrite Canyon, with SR 60, looking northeast

designations in combination with extensive policies. Throughout the area, interconnecting trails provide access to a scenic wildlife setting. The Santa Ana River Wildlife Area serves as a nature center that includes hiking and equestrian activities. The river, which drains a watershed of more than 2,650 square miles, is also the general alignment of the long-awaited Coast to Crest trail that will connect the far reaches of the San Bernardino Mountains with the Pacific Ocean.

Jurupa Mountains/Pyrite Canyon

Located between the northern boundary of Jurupa Valley and SR 60, the Jurupa Mountains are the dominant visual resource in the northern portion of Jurupa Valley. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. In addition, substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands flower-loving fly. Industrial and mineral extraction uses were formerly located in Pyrite Canyon, located southwest of Mount Jurupa. The Stringfellow Reclamation Site is also located here. The site was designated a Superfund site to remediate and recover from the toxic pollution associated with decades-old waste disposal practices.

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Pedley Hills

Reaching a peak elevation of 1,424 feet, the Pedley Hills provide the most significant physical feature in central Jurupa Valley and serve as a backdrop for several communities, especially Indian Hills and Pedley. The Hills' distinctive rock outcroppings and rugged landforms add visual interest and create scenic vistas in combination with the nearby Jurupa Mountains and distant San Bernardino Mountains.



Figure 1-11: Aerial view of Pedley Hills with housing

B. Looking Ahead – Updating the General Plan

Once adopted, the General Plan is not a static document. Community needs, values, land use patterns, environmental conditions, and economic factors may change over time, and the General Plan must change and evolve with them. To meet the needs of change and to ensure continued General Plan relevance and value, state law permits up to four amendments per mandatory element per year. Most amendments usually propose either a change in the land use designation of a particular property or a change in the General Plan's wording, or "text." Any changes to the General Plan must be done with due consideration to maintaining consistency between zoning and the General Plan.

The City intends to review the General Plan annually to determine if amendments are needed. General plans are based on analyses and assumptions concerning land use, environmental, or other planning factors that may change over time. If the City Council

determines that changes have occurred that merit General Plan amendments, the City will update the Plan to reflect new conditions and information. General Plan Amendments must be supported by findings of fact. Findings provide a rationale for City Council approval or denial of an amendment. While special findings may be applied on an individual amendment basis, the following standard findings should be made for each General Plan amendment.

- The amendment is deemed to be in the public interest.
- The amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
- The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, and welfare of the community.
- The amendment has been processed in accordance with the applicable provisions of the *California Government Code* and the California Environmental Quality Act (CEQA).

City-initiated amendments, as well as amendments requested by property owners, developers, and other public agencies, are subject to the same basic process and requirements described above to assure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by City Council resolution.

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2 – LAND USE ELEMENT

A. INTRODUCTION

The Land Use Element is an essential tool in achieving Jurupa Valley's goals. It is one of ten sections, or "elements" that comprise the 2017 General Plan. Traditionally, the Land Use Element is considered the General Plan's most important policy document, because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed use, industrial, open space, recreation, and public uses. In combination with the other elements, the Land Use Element guides how the City plans, arranges, develops, and conducts these land uses and serves as a key tool in ensuring a high quality of life for all Jurupa Valley citizens. Land use decisions have the potential to add value to our Community in terms of safety, convenience, environmental quality, aesthetics, and economic benefits.

To help guide land use and development-related decisions, this element provides:

1. A Land Use Plan that graphically depicts where different types of land uses are allowed;
2. A description of Land Use Designations that comprise the Land Use Plan, including density and development intensity standards;
3. A summary of population and employment build-out estimates for the City;
4. Goals and policies that help guide public and private land use actions; and
5. More detailed policies and programs for individual communities and Overlay areas.

General Plan Advisory Committee Guidance

The General Plan Advisory Committee (GPAC) provided extensive and essential guidance in shaping the Land Use Element's vision and policies. Committee members noted that the City of Jurupa Valley is defined by its small-town feel and is best described as a "Community of Communities." These aspects of Jurupa Valley life are so important that they were adopted as Community Values and have an overarching role in shaping the goals, policies, and programs of the Land Use Element and are more particularly described in the Value Statements below.

City of Jurupa Valley Community Values Statement
Small-Town Feel. Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.
Community of Communities. Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities," we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.

The GPAC identified nine distinct communities within the overall Jurupa Valley community, as shown in *Figure 2-1*. Of these nine, four are predominantly suburban or small town neighborhoods (Rubidoux, Belltown, Jurupa Hills, and Indian Hills). The other five—Mira Loma, Pedley, Glen Avon, Sunnyslope, and Crestmore Heights—are predominantly semi-rural and low density in character. Pedley is the most diverse; with a combination of old style small town neighborhoods and large lots with animal keeping.

Primary City Goal

To be a city that maintains and enhances its unique, small-town character and equestrian-friendly neighborhoods while promoting economic opportunities and prosperity for all. The City will accomplish this goal by preserving its semi-rural character and by realigning its mix of land uses to help provide the housing, shopping, employment, and cultural opportunities its residents desire while improving the quality and compatibility of land uses within each community.

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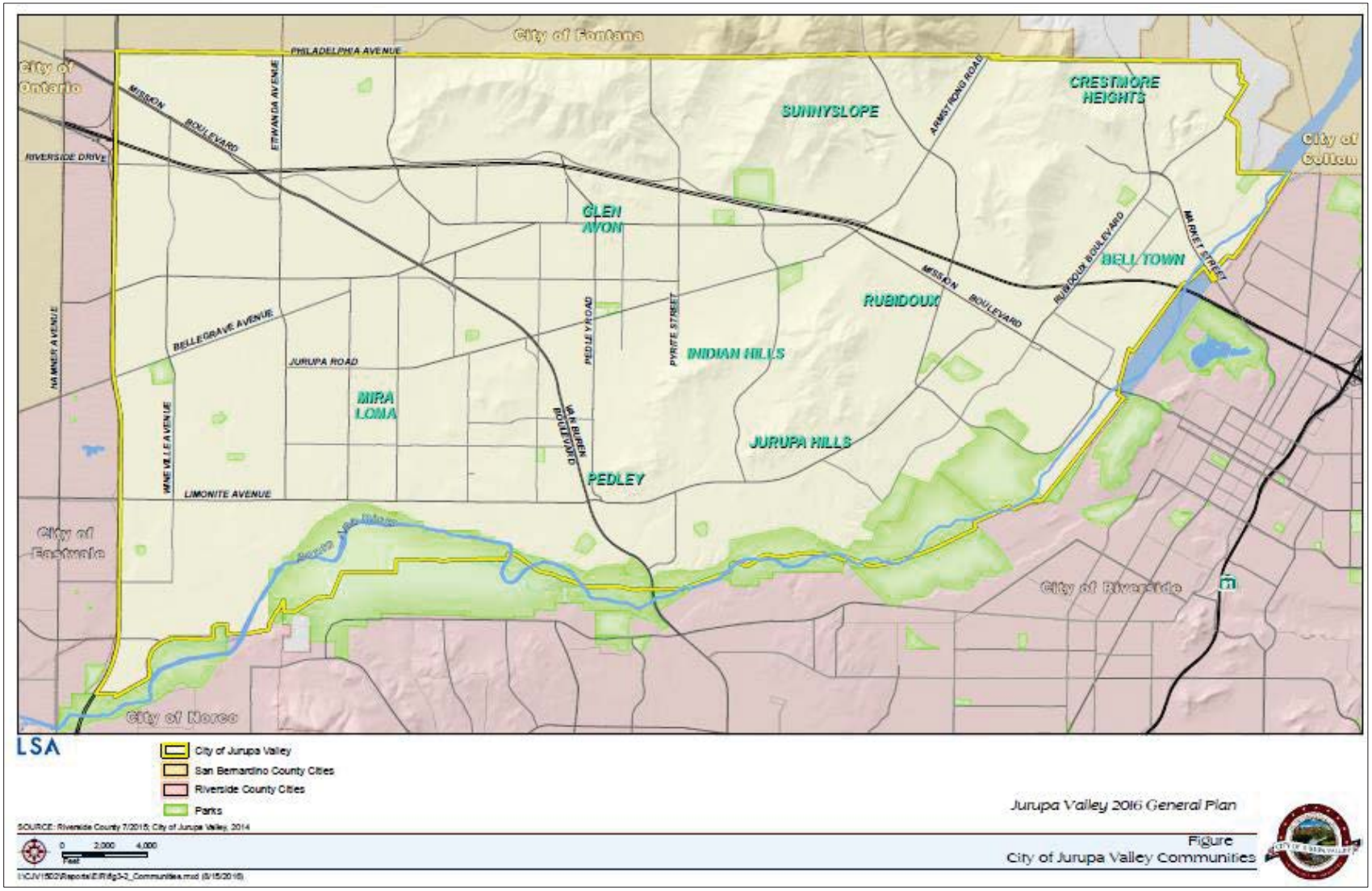

Figure 2-1: City of Jurupa Valley Communities

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Contents of the 2017 General Plan

To help guide land-use and development-related decisions, this element provides:

1. A Land Use Plan that graphically depicts where different types of land uses are allowed;
2. A description of land use designations that comprise the Land Use Plan, including density and development intensity standards;
3. A summary of population and employment build-out estimates for the City; and
4. Goals, policies, and programs that help guide public and private land use actions.

Land Use Assets, Issues, and Needs

The GPAC played a major role in identifying land use assets, issues, and needs. Committee members' discussion of land use was wide-ranging and quite detailed, for certain topics. Overall, the primary issues discussed were: 1) preserving and enhancing community character; 2) achieving balanced land uses and healthy, safe neighborhoods; 3) maintaining large-lot semi-rural or "equestrian" lifestyles; 4) attracting much-needed community-serving uses such as medical services, quality retail and restaurants, higher education and job training facilities, a civic center, cultural, arts, entertainment, and recreation uses; 5) allowing mixed use development where appropriate; 6) removing and preventing "blight," and 7) allowing high-quality multi-family housing where appropriate.

Additional issues discussed were: 8) promoting Jurupa Valley as a destination city; 9) expanding and preserving trails and open spaces within the City; 10) correcting and preventing illegal construction and land uses or activities; 11) providing community centers at various locations throughout the City; 12) preventing incompatible uses or providing "buffers" between incompatible uses; and 13) addressing the effects of commercial truck traffic on streets, neighborhoods, and public safety.

In response to GPAC recommendations and the input received during eight public workshops on the General Plan, the *primary land use issues* identified were:

1. **Warehousing** – Address warehousing location, design, and potential impacts, including traffic, noise, and streets.
2. **Vacant Land** – Many large, vacant parcels that may be suitable for development.
3. **Freeway Access and Visibility** – Good freeway access and visibility from Interstate 15 (I-15) and State Route 60 (SR 60).

4. **Regional Connection** – Regional Metrolink station linking Jurupa Valley with larger urban centers.
5. **Flabob Airport** – Local airport with potential community benefits as a historic, cultural, and recreational hub.
6. **Recreation Facilities and Open Space** – The Community has many attractive and well-used recreational facilities, including community parks, a Community Center, a Nature Center, a Discovery Center, a campground, and a sports park, and includes several large open space areas.
7. **Scenic Valley and Agricultural Setting** – The Community's scenic backdrop, with distinctive rocky hills, riparian woodlands, farmed land, and long views of the San Bernardino Mountains helps define Jurupa Valley's character and contributes to its quality of life.

Policy and Program Sections

1. *Open Space*
2. *Residential*
3. *Commercial, Industrial, and Business Park*
4. *Public Facility/Institutional*
5. *Land Use Overlays*
6. *Distinct Communities*
7. *General Plan Administration*
8. *General Plan Land Use Implementation*
9. *Land Use Compatibility*
10. *Hillside Development*
11. *Community Design and Aesthetics*
12. *Project Design*
13. *Infrastructure, Public Facilities, and Services*
14. *Fiscal Impacts*

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B. BACKGROUND

Jurupa Valley's unique setting, with rocky hills and mountains to the north, northeast, and south, adjacent to the wide and mostly natural Santa Ana River, is a major reason so many residents come here and stay. Located in the northwest corner of Riverside County, Jurupa Valley is within commuting distance for many residents employed in neighboring Los Angeles, Orange, and San Bernardino counties, as shown in *Figure 2-2.* With a total land area of 44 square miles and a 2016 population estimated at about 97,000, Jurupa Valley is one of the largest, yet lowest density cities in the western Riverside-San Bernardino Region with a citywide average density of a little over one dwelling unit per acre. This, coupled with its historic development as an unincorporated area under County of Riverside jurisdiction, has contributed to the evolution of Jurupa Valley into nine distinct communities—each with its own character, qualities, and challenges.

Existing Conditions

In 2017, the young city is experiencing significant residential and industrial growth and has a mix of medium- and low-density residential development, equestrian and agricultural activities, and a mix of retail commercial, office, and industrial uses. In particular, the City is experiencing significant development interest for more industrial warehousing, and the Inland Empire's booming transportation/logistics industry has resulted in industrial and warehouse uses encroaching into historically residential and rural neighborhoods. This trend has also limited opportunities for development in the retail commercial, office, and job-rich manufacturing sectors.

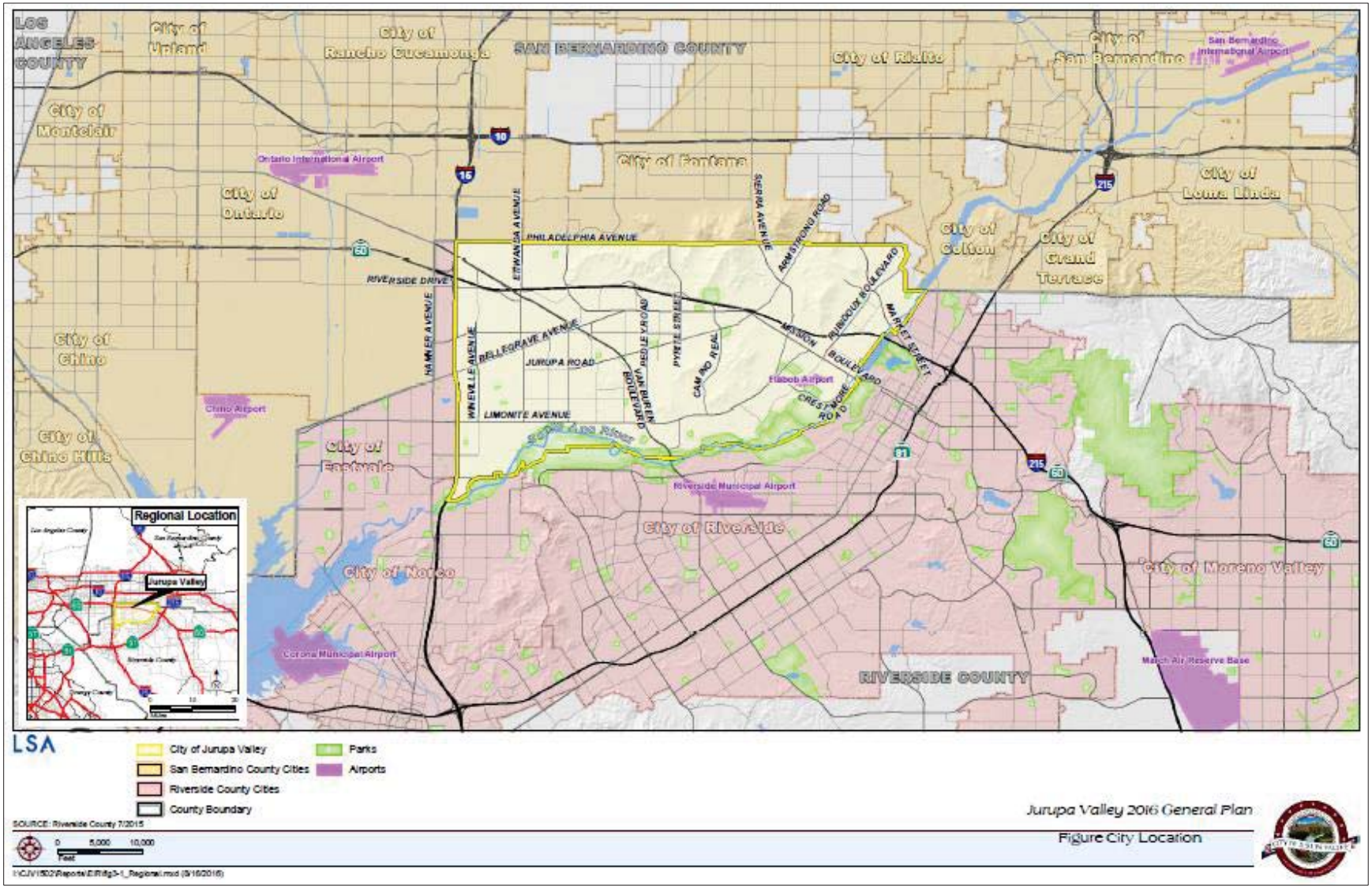

Figure 2-2: City location

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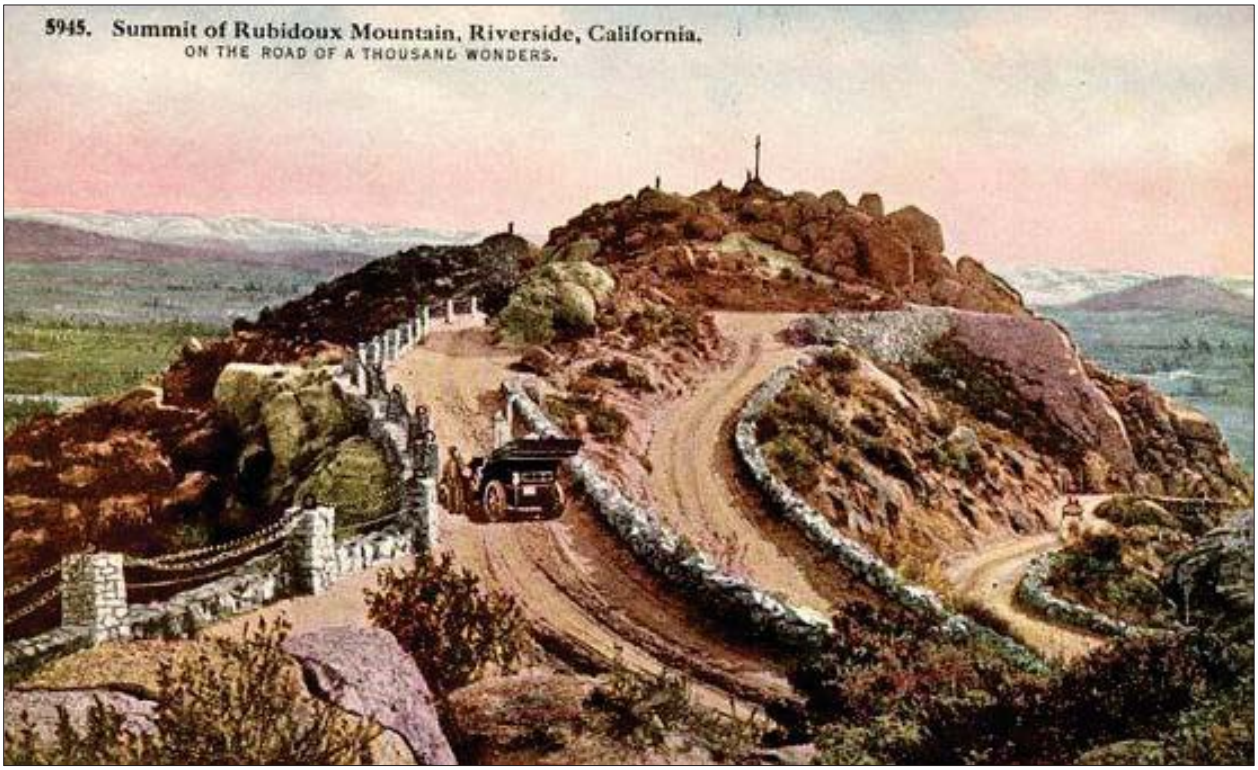

Figure 2-3: Mount Rubidoux with Jurupa Valley in background

Two primary transportation corridors traverse the Jurupa Valley area: I-15, which runs north and south; and SR 60, which runs east and west. In recent years residential development and economic activity have increased, in particular in the areas adjacent to the I-15 and SR 60 freeways. The City has significant capacity for expansion of residential and commercial development activity in the future.

A Brief History

The City of Jurupa Valley incorporated on July 1, 2011 due to the efforts of a group of passionate community volunteers. Jurupa Valley is proud to be the 482nd city in California, the most recent California city to incorporate, and the 28th city in Riverside County.

The primary reason for incorporation was the strong desire to control land use and planning within its boundaries and to provide enhanced local services, such as police, fire, and planning. The City covers a 44-square-mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. It borders Fontana and Rialto in San Bernardino County to the north, Riverside to the south and east, and Eastvale and Ontario in San Bernardino County to the west. The Santa Ana River and the cities of Riverside and

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Norco abut the City along its southern and southeastern boundaries.

Jurupa Valley is rich in history dating back hundreds of years. "Jurupa" in Jurupa Valley derives its name from the first inhabitants of the area, Native Americans who called "Jurupa" their home. Over the years, there have been various interpretations of the meaning of "Jurupa," from a greeting meaning "peace and friendship" to the first padre to visit the area, to a more widely recognized interpretation that "Jurupa" refers to the California sagebrush common to the area. In 1838, the area became known as Rancho Jurupa under a land grant to Señor Don Juan Bandini by the Mexican government. By the late 1800s, the Jurupa Valley area began to live in the shadow of the more urbanized City of Riverside. Once, much of Jurupa Valley had a Riverside mailing address, and was known as "West Riverside." Yet, settlement of the area in and around what is now the City of Riverside actually began in the Jurupa Valley many years before Riverside's founding.

Existing Land Uses

According to a 2016 study, the City of Jurupa Valley's existing land uses consist primarily of Single-Family Residential (31% of the City's total land area), Vacant Land (28%), and Industrial Land (11%), as shown in *Figure 2-4* and *Figure 2-5*.

In 2017, about 28% of the City's land area is vacant and undeveloped or minimally developed (e.g., agriculture, open space, parks, and playgrounds), as shown in *Figure 2-4.* Undeveloped areas contribute to the City's semi-rural, "country" character and include permanent open space areas, such as the Santa Ana River and most of the Jurupa Mountains, public parks and campgrounds, and land designated for urban uses but not yet developed. *Figure 2-6* shows existing land uses along with vacant areas.

Land Use Objectives of 2017 General Plan

Based on public and GPAC input, the City identified these primary land use objectives.

1. Preserve small-town character and equestrian lifestyle;
2. Provide sustainable prosperity by expanding housing, strengthening the employment base; and
3. Promote a more balanced range of land uses that meets the needs and values of the wider community, and ensure that vacant land resources are used wisely.

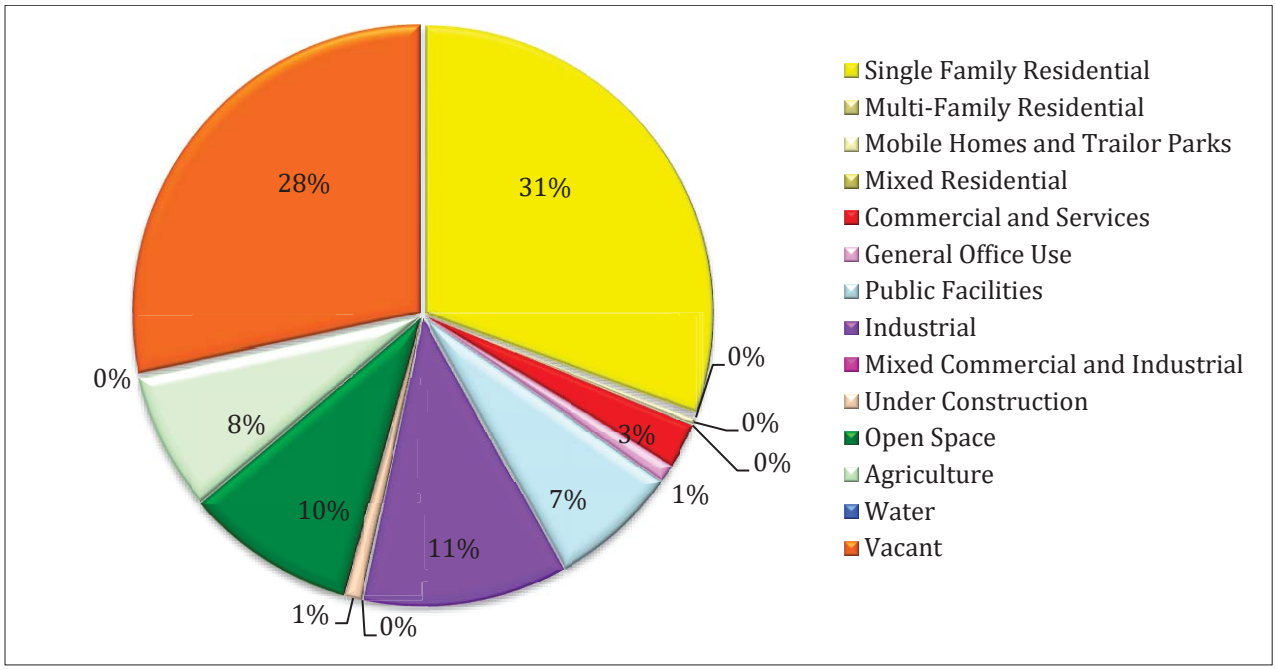

Figure 2-4: Land use by acres, as a percent of total city land area (SCAG, 2015)

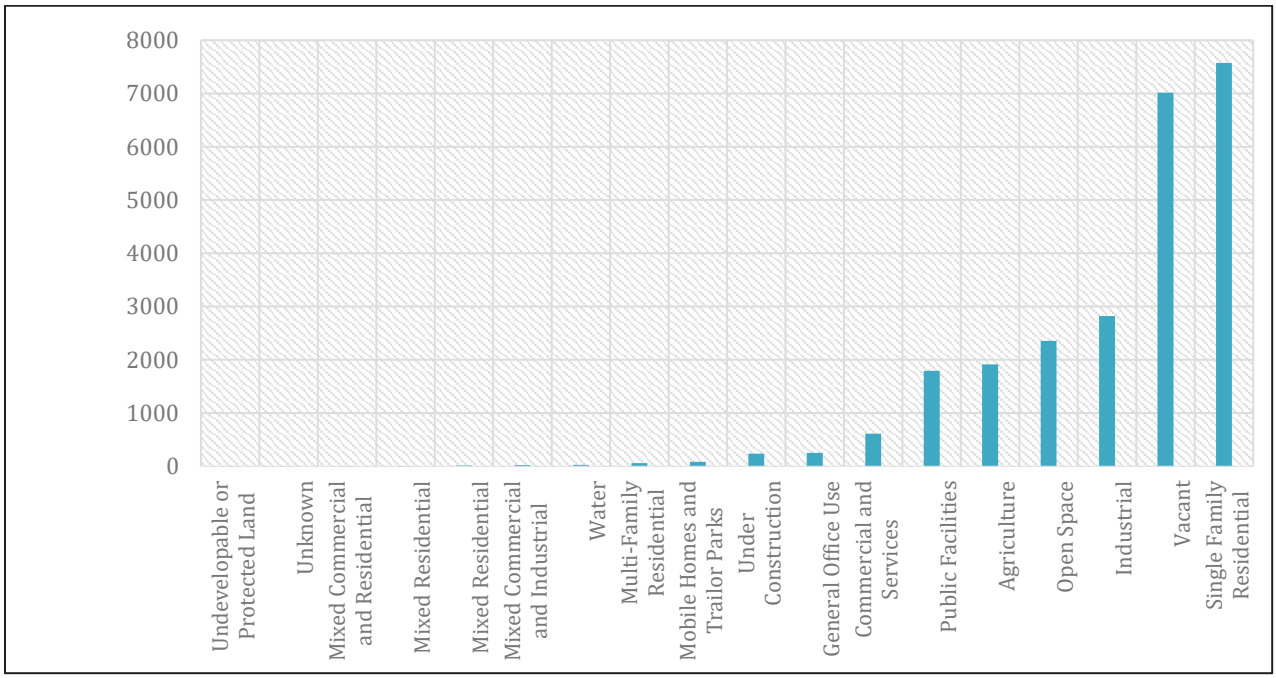

Figure 2-5: Existing land use by number of acres, City of Jurupa Valley, 2015

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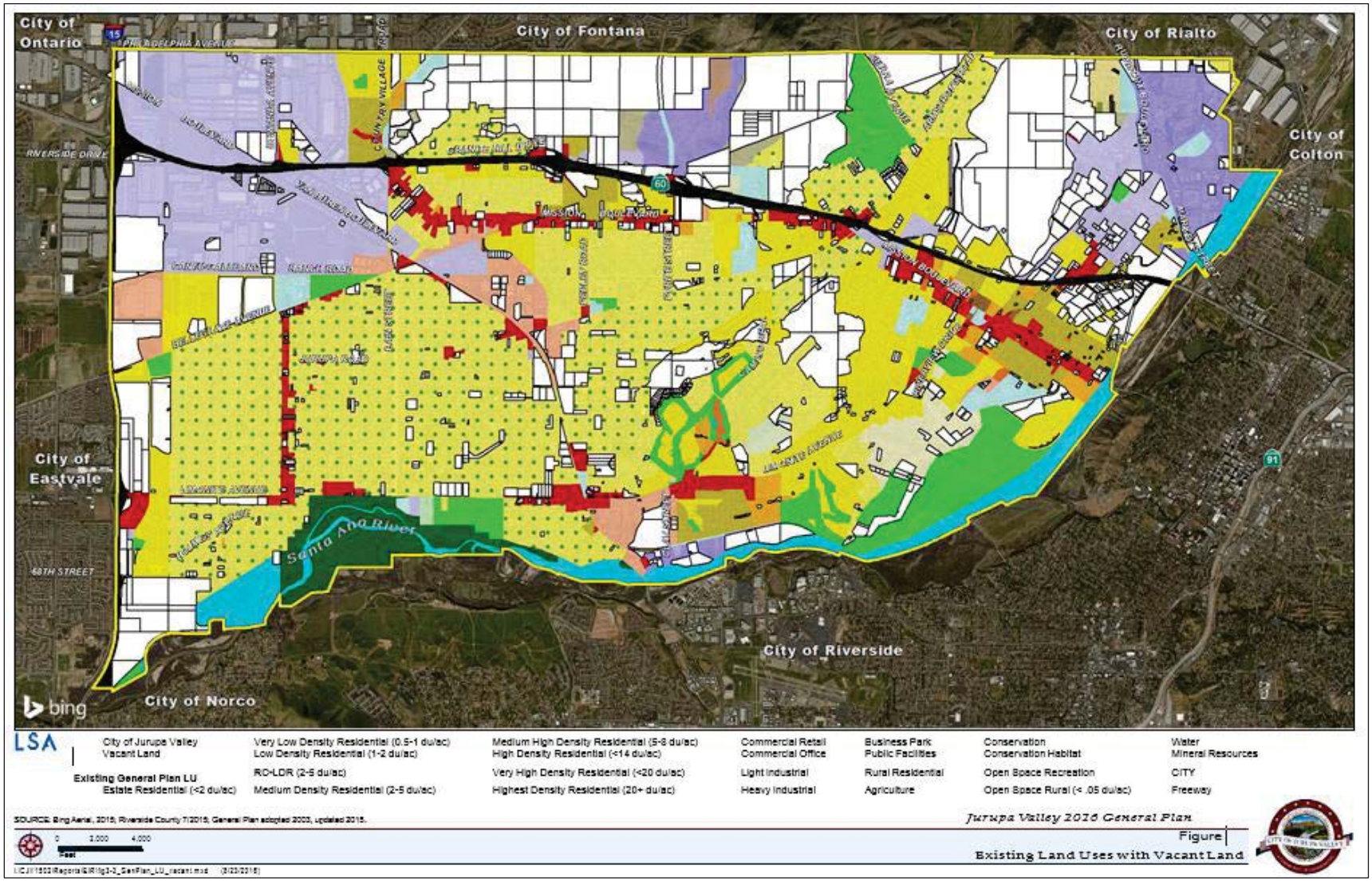

Figure 2-6: Existing land uses with vacant land

The existing pattern of land use and development has resulted in a homogenous employment base that should be strengthened and diversified with skilled labor, professional, and management job opportunities. Moreover, new housing and retail-commercial opportunities have lagged behind those of other nearby cities. The City's relatively high percentages of single-family housing, vacant, and industrial land uses, when compared with retail commercial and services, offices and public facilities, suggest an imbalance in providing sufficient land to meet a broad range of commercial, residential, and public services needs in the City. Economic studies by Kosmont Companies, an economic consultant, confirm the lack of retail commercial opportunities. The studies show significant retail "leakage" to shopping areas in neighboring cities.

Moreover, virtually no land is committed to multi-family housing, visitor- or traveler-oriented uses, such as hotels, motels, conferencing, travel centers, and other similar uses. Residents must leave the Jurupa Valley for many services such as dining and entertainment. Consequently, the City's 2017 General Plan Land Use strategy expands the areas to be devoted to retail commercial sales and services, visitor-oriented uses, professional offices and business parks, and multi-family housing while maintaining adequate land resources for Industrial and Open Space/ Agricultural uses.

Land Use Plan

The Land Use Plan, *Figure 2-7,* focuses on preserving the unique features in the Jurupa area, guiding the City's growth and improvement, and on preserving and enhancing its citizens' quality of life. To accomplish this, the City has updated and refined many of its General Plan land use designations that were originally established by Riverside County before Jurupa Valley's incorporation. The acreages of the various land uses under Riverside County and City jurisdictions are compared in *Table 2.1* (page 2-15*)*. The proposed General Plan Land Use designations are summarized in *Table 2.4* (page 2-22).

Jurupa Valley's rich heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its environmental and economic sustainability are reinforced by strong commitments to open space preservation and urban development, as provided in this 2017 General Plan.

Figure 2-7 (page 2-14), shows the location and boundaries of planned land uses. The Plan is organized around 22 land use designations and 11 land use overlays, as summarized in *Table 2.4* (page 2-22). The table describes the allowed maximum residential density, development intensity (as measured by floor area ratio or FAR), typical allowable land uses, and general characteristics for each of the land use designations. Sections LUE 1 through LUE 5 describe the General Plan's land use designations and list pertinent policies and programs.

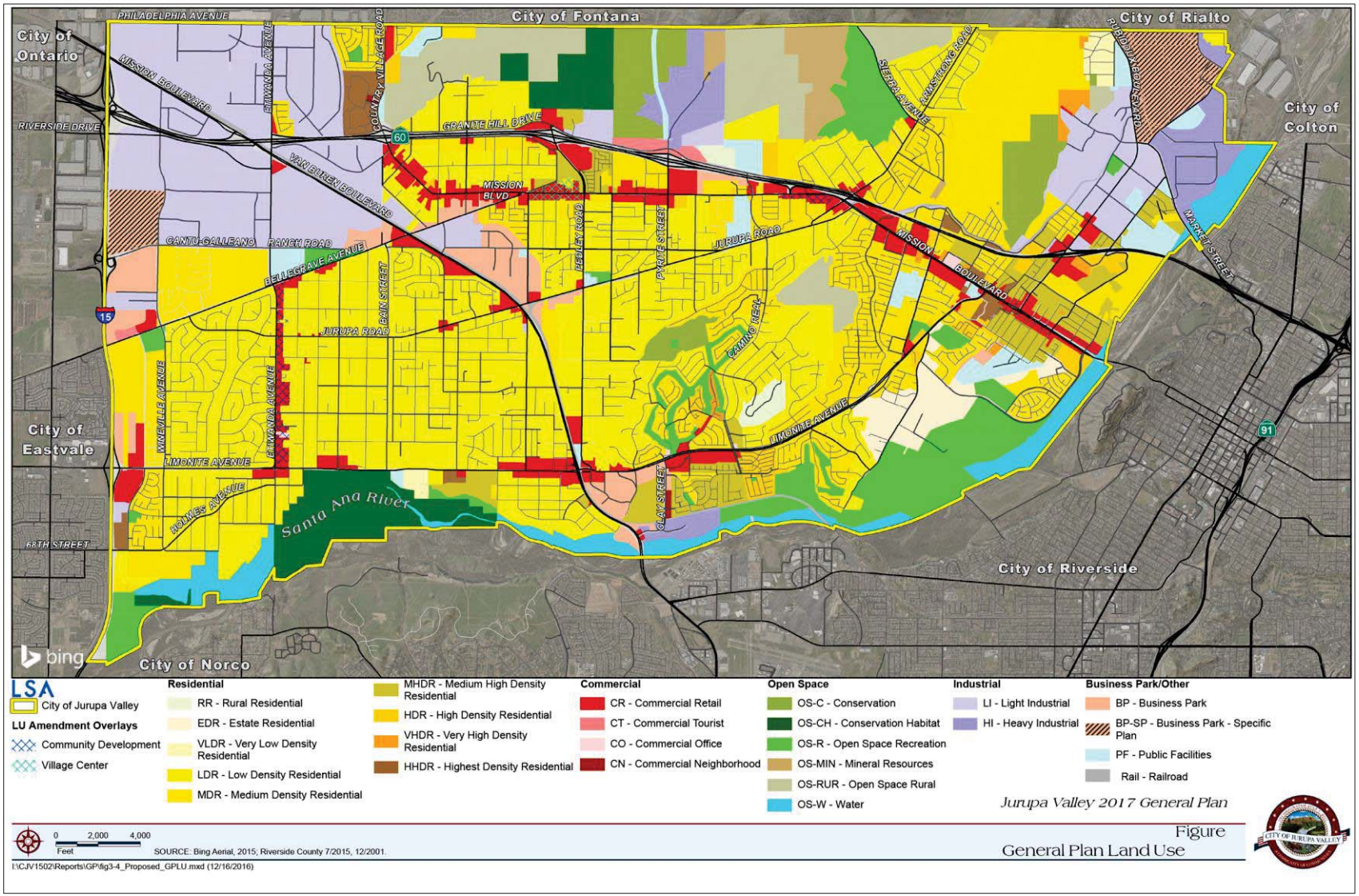

Figure 2-7: 2017 General Plan Land Use Plan

Table 2.1: Comparison of Previous and 2017 General Plan Land Use Designations

Land Use[1] (Category/Designation)	Total Acres		Existing Land Uses		
	County	City	Developed (acres)	Vacant (acres)	% Vacant
Residential Uses					
Rural Residential (RR)	103.6	103.6	73.5	30.1	29.1%
Estate Density Residential (EDR)	338.5	338.5	259.5	79.0	23.3%
Rural Community-Low Density Residential[2] (RC-LDR)	5,492.0	–	–	–	–
Very Low Density Residential (VLDR)	71.0	101.8	93.1	8.7	8.5%
Low Density Residential (LDR)	1,694.2	7,168.1	6,316.6	851.5	11.9%
Medium Density Residential (MDR)	3,465.7	3,557.7	2,200.0	1,357.7	38.2%
Medium-High Density Residential (MHDR)	732.0	805.1	602.6	202.5	25.2%
High Density Residential (HDR)	285.0	292.3	219.5	72.8	24.9%
Very High Density Residential (VHDR)	85.6	85.6	31.6	54.0	63.1%
Highest Density Residential (HHDR)	19.8	15.9	15.9	0.0	0.0%
Subtotal Residential Uses	12,287.4	12,468.6	9,812.3	2,656.3	21.3%
Non-Residential Uses					
Commercial Retail (CR)	1,070.3	1,080.2	700.9	379.3	35.1%
Commercial Tourist (CT)	–	44.6	1.9	42.7	95.7%
Commercial Neighborhood (CN)	–	8.5	4.3	4.2	49.4%
Commercial Office (CO)	14.9	14.9	12.0	2.9	19.5%
Business Park (BP)	910.5	680.6	478.7	201.9	29.7%
Business Park-Specific Plan (BP-SP)	–	514.4	297.9	216.5	42.1%
Light Industrial (LI)	3,334.6	3,002.2	2,503.1	499.1	16.6%
Heavy Industrial (HI)	1,108.4	626.6	478.6	148.0	23.6%
Agriculture[2] (A)	20.4	–	–	–	–
Subtotal Non-Residential Uses	6,459.1	5,972.0	4,477.4	1,494.6	25.0%
Public Uses					
Open Space-Recreation (OS-R)	1,501.4	1,545.5	1,545.5	0.0	NA
Open Space-Rural (OS-RUR)	1,131.6	1,131.6	1,131.6	0.0	NA
Open Space-Conservation (OS-C)	547.7	658.8	658.8	0.0	NA
Open Space-Conservation Habitat (OS-CH)	867.6	867.6	867.6	0.0	NA
Open Space-Mineral Resources (OS-MIN)	446.5	441.1	441.1	0.0	NA
OpenSpace-Water (OS-W)	837.4	834.3	834.3	0.0	NA
Railroad (Rail)	–	168.5	168.5	0.0	NA
Roadways/Other	3,229.2	3,228.7	3,228.7	0.0	NA
Public Facility/Institutional (PF)	538.5	529.7	422.6	107.1	20.2%
Subtotal Public Uses	9,099.9	9,405.8	9,298.7	107.1	1.1%
Total City (43.5 square miles)	27,846.4	27,846.4	23,588.4	4,258.0	15.3%

1 The City's 2017 General Plan eliminated the County's Agriculture and Rural Community-Low Density Residential designations and added Commercial Tourist, Neighborhood Commercial, Business Park-Specific Plan, and Railroad designations.

2 The City re-designated land in the old Agriculture category to Very Low Density Residential, and re-designated Rural Community-Low Density Residential to Low Density Residential.

NA Not applicable (open space uses have no development potential)

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The proposed land use designations represent a wide range of uses that respond to community needs, natural characteristics of the land, and the economic potential to accommodate a range of compatible uses. Many factors led to the designation of land use patterns. Among the most influential were previous County plans, established land use patterns, public input, transportation plans and needs, conservation and habitat plans, citizen input, and Planning Commission and City Council guidance.

Due to the 2017 General Plan's intent as an interim plan, the Plan Land Use Plan takes a focused approach on land use changes, emphasizing those changes deemed most necessary in achieving near- and mid-term community goals. The 2017 General Plan was prepared with the expectation that within 5 years, or by 2022, the City will initiate a more comprehensive General Plan update. It will address land use issues that could not be fully addressed in the current update due to the lack of resources and will refine and update the General Plan elements based on Jurupa Valley's evolving needs, priorities, and issues during its first 11 years of cityhood.

City Development Potential under This General Plan

Table 2.2 and *Table 2.3* summarize the projected development capacity of the 2017 General Plan. The tables include existing and projected population, numbers of dwelling units and employees.

Overall Land Use Strategy

The 2017 General Plan continues to provide for substantial areas devoted to semi-rural, suburban, and equestrian uses, as allowed by the Rural Residential, Estate Residential, Very Low Density Residential, and Low Density Residential designations. The land use plan also allows for a range of conventional suburban residential densities outside the Equestrian Lifestyle Protection Overlay, as reflected by the Medium Density, Medium High Density, High Density, Very High Density, and Highest Density Residential designations. Complementing these residential land uses are Commercial Retail Corridors, new Commercial Tourist areas near City gateways, and a new Commercial Neighborhood designation. In addition, there are 11 overlay designations that, when used in combination with base designations like Low Density Residential (LDR) or Commercial Retail (CR), apply special requirements in these areas to help meet special community needs or to address special planning concerns.

Table 2.2: Residential Land Use Statistics and Buildout Projections

Residential Land Use (Category/ Designation)	Existing Land Uses (acres)		(B) Maximum Density (Units/Acre)	Additional Dwelling Units		Additional Population (Persons)	
	Developed	(A) Vacant		(C) Maximum (A × B)	(D) Less Intense (C × E)	Maximum (C × F)	Less Intense (D × F)
Rural Residential (RR)	73.5	30.1	0.2	6	4	23	16
Estate Residential (EDR)	259.5	79.0	0.5	40	8	148	104
Very Low Density Residential (VDR)	93.1	8.7	1	9	6	33	23
Low Density Residential (LDR)	6,316.6	851.5	2	1,703	1,192	6,386	4,470
Medium Density Residential (MDR)	2,200.0	1,357.7	5	6,789	4,752	25,457	17,820
Medium High Density Residential (MHDR)	602.6	202.5	8	1,620	1,134	6,075	4,253
High Density Residential (HDR)	219.5	72.8	14	1,019	713	3,822	2,675
Very High Density Residential (VHDR)	31.6	54.0	20	1,080	756	4,050	2,835
Highest Density Residential (HHDR)	15.9	0.0	20+	0	0	0	0
Highest Density Affordable Projects*	--	35.0	25	875	613	3,281	2,297
Total Residential Uses	9,812.3	2,691.3		13,140	9,198	+49,275	+34,492
City Population (2014)						98,842	98,842
Buildout Population (2035)						148,117	133,334
Percent Increase						+50%	+35%
Average Annual Percent Increase (20 years)						+2.5%	+1.75%

Source: City population from factfinder/US Census; http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=PEP_2015_PEPANNRES&src=pt

(E) "Less Intense" land use density is considered to be 70% or 0.7 of maximum density

(F) Units times 3.75 persons per dwelling unit (based on US Census 2014 total population divided by total housing units)

*New category - specific sites not identified yet but the General Plan Housing Element indicates they will be distributed to several areas in the City.

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Table 2.3: Non-Residential Land Use Statistics and Buildout Projections

Non-Residential Land Use (Category/ Designation)	Existing Land Uses (acres)		(B) Maximum Floor Area Ratio	Additional Acres		Additional Square Feet		Additional Employees	
	Developed	(A) Vacant		(C) Maximum (A × B)	(D) Less Intense (C × 0.75)	(F) Maximum (C × E)	(G) Less Intense (D × E)	Maximum (F × H)	Less Intense (G × H)
Commercial Retail (CR)	700.9	379.3	0.35	133	100	5,782,808	4,337,106	9,638	7,229
Commercial Tourist (CT)	1.9	42.7	0.35	2	2	87,120	65,340	145	109
Commercial Neighborhood (CN)	4.3	4.2	0.6	3	2	109,771	82,328	183	137
Commercial Office (CO)	12.0	2.9	1.0	3	2	126,324	94,743	158	118
Business Park (BP)	478.7	201.9	0.6	121	91	5,276,858	3,957,644	6,596	4,947
Business Park-Specific Plan (BP-SP) (estimate)	297.9	216.5	0.6	130	97	5,658,444	4,243,833	7,073	5,305
Light Industrial (LI)	2,503.1	499.1	0.6	299	225	13,044,478	9,783,358	10,870	8,153
Heavy Industrial (HI)	478.6	148.0	0.5	74	56	3,223,440	2,417,580	2,686	2,015
Total Non-Residential Uses	4,477.4	1,494.6		765	574	33,309,243	24,981,932	37,350	28,102

(E) 1 acre = 43,560 square feet

(H) Commercial = 1 employee per 600 square feet; office/business park = 1 employee per 800 square feet; industrial = 1 employee per 1,200 square feet

During public meetings, Jurupa Valley's residents emphasized the need for a more "balanced" community. To that end, the focus of the 2017 General Plan is to preserve those aspects of Jurupa Valley that residents treasure most, and to promote long-term economic vitality and improve residents' quality of life. This is accomplished through the identification, distribution, and arrangement of various land uses throughout the City. As part of General Plan adoption, 20 land use changes were identified to address key land use objectives. These areas are shown in *Figure 2-8 below* and described in *Appendix 2.0*. In general, the land use changes are intended to reduce conflicts between residential and industrial uses, to expand housing and retail-commercial opportunities, and to promote local job growth by designating more land for professional office/business park uses. Preserving Jurupa Valley's rural, small-town character and equestrian lifestyle has been a major consideration in the preparation of the 2017 General Plan.

A key step in achieving the Community's Vision as described in the Community Values Statement has been to modify or delete some previously adopted County of Riverside land use categories and to add new designations to better achieve the new City's goals. These changes to the previous General Plan's land use designations are described below and in *Section LUE 5 – Land Use Overlays* (beginning on page 2-48.

For example, the Community Development Overlay (CDO) has been revised to allow multiple land use options to encourage the eventual conversion of older land uses to more compatible, high quality land uses. In particular, the CDO is applied to portions of the Mission Boulevard and Etiwanda Avenue corridors. These areas include vacant and/or aging buildings along with numerous vacant and unsightly parcels along these important commercial corridors in Jurupa, including those along Mission Boulevard in Glen Avon. This policy area is intended to facilitate optimum development of these infill properties and stimulate economic development of the adjacent communities.

Large areas of open space line the Santa Ana River, providing an expansive natural scenic corridor between Jurupa Valley and the cities of Riverside and Norco. Portions of the Jurupa Mountains along the northern border of the City also contain Open Space designations intended to preserve the rugged nature of this area, protect sensitive habitat areas, and buffer the City from the cities of Fontana and Rialto. Recreational open space areas designed for active recreational uses, such as golf courses and athletic fields, are located throughout Jurupa Valley.

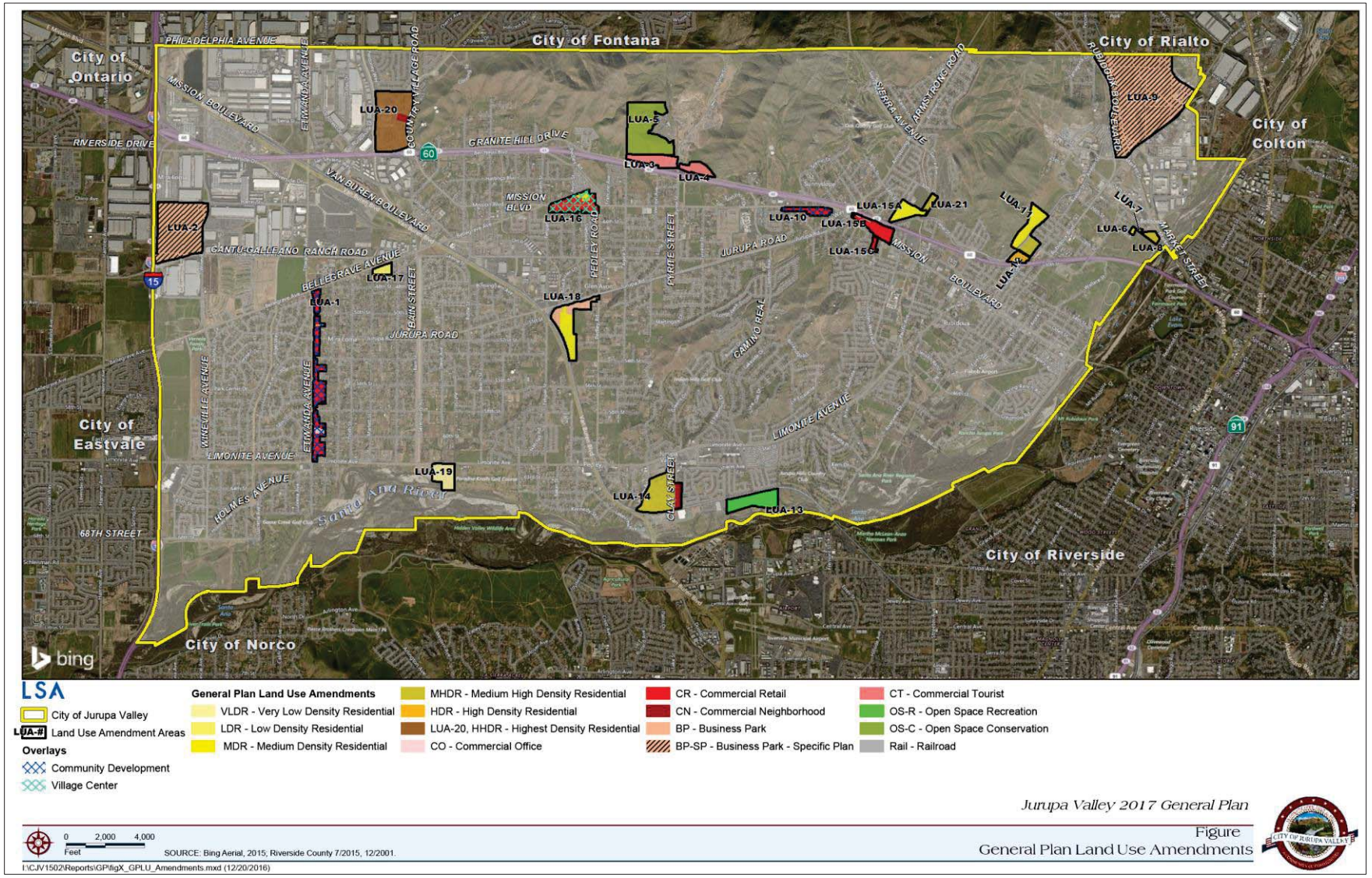

Figure 2-8: Land Use Changes in 2017 General Plan

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General Plan Land Use Designations and Land Use Intensity

The 2017 General Plan's land use designations are summarized in *Table 2.4*. The Land Use Plan, *Figure 2-7* (page 2-14), uses these designations to accommodate the full range of land uses existing in the City in 2017, as well as new land uses in those areas where land use changes are desired. The land use designations were originally developed by the County of Riverside and adopted by the City upon incorporation; however, many of the land use designations did not apply to the City of Jurupa Valley, or did not make sense in terms of the City's values, needs, and overall scale. Consequently, the General Plan land use designations have been updated and consolidated to better meet the City's needs.

Table 2.4 lists the titles and abbreviations of all land use designations, such as Low Density Residential (abbreviated LDR) followed by descriptions of land use intensity and typical allowed uses. Two types of land use descriptions are shown: 1) the base designations, including Residential, Commercial, Open Space, and Public Facility, that establish the primary land uses for a particular property; and 2) land use *overlays* that are specialized land use designations applied to the base land use designation.

The overlays may be applied to any base designation to address special land use needs, concerns, or goals and create a combining designation such as Low Density Residential/Equestrian Lifestyle Protection Overlay (LDR/ELO) to protect the City's semi-rural equestrian areas within Low Density Residential areas.

Land use intensity refers to the number of dwellings or the amount of non-residential floor area occupying a unit of land—typically an acre. This, in turn, provides a measure of the numbers of person living or working in an area, and allows cities to anticipate and plan for streets, utilities, and schools and other community needs based on population. City land use and population estimates are based on land use intensities in *Table 2.4* (page 2-22). Land use intensity is also governed by Zoning Ordinance standards that address building setbacks, building height, lot coverage, and parking requirements.

Table 2.4: Summary of 2017 General Plan Land Use Designations

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
Open Space		
Open Space, Conservation (OS-C)	N/A	• Protection of open space for natural hazards, cultural resource preservation, wildlife and habitat, and natural and scenic resources. • Agricultural uses are permitted.
Open Space, Conservation Habitat (OS-CH)	N/A	• Protection of open space conserved and managed in accordance with adopted MSHCPs.
Open Space, Water (OS-W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to conditional use permit (CUP). May be permissible if flooding hazards are addressed and long-term habitat and riparian values are maintained.
Open Space, Recreation (OS-R)	20 acres minimum	• Recreational uses, including parks, trails, athletic fields, and golf courses • Neighborhood parks are permitted within residential land uses.
Open Space, Rural (OS-RUR)	20 acres minimum	• One single-family residence allowed per 20 acres. • Allows new and existing agricultural activities
Open Space, Mineral Resources (OS-MIN)	N/A	• Mineral extraction and processing facilities conditionally allowed. • Includes areas held in reserve for future mineral extraction and processing.
Residential		
Rural Residential (RR)	5 acres minimum	• Single-family residences. • Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources), and governmental uses.
Estate Density Residential (EDR)	2 acres minimum	• Single-family detached residences on large parcels of at least 2 acres. • Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.
Very Low Density Residential (VLDR)	1 acre minimum	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged.
*Low Density Residential (LDR)	1/2 acre minimum	• Single-family detached residences on parcels of ½ to 1 acre. • Limited agriculture, intensive equestrian, and animal keeping uses are expected and encouraged. • Formerly designated RC-LDR.
Medium Density Residential (MDR)	Up to 5 DU per acre	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 22,000 square feet.
Medium-High Density Residential (MHDR)	Up to 8 DU per acre	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 5,000 to 8,700 square feet
High Density Residential (HDR)	Up to 14 DU per acre	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.
Very High Density Residential (VHDR)	Up to 20 DU per acre	• Single-family attached residences and all types of multi-family dwellings.

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
Highest Density Residential[2] (HHDR)	25 DU per acre	• Multi-family dwellings, includes apartments and condominium. • To achieve affordable housing goals, minimum density set at 20 dwelling units per acre. Maximum densities set by City Council subject to affordability agreement and level of affordability and community benefits achieved.
Commercial, Industrial, and Business Park		
Commercial Retail (CR)	0.20 - 0.35 FAR	• Local- and regional-serving retail and service uses. • Applied to shopping centers of 5 acres or more.
*Commercial Neighborhood (CN)	0.25 - 0.60 FAR	• Uses providing goods and services to meet the frequent shopping needs of people living nearby, typically within a one-half mile radius of residences served. • Allowed uses include small grocery stores, cleaners, laundromats, drug stores, restaurants, small specialty stores, feed and tack, and other neighborhood convenience uses. • Applied to smaller commercial centers, generally less than 5 acres in area.
Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist-related commercial including hotels, restaurants, conference and meeting facilities, theaters, museums, golf courses, and recreation/amusement activities.
Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office and office-related uses including financial, legal, medical, dental, real estate, insurance, and other office services.
Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial, service-commercial, and related uses including warehousing/distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses.
Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities, such as manufacturing, materials processing, and any related industrial activities that generate significant impacts such as excessive noise, dust, and other nuisances.
Business Park (BP)	0.25 - 0.60 FAR	• Employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses.
Other		
Public Facility/Institutional (PF)	Maximum 0.60 FAR	• Civic uses and facilities providing academic, medical, governmental, or similar services to the public, including health care facilities, churches, schools, social services, cultural and public recreational uses, compatible businesses (provided they do not displace public uses), and other public and quasi-public uses. • Includes privately held uses with public facility characteristics that are not required to be designated as public facilities, but are eligible to be so designated based on site-specific reviews of the characteristics of the use.
Overlays		
*Equestrian Lifestyle Protection Overlay (ELO)	N/A	• Defines areas in which the long-term character, safety, and viability of equestrian uses are specifically protected from encroachment by incompatible uses, activities, and public facilities.
*Community Development Overlay (CDO)	N/A	• Encourages new development and land use changes to be applied through future General Plan Amendments. • Applied to Opportunity sites and areas where land use changes are anticipated or encouraged. • May include development incentives, such as flexible development standards or transfer of development potential. • Incentives may require minimum site area.

Land Use Designation	Allowed Density (Minimum Parcel Size per DU) or Development Intensity (Floor Area Ratio)[1,3]	Notes
*Village Center Overlay (VCO)	N/A	• Applied to three historic core areas, namely Rubidoux Village, Pedley Village, and Glen Avon Village. • Promotes infill and improvement of established town centers; a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, or other uses is encouraged. • Special Design Guidelines apply to the Pedley, Rubidoux and Glen Avon Village Centers
Specific Plan Overlay (SPO)	N/A	• Requires preparation of a specific plan before an area can be further developed. • Typically applied to large undeveloped or underdeveloped areas. • Special land use and development standards may apply. (See Land Use Element and specific plans for detailed information.)
Mixed Use Overlay (MUO)	N/A	• This designation is applied to areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned, allowing either vertical or horizontal mixed use.
Business Park Overlay (BPO)	N/A	• Applies to areas where a clear separation of industrial and business park uses from residential uses is desired.
Mira Loma Warehouse and Distribution Center Overlay (MLO)	N/A	• Within the Overlay, Light Industrial, and Heavy Industrial land use designations, warehousing, logistics and distribution uses, and other goods storage facilities shall be permitted only in a defined area in Mira Loma. • Land uses governed by a City Council-adopted land use plan for the Overlay Area (see Appendix 17.)
Stringfellow Remediation Site/ Pyrite Canyon (SRO)	N/A	• Applies to a recognized as a hazardous waste disposal reclamation site, which is subject to an abatement and reuse plan to be prepared and implemented by the appropriate authorities.
Santa Ana River Corridor (SAO)	N/A	• Include policies to protect and enhance portions of Santa Ana River within Jurupa Valley.
Flabob and Riverside Municipal Airports Overlay (FLO)	N/A	• Special policies apply to this area to minimize land use conflicts with adjacent uses and to maintain consistency with the Western Riverside County Airport Land Use Plan.
*Historic Resource Overlay (HRO)	N/A	• Allows use of flexible development standards, incentives, and building codes to encourage preservation of historically designated properties and districts, such as Mills Act and the Historic Building Code.

Notes:

* Asterisk indicates new or significantly revised land use designation

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building floor area divided by site area, in square feet, as determined by Zoning Ordinance development standards for building/lot coverage, setbacks, building height, and parking requirements (see General Plan Land Use Designations and Land Use Intensity (beginning on page 2-21).

2 The Development Intensity Range provides a range of anticipated building intensity, where noted.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture, or wildlife habitat).

Residential Density

Table 2.4 (page 2-22) sets allowed densities for the six residential land use designations. Residential land use intensity is based on the minimum lot size required per dwelling unit, or maximum number of dwellings per acre. For example, the Low Density Residential designation requires one-half acre per dwelling, or a maximum density of two dwellings per acre.

Floor Area Ratio (FAR)

Non-residential land use intensity is typically measured by the amount of building floor area allowed per acre, also referred to as Floor Area Ratio or "FAR" *Table 2.3* (page 2-18) includes ranges for floor area ratios for non-residential land uses, including commercial, industrial, and public facility/institutional uses. The ranges reflect FARs that could be anticipated based on Zoning Ordinance standards and are included in the General Plan to describe non-residential land uses in terms of intensity, massing, and scale and to estimate non-residential floor area square footages for planning purposes. FARs are effectively set by development standards in the Zoning Ordinance, and are not expressly fixed by the General Plan. FARs may be modified by the City Council on a project or area-wide basis, such as specific plans or village plans.

Promoting Economic Sustainability and Prosperity

The 2017 General Plan provides for major employment centers at the I-15/SR 60 junction, in the Mira Loma Warehouse Policy Area, shown in *Figure 2-9* below, along sections of Van Buren Boulevard, and in the Agua Mansa area. Typical employment uses within Business Park and Light Industrial designated areas include research and development, manufacturing, assembly, research institutions, academic institutions, medical facilities, and support commercial uses. Heavy Industrial designated areas accommodate the most intensive types of industrial activities, including heavy manufacturing and processing plants. Under the Mira Loma Warehouse and Distribution Policy, logistics and distribution warehousing uses are limited to the area generally north of Rancho Cantu-Galleano and west of San Sevaine Channel.

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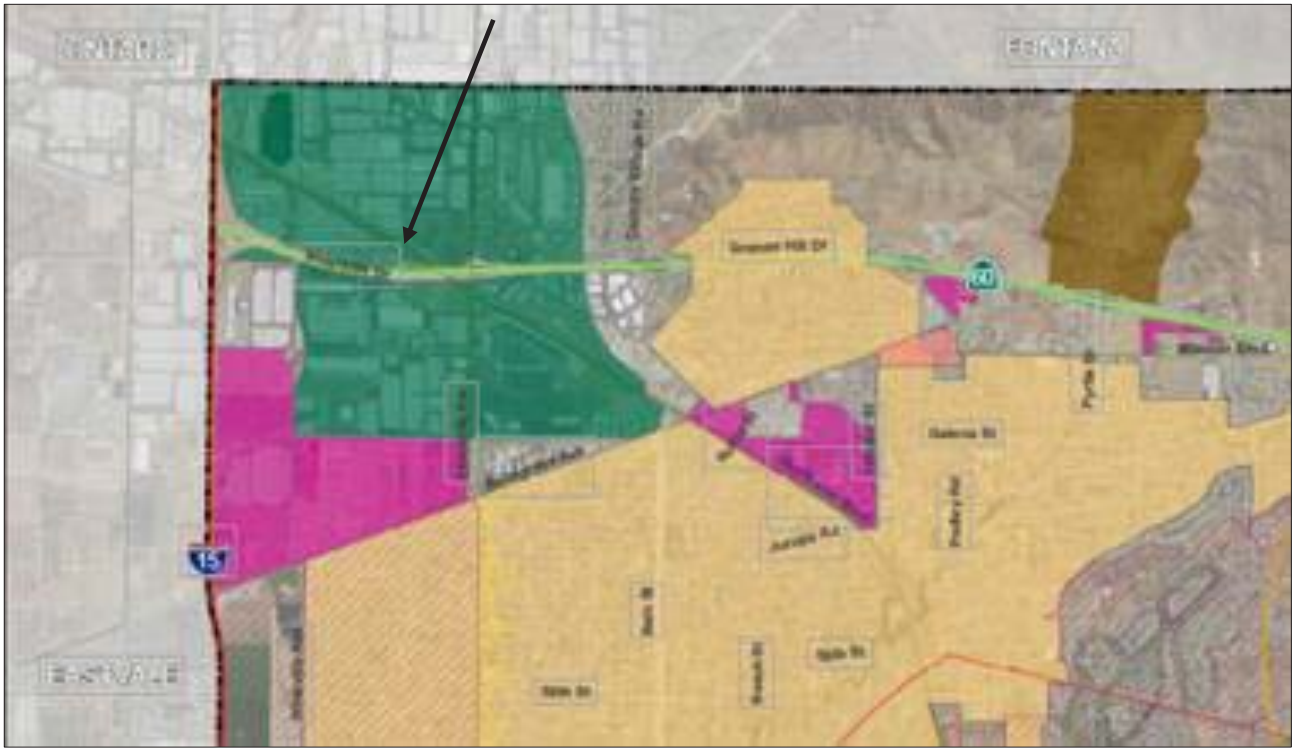

Figure 2-9: Mira Loma Warehouse and Distribution Center Overlay

Commercial Corridors

Several older "strip commercial corridors" are located in the City. These areas have a mix of residential, light industrial/service commercial, and commercial uses. Visual blight due to unmaintained land and buildings is a problem in some areas along these major commercial corridors, including portions of Etiwanda Avenue, Jurupa Road, Pedley Road, and Mission Boulevard. To promote parcel consolidation and redevelopment with high-quality residential and commercial uses in selected areas, the 2017 General Plan applies the Community Development Overlay (CDO) to portions of Etiwanda Avenue and Mission Boulevard. This designation will implement General Plan policies by preserving and expanding residential uses in the Equestrian Lifestyle Protection Overlay, encouraging neighborhood-serving commercial uses, where appropriate, and by discouraging "strip commercial" development.

The Overlay will provide an incentive for residential development by allowing owners of parcels of 5 acres or larger, except on corner lots, to request rezoning to allow Medium Density Residential development (allows up to five dwelling units per acre). This rezoning would then be allowed under the 2017 General Plan. It also indicates that the City intends to work with property owners

and conduct public outreach to determine whether the General Plan should continue to allow for Retail Commercial uses in this area, and if so, where.

Preserving Historic Village Centers

This policy area is intended to encourage high-quality development of these infill properties and to stimulate economic development of the communities served by Mission Boulevard. The Village Center Overlay is applied at key existing community centers, namely the Glen Avon area along Jurupa Road near Van Buren, the Pedley/ Limonite area, and the Rubidoux Village Center along northeast Mission Boulevard, as shown in *Figure 2-12* below. These areas are intended to function as pedestrian-oriented community centers, in keeping with their historic uses. Developers are encouraged to develop with a mixture of high-quality residential, retail, office, and public uses in close proximity. To address compatibility and design issues, special design guidelines for site planning, building design, landscaping, and signage apply to these areas *(*see *Section LUE 11 – Community Design and Aesthetics* beginning on page 2-84). The strategic locations make these centers focal points of community social and commercial activity and valuable assets in the City's economic development efforts. For example, the Rubidoux Village Center Overlay takes advantage of the existing pattern of development on Mission Boulevard by allowing for vertically or horizontally mixed residential units, thereby increasing the development feasibility and economic value of this area.

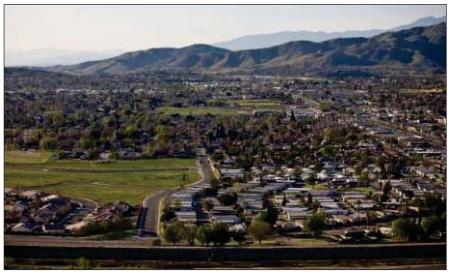

Figure 2-10: Rubidoux, looking north, with Jurupa Mountains in background

Jurupa Valley's proximity to major freeways, Metrolink services, and railroad tracks provides an opportunity for regional multimodal transportation connections. Combined with the relatively compact activities envisioned in the *Village Centers,* these transportation links offer the long-term potential to provide improved commuter and public transit access. Future multimodal transportation options are a part of this General Plan, in part, due to the need to reduce traffic loading from local arterial streets as well as on highway and freeway systems. This is particularly critical in Jurupa Valley due to the concentration of warehousing and logistics uses. These uses are associated with high volumes of heavy trucks, which affects local air quality and street paving, and which causes traffic congestion, despite the importance of these uses to the City's economic development.



Figure 2-11: Metrolink stop, Jurupa Valley

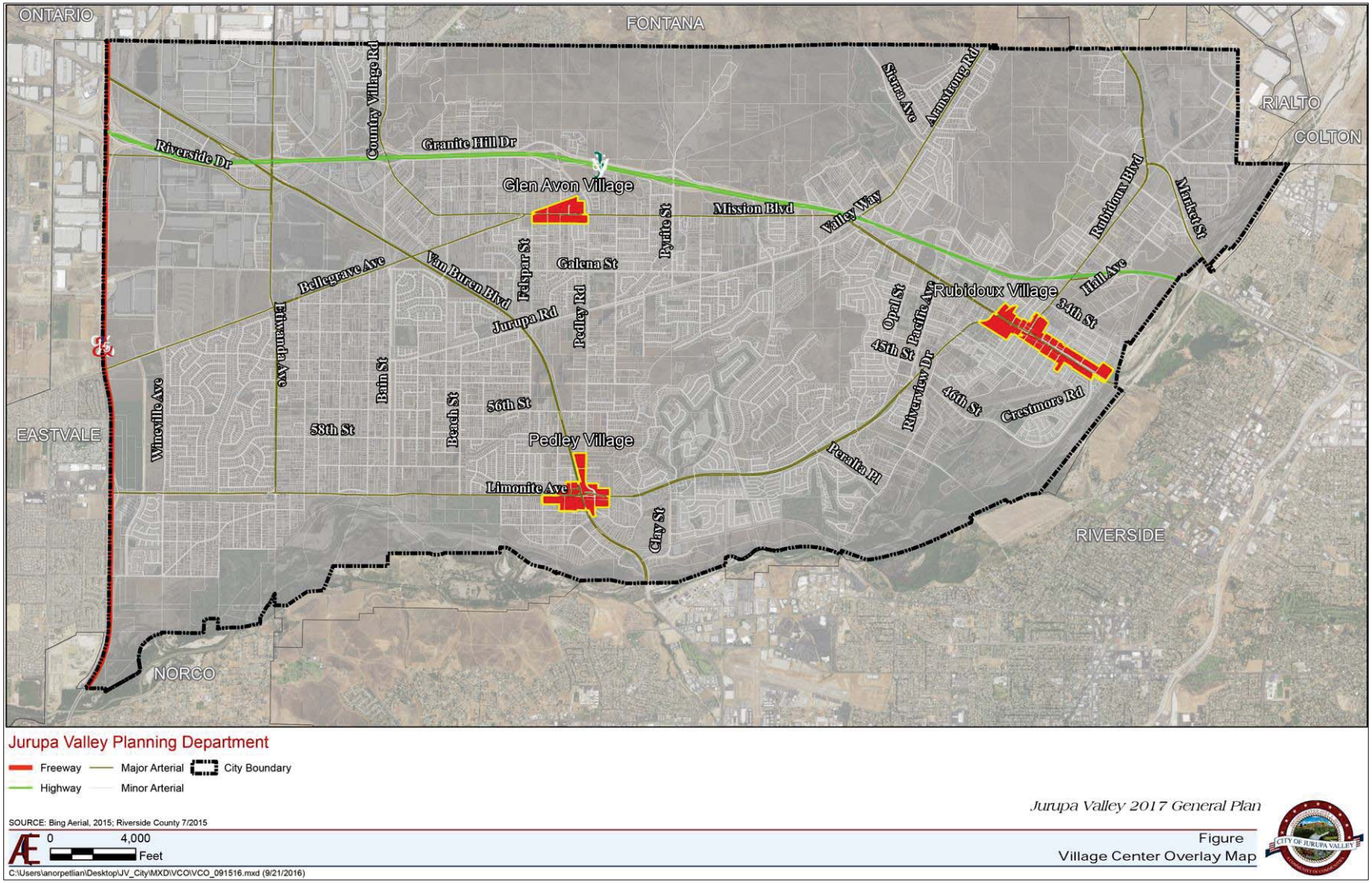

Figure 2-12: Historic Village Centers

Changes from the Riverside County Land Use Element

The types and patterns of land uses described above are, in most areas, a continuation of land use patterns established by the County of Riverside, but with some important changes. This land use continuity helps maintain the identity and character of Jurupa Valley's many distinctive communities. Selective additions and changes to the land use designations help refine potential types of development while providing for mid- to long-range community improvements by expanding the range of shopping, services, and housing opportunities, and the removal of blight. Additionally, preserving the natural features and unique landscape helps to buffer and distinguish the City from surrounding communities.

Jurupa Valley's heritage of rural living continues to be accommodated in areas committed to that lifestyle, as designated by the Equestrian Life Style Protection Overlay, as described in *Section LUE 5 – Land Use Overlays* (beginning on page 2-48) and as shown in *Figure 2-20* (page 2-51). The City's environmental sustainability is reinforced by strong open space, conservation, and trails commitment, as described in the Conservation and Open Space Element. Large swaths of open space line the Santa Ana River corridor, providing an expansive natural buffer between Jurupa and the City of Riverside. Portions of the Jurupa Mountains also contain Open Space designations intended to preserve the rugged nature of this area and protect sensitive habitat areas. Recreational open space areas designed for active recreational uses, such as golf courses and athletic fields, are located throughout Jurupa.

New Concepts to Preserve the City's Rural and Small Town Character

The 2017 General Plan land use classifications represent a full spectrum of land uses. These, in turn, relate to the City's identified values and goals, the natural characteristics of the land, and the area's economic needs and potential. The Land Use Plan focuses on preserving Jurupa Valley's unique and scenic visual setting by guiding growth, types of development, and land use characteristics.

The Land Use Plan, *Figure 2-7* (page 2-14), depicts the geographic distribution of land uses within the area. The Plan is organized around land use classifications described in *Table 2.4* (page 2-22), which summarizes the development intensity, density, typical allowable land uses, and general characteristics for each land use designation and overlay.

Many factors led to the existing and proposed land use patterns and designations. Among the most influential were the previous

Riverside County Jurupa Area Plan and General Plan; the Community and Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; and the oral and written testimony of City residents, business owners, and property owners during some 25 public meetings between October 2014 and December 2016. As part of its implementation, the 2017 General Plan also encourages the preparation of more detailed plans for key areas of the City. Village and Community Plans, specific plans, and planned developments, addressed under "Programs", will provide clear and more focused opportunities to enhance each community's character, distinctive identity, and quality of life.

Preserving Jurupa Valley's Small Town Rural Character

As shown in *Figure 2-6* (page 2-12), the City has several large, vacant areas that are suitable for development. Rural and semi-rural areas still comprise large areas of Jurupa Valley. The City's semi-rural communities, such as parts of Old Mira Loma, Glen Avon, and Pedley, exemplify the lifestyle choice of many Jurupa Valley residents. Rural uses like horse keeping, animal keeping, and small-scale orchards and vegetable gardening define the unique character of many neighborhoods and communities in Jurupa Valley and help to define their boundaries and lifestyles. These semi-rural areas also help retain precious water resources by reducing run-off and providing important wildlife habitat and habitat linkages.

Due to increasing growth pressures, there is danger that the character of some rural areas may be diminished by encroaching urbanization. A delicate balance exists between accommodating future growth, meeting community needs for jobs and services, and preserving this rural lifestyle. In some locations, allowing limited growth is desirable and appropriate, while in others, there is a need to maintain and/or upgrade the character of an area. In either instance, it is necessary to ensure that an appropriate level of services and infrastructure is available.

This General Plan uses several important planning tools to help achieve this balance, including the creation of village centers, a new Equestrian Lifestyle Protection Overlay with special polices to preserve rural lifestyles and animal keeping, by maintaining mostly large residential parcels with relatively low densities in many areas, and by providing incentives to encourage parcel consolidation, expand trail programs, preserve agricultural uses, and cluster

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residential units to preserve open space and protect sensitive habitats and species. These tools can be accomplished through a number of techniques, including City-initiated programs and incentives, coordination with community service districts, Riverside County and other responsible agencies, and the City's development review process.

The City is committed to ensuring that rural uses remain an integral part of the City's future and are protected through the policies of the General Plan, as reflected in the following General Plan goals, policies, and programs.

C. Land Use Element Goals, Policies and Programs

Goals

To be a City that establishes and maintains a balance of land uses that:

LUE 1 Encourages attractive, safe, and well-maintained residential neighborhoods that offer a range of high quality housing opportunities that "fit" the community in which they are to be located;

LUE 2 Attracts high quality commercial, office, and industrial areas offering a range of retail, service and employment uses that complement rather than compete with one another;

LUE 3 Enhances Jurupa Valley's equestrian lifestyle, with equestrian-friendly features such as extensive multi-use trails and a mix of passive and active recreational areas;

LUE 4 Protects open space and natural resource areas for solitude and a relief from urban stresses, recreation and views, diverse and healthy natural habitats for a variety of plant and animal life and distinct community edges; and

LUE 5 Supports diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities, and improved access to recreational, cultural, historic, and social amenities and resources.

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Land Use Categories – Descriptions

LUE 1 – Open Space

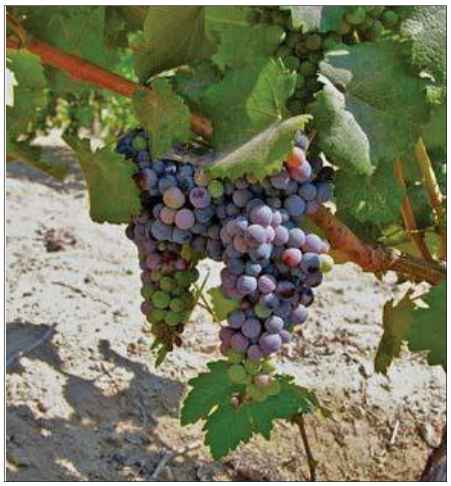

Figure 2-13: Wine grapes, Jurupa Valley

As shown on the Land Use Designation Summary, *Table 2.4* (page 2-22), the Open Space category consists of six land use designations: Open Space-Conservation, Open Space-Conservation Habitat, Open Space-Water, Open Space-Recreation, Open Space-Rural, and Open Space-Mineral Resources.

Open Space-Conservation (OS-C)

The Open Space-Conservation land use designation is applied to land designated for preservation of non-MSHCP habitat lands, protection from natural hazards, conservation of prime farmland and existing, productive agricultural land, and preservation of scenic and other natural resources. Ancillary structures or uses may be permitted if they further the intent of this designation and do not substantially alter the character of the area. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Conservation Habitat (OS-CH)

The Open Space-Conservation Habitat land use designation applies to public and private lands conserved and managed in accordance with adopted MSHCPs. Ancillary structures or uses may be permitted for the purpose of preserving or enjoying open space. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Open Space-Water (OS-W)

The Open Space-Water designation primarily includes the Santa Ana River and its floodplain. It also includes natural creeks and springs. Ancillary structures or uses may be permitted for flood control or recreational purposes. The extraction of mineral resources subject to an approved surface mining permit may be permitted if the proposed project can be undertaken in a manner that does not result in increased flooding hazards and that is consistent with maintenance of long-term habitat and riparian values.

Policies

The following policies apply to properties designated as Open Space-Conservation, Open Space-Conservation Habitat, or Open Space-Water.

LUE 1.1 **Compatible Structures.** Require that structures be designed and operated in a manner that preserves and

is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.

LUE 1.2 **Agency Cooperation.** Cooperate with the California Department of Fish and Wildlife (CDFG), the United States Fish and Wildlife Service (USFWS), and any other appropriate agencies to conserve non-MSHCP habitat.

LUE 1.3 **Prime Farmland.** Encourage conservation of designated Prime Farmland and productive agricultural lands.

LUE 1.4 **Right-To-Farm.** Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with legally established agricultural activities.

Programs

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Open Space-Recreation (OS-R)

The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks. Ancillary structures may be permitted for recreational opportunities. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Policies

The following policies apply to those properties designated as Open Space-Recreation on the area plan land use maps.

LUE 1.5 **County Facilities.** Encourage the County to continue to develop and maintain regional park facilities in Jurupa Valley that provide recreational opportunities for residents and visitors.

LUE 1.6 **Accessibility.** Require that open space recreation facilities be accessible to the community, regardless of age, physical limitation, or income level.

LUE 1.7 **Compatible Structures.** Require that structures be designed and operated in a manner that preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment, and other facilities and equipment.

LUE 1.8 **Quimby Act.** Require that new development meet the parkland requirements as established in the Quimby Act and City enabling ordinances.

Programs

LUE 1.1.1 **Parkland Requirements.** In coordination with community service districts, schools, residents, and the development community, consider amending the City's parkland requirements, including park area dedication and in-lieu fee requirements, to help address under-served parkland needs.

Open Space-Rural (OS-RUR)

The Open Space-Rural land use designation is applied to remote, privately owned open space areas with limited access and a lack of public services. Single-family residential uses are permitted at a density of 1 dwelling unit per 20 acres. This is also the primary land use classification applied to new and existing agricultural uses, including commercial orchards, row crops, greenhouses, vineyards, animal breeding, and grazing.

Policies

The following policies apply to properties designated as Open Space-Rural.

LUE 1.9 **Compatible Structures.** Require that structures be designed and operated in a manner that preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment, and other facilities and equipment.

LUE 1.10 **Siting and Grading.** Require that development be sited and designed to blend with a site's undeveloped natural contours and to avoid a padded, unvaried, unnatural, or manufactured appearance.

LUE 1.11 **Adequacy of Services.** Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity, and storm drainage exist to meet the demands of the proposed land use.

LUE 1.12 **Rural Character.** Ensure that development does not adversely impact the open space, rural character, and environmental sustainability of the surrounding area.

LUE 1.13 **Parcel Consolidation**. Encourage parcel consolidation.

LUE 1.14 **Agriculture**. Allow agricultural uses in the OS-R designation.

Programs

LUE 1.1.2 **Incentives.** Provide programs and incentives that encourage Open Space-Rural areas to be maintained in a manner that enhances their existing and desired visual character.

LUE 1.1.3 **Mineral Extraction Controls**. Establish a zoning overlay zone to designate open space areas in the OS-RUR designation that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers, and forests are not adversely affected.

Open Space-Mineral Resources (OS-MIN)

The Open Space-Mineral Resources land use designation allows for mineral extraction and processing facilities designated based on the Surface Mining and Reclamation Act (SMARA) of 1975 classification. The extraction of mineral resources is conditionally permitted, subject to an approved surface mining permit, if the proposed project can be undertaken in a manner that preserves and protects threatened or endangered species, sensitive habitat, scenic resources, and views from residential neighborhoods and major roadways. Areas held in reserve for future mining activities also fall under this designation. Ancillary structures or uses may be permitted that assist in the extraction, processing, or preservation of minerals. Actual building or structure size, siting, and design will be determined on a case-by-case basis.

Policies

The following policies apply to properties designated as Open Space – Mineral Resources.

LUE 1.15 SMARA **Compliance.** Require that surface mining activities and lands containing mineral deposits of statewide or regional significance comply with City ordinances and the SMARA.

LUE 1.16 **Encroachment.** Protect lands designated as Open Space-Mineral Resources from encroachment of incompatible land uses through buffer zones or visual screening.

LUE 1.17 **Road Access.** Protect road access to mining activities and prevent or mitigate traffic conflicts with surrounding properties.

LUE 1.18 **Reclamation**. Require the recycling and reclamation of mineral extraction sites to open space, recreational, or

other uses that are compatible with the surrounding land uses.

LUE 1.19 **Reuse Plan**. Require an approved reclamation and reuse plan prior to issuing a permit to operate an extraction operation.

Program

LUE 1.1.4 **Mineral Extraction Controls.** Establish a zoning overlay zone to designate open space areas in the OS-RUR that are appropriate for mineral extraction such that scenic resources such as prominent ridgelines, rivers, and forests are not adversely affected.

LUE 2 – Residential



Figure 2-14: New housing in Mira Loma

Residential land uses in Jurupa Valley are the single largest land use in terms of acreage, and can be found in areas ranging from rugged hillside areas to large lot, level terrain adjacent to the Santa Ana River.

Residential land uses accommodate not only a wide variety of housing types and land use designs, but also an assortment of public uses such as churches, schools, parks, daycare centers, libraries, and other cultural and civic uses that support healthy neighborhoods and communities, and help establish neighborhood character and quality of life. The intent of these policies is to help meet housing needs, accommodate a range of housing styles, types, densities and affordability, and enhance the quality of neighborhoods through appropriate housing design and site planning, property maintenance, and public improvements. Housing choices range from rural retreat to suburban neighborhood and from higher cost executive homes to modest but sound starter housing for young families. Increasingly, homebuyers are attracted to Jurupa Valley not only because of the range of housing types available and at prices affordable for a wide range of household incomes.

Affordable Housing

As further discussed in the Housing Element, this General Plan identifies areas suitable for affordable housing, consistent with the City's assigned regional housing needs. Potential affordable housing areas in 2017 are shown in *Figure 2-15* below.

Residential land uses are divided into nine land use designations:

- Rural (RR)
- Estate Density (EDR)
- Very Low Density (VLDR)
- Low Density (LDR)
- Medium Density (MDR)
- Medium-High Density (MHDR)
- High Density (HDR)
- Very High Density (VHDR)
- Highest Density (HHDR)

Rural Residential (RR)

The Rural Residential land use allows one single-family dwelling per 5 acres, plus ancillary structures, as well as limited animal keeping and agricultural activities. For clustered, multi-lot developments, the minimum lot size per residential unit is 2.5 acres, though the overall density of the development must not exceed 0.2 dwelling units per acre. Limited recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses are allowed within this designation.

Estate Density Residential (EDR)

The Estate Density Residential land use designation allows development of detached single-family residential dwellings and ancillary structures on parcels of at least 2 acres. In this designation, animal keeping is allowed, but regulated to ensure compatibility between the EDR designation and other, more intense residential uses in the vicinity. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per 5 acres up to 1 dwelling unit per 2 acres.

Very Low Density Residential (VLDR)

The Very Low Density Residential land use designation provides for the development of detached single-family residential dwellings and ancillary structures on parcels of at least 1 acre. Intensive animal keeping uses are discouraged or are limited to ensure compatibility between the VLDR designation and other uses in the vicinity. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per 2 acres up to 1 dwelling unit per acre.

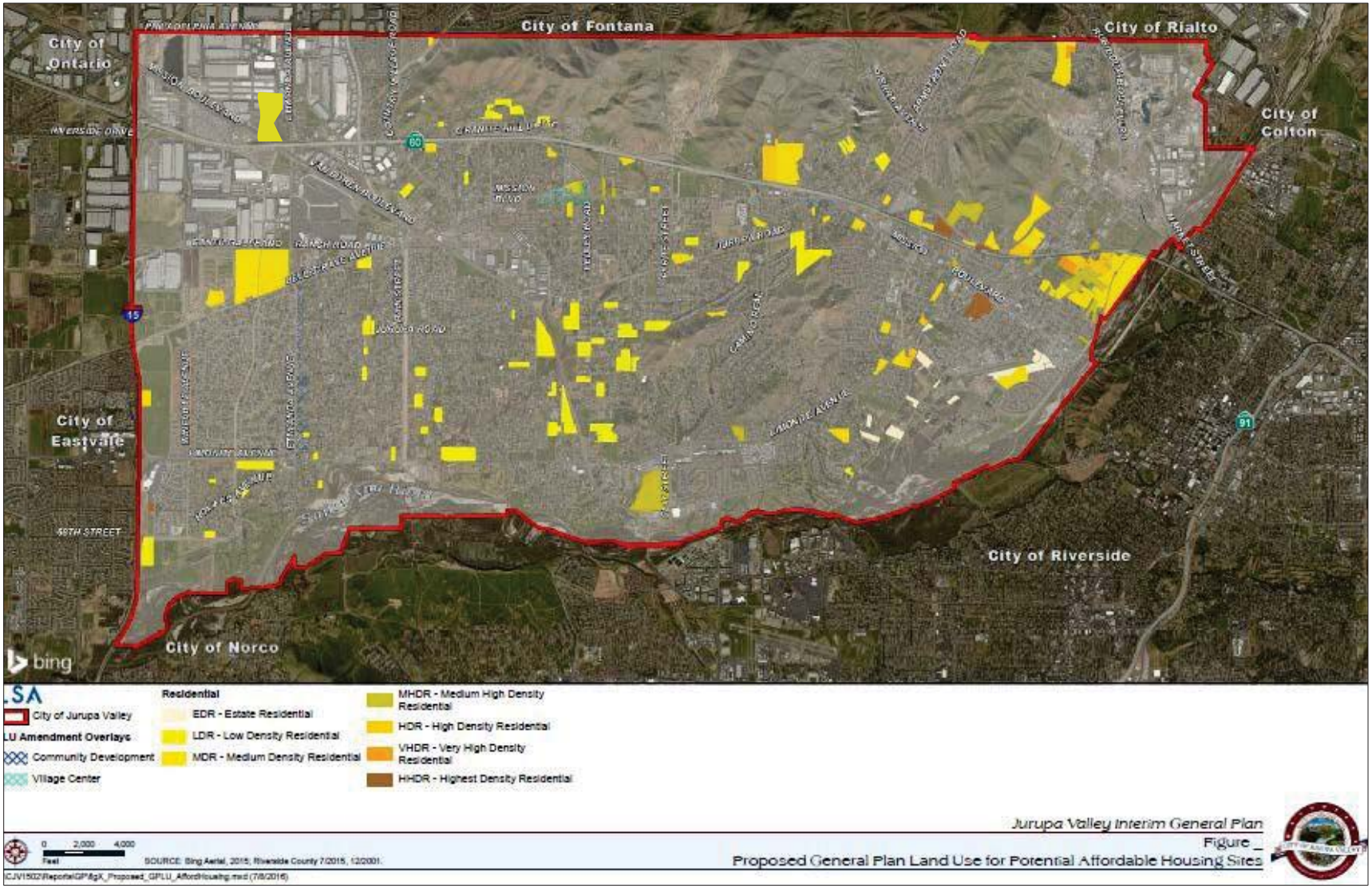

Figure 2-15: Potential affordable housing areas

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Low Density Residential (LDR)

The Low Density Residential land use designation provides for the development of detached single-family residential dwellings and ancillary structures on parcels of at least one-half acre. Intensive animal keeping uses are discouraged or are limited to ensure compatibility between the LDR designation and other uses in the vicinity. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per acre up to 2 dwelling units per acre.

Medium Density Residential (MDR)

The Medium Density Residential land use designation provides for the development of detached single-family dwellings on parcels typically ranging from 5,500 to 20,000 square feet. Limited agriculture and animal-keeping uses, including horses, are also allowed within this category. The density range is 2 to 5 dwelling units per acre, with a minimum lot size of 5,500 square feet to encourage clustering.

Medium-High Density Residential (MHDR)

The Medium-High Density Residential land use designation provides for the development of smaller lot, single-family dwellings. Typical allowable uses in this category include detached, small-lot single-family homes, attached single-family patio homes, courtyard development, and townhouses. Clustered development is encouraged in this category. The density range is 5 to 8 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.

High Density Residential (HDR)

The High Density Residential land use designation allows detached and attached small lot single-family dwellings, homes, patio homes, zero lot line homes, multi-family apartments, duplexes, and townhouses. The potential for clustered development is also provided for in this land use category. The density range is 8 to 14 dwelling units per acre.

Very High Density Residential (VHDR)

The Very High Density Residential land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a density range of 14 to 20 dwelling units per acre.

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Highest Density Residential (HHDR)

The Highest Density Residential land use designation allows for the development of multi-family apartments and condominiums, with a density range of between 20 and 25 dwellings per acre.

Policies

The following policies apply to residentially designated properties within the designations described above and as depicted on the Land Use Element Map (also see the *Housing Element*).

LUE 2.1 **Residential Development.** Accommodate the development of single-family and multi-family residential units in areas appropriately designated by the General Plan, specific plans, the Equestrian Lifestyle Protection Overlay, and community and village plans land use maps.

LUE 2.2 **Higher Density Residential.** Accommodate higher density residential development near major transportation corridors, concentrated employment areas, and community and village centers, and promote the development of high quality apartments and condominiums that will encourage local investment and pride of ownership.

LUE 2.3 **Infrastructure.** Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses.

LUE 2.4 **Housing Variety.** Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

LUE 2.5 **Connectivity.** Integrate residential development with a continuous network of parks, open space, public areas, bicycle trails, equestrian trails, public transit routes, and pedestrian paths to connect neighborhoods and communities with key nodes. Key nodes include parks and recreation facilities, schools, village and neighborhood centers, and other in-city communities and surrounding cities and points of interest.

LUE 2.6 **Buffering.** Require setbacks and other design elements to buffer residential units from the impacts of abutting

agricultural, roadway, commercial, and industrial uses, to the maximum extent possible.

LUE 2.7 **Reduced Street Widths.** Allow for reduced widths for local streets to minimize impacts of traffic on neighborhood safety and character, in accordance with CAL FIRE standards.

LUE 2.8 **Supportive Uses.** Accommodate activity centers or nodes within or near residential neighborhoods that allow such services as child or adult care, recreation, public meeting rooms, convenience commercial uses, and similar facilities, where appropriate.

LUE 2.9 **Design Compatibility.** Ensure that new residential developments are designed to be compatible with their surroundings and to enhance visually the appearance of neighborhoods and adjacent structures.

LUE 2.10 **Special Needs Housing.** Require that special needs housing, such as transitional or group housing, is designed to enhance and be compatible with adjacent uses, structures, and neighborhoods.

Programs

LUE 2.1.1 **Regional Housing Needs**. Within one year of adoption of the 2017 General Plan, amend the General Plan Land Use Map and Zoning Ordinance density standards for the R-6 zone to allow a base density up to 25 dwelling units per acre, and amend the Zoning Map to show the locations of at least 34 acres of additional R-6 zoning to help meet Regional Housing Needs Assessment (RHNA).

LUE 3 – Commercial, Industrial and Business Park

Commercial Land Use Designations

Commercial land uses are critical to the long-term economic and fiscal stability of the City. They provide jobs for local residents, provide necessary goods and services, and generate much of the tax base necessary to fund essential public facilities and services such as police and fire. However, underutilized and unmaintained commercial buildings and storefronts can result in visual blight that detracts from the communities they occupy and discourages private investment. The City intends to accommodate retail commercial and office space demand, stimulate focused commercial centers, encourage a variety and range of commercial uses needed by residents, and ensure that new or rehabilitated commercial structures and centers enhance the visual character of



Figure 2-16: Newer office development, Riverside County

the area and are integrated into the community they are intended to serve. The Commercial land use designations are:

- Commercial Retail (CR)
- Commercial Neighborhood (CN)
- Commercial Tourist (CT)
- Commercial Office (CO)

Commercial Retail (CR)

The Commercial Retail land use designation allows for the development of a broad range of retail commercial and services, including professional office and visitor-serving commercial uses. Commercial Retail uses will be permitted based on their compatibility with surrounding land uses, and based on the amount of Commercial Retail acreage already developed in the City. Floor area ratios (FARs) range from 0.2 to 0.35.

Commercial Neighborhood (CN)

The Commercial Neighborhood land use designation allows for the development of a neighborhood-serving uses that meet the convenience needs for nearby residents. These are freestanding commercial uses or smaller-scale commercial centers located within or on the edges of residential neighborhoods and include such uses as neighborhood food markets, local-serving retail commercial, personal services, professional offices, cultural facilities, and eating and drinking uses. Commercial Neighborhood uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 0.50.

Commercial Tourist (CT)

The Commercial Tourist land use designation allows for visitor-serving commercial uses such as hotels, motels, golf courses, commercial recreation and amusement facilities, and sale of new and used automobiles and trucks. Commercial Tourist uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.20 to 0.35.

Commercial Office (CO)

The Commercial Office land use designation allows for a variety of office uses, including professional offices such as medical and dental offices, legal and financial services, insurance services, and other office and support services. Commercial Office uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 1.0.

Policies

The following policies apply to commercially designated properties, as shown on the Land Use Map.

LUE 3.1 **Commercial Development.** Accommodate the development of commercial uses in areas designated by the General Plan, specific plans, and community and village plan land use maps.

LUE 3.2 **Accessibility.** Require commercial buildings and centers to be sited along or easily accessible from public sidewalks, pedestrian areas, neighborhoods, and bicycle routes, and include amenities that encourage walking and biking.

LUE 3.3 **Community Facilities.** Accommodate community-oriented facilities, such as public meeting rooms, daycare facilities, public transit, public buildings (e.g., government-owned buildings, community service district facilities with public services), and cultural uses.

LUE 3.4 **Transit and Housing.** Locate commercial uses near transit facilities and residential areas, and require the incorporation of facilities such as bus turnout lanes and bus shelters to promote use of public transit.

LUE 3.5 **Residential Compatibility.** Commercial uses abutting residential properties shall be designed to protect the residential use from the impacts of noise, vibration, light, fumes, odors, vehicular traffic, parking, and safety hazards.

LUE 3.6 **Infrastructure.** Require that new commercial development provide adequate parking, transportation facilities and utilities, including sidewalks and trails, street trees, water resources, sewer and storm water facilities, and other utilities to serve new businesses in addition to meeting the needs of existing residents and businesses.

LUE 3.7 **Mixed Uses.** Allow mixed-use projects to develop in commercially designated areas in accordance with the Design Guidelines of the Village Center Overlay and the Mixed Use Overlay, and with consideration of potential impacts to adjacent uses.

LUE 3.8 **Architectural Compatibility.** Require commercial development to be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. Architectural styles that reflect the City's small town rural, agricultural

history shall be utilized in the design of new commercial developments in or near the Village Centers, consistent with the applicable design guidelines.

LUE 3.9 **Maintenance.** Require property owners and tenants of commercial properties to properly maintain and repair buildings, landscaping, signs, and fencing to ensure they reflect community expectations for a quality environment and remain competitive with commercial facilities located outside the City.

LUE 3.10 **Pedestrian, Bicycle, and Transit Access.** Require commercial projects to be designed to promote convenient access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

LUE 3.11 **Environmental Compatibility and Quality.** Require commercial districts and uses to be compatible with their environmental setting, promote City environmental goals, and be designed and operated to avoid or mitigate environmental impacts.

Programs

LUE 3.1.1 **Broaden and Refine Commercial Zones.** During the next 3 years, amend the Zoning Ordinance to allow office parks, large-scale shopping centers, specialized commercial such as medical clusters, tourist commercial, and entertainment complexes.

Industrial and Business Park Area Plan Land Use Designations

Industrial land aids in creating economic growth by providing jobs for local and area-wide residents, providing growth opportunities for new and existing businesses, and by building and maintaining a tax base, which can help fund essential public services. The goal is to provide attractive work environments that fit with the character of each community and are well served by convenient and adequate multimodal transportation options. Stimulation of clusters of similar industrial businesses can facilitate competitive advantages in the market place.

Industrial/Business Park land uses are divided into three land use designations: Light Industrial, Heavy Industrial, and Business Park.

Light Industrial (LI)

The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing and

distribution centers within the Mira Loma Warehouse and Distribution Center Overlay, and supporting retail uses. Floor area ratios range from 0.25 to 0.6.

Heavy Industrial (HI)

The Heavy Industrial land use designation allows for intense industrial activities that may have significant impacts (noise, vibration, glare, odors) on surrounding uses. Floor area ratios range from 0.15 to 0.5.

Business Park (BP)

The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Floor area ratios range from 0.25 to 0.6.

Policies

The following policies apply to Industrial and Business Park designated properties, as shown on the Land Use Map.

LUE 3.12 **Industrial and Business Park Development.** Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and village plan land use maps.

LUE 3.13 **Commercial Trucks.** Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.

LUE 3.14 **Encroachment.** Protect industrial and business park designated areas from encroachment by incompatible or noise-sensitive uses that could be impacted by industrial activity, such as housing and schools.

LUE 3.15 **Locations.** Concentrate industrial and business park uses near major transportation facilities and utilities and along public transit corridors. Avoid siting such uses close to residentially zoned neighborhoods or where truck traffic will be routed through residential neighborhoods.

LUE 3.16 **Employee Facilities.** Encourage the inclusion of daycare, on-site lunch areas, showers, meeting rooms, and other employee-oriented facilities for new industrial and business park development.

LUE 3.17 **Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.

LUE 3.18 **Infrastructure.** Require that new industrial and business park developers provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new industrial and business park businesses in addition to meeting the needs of existing residents and businesses.

LUE 3.19 **Architectural Compatibility.** Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements.

Programs

[TBA]

LUE 4 – Public Facility/Institutional



Figure 2-17: Louis Rubidoux Regional Library, Jurupa Valley

The Public Facility/Institutional (PF) land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards.

Uses within the Public Facility/Institutional land use designation provide essential support services to City residents and are typically operated by a government entity, a public utility, or a community service district. These uses include City Hall and other public buildings, flood control facilities, utilities, schools, libraries, and other such facilities. Due to the intense nature of many of these activities, potential conflicts with surrounding land uses can occur. Privately owned facilities providing public services, such as Flabob Airport, may also be included in the Public Facility/Institutional designation. The intent of these policies is to provide for adequate public facilities within the City to serve the public and to ensure compatibility with surrounding land uses.

Due to the varied nature of Public Facility/Institutional land uses, building intensity and design criteria for uses in this designation

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shall generally comply with those standards and policies in other land use designations that are most similar to the intended use. Airports, utility facilities other than electric generating stations, and landfills generally have low FARs. Building intensities for civic uses such as government buildings and schools, however, are comparable to other employment-generating land use designations. The maximum intensity allowed for civic uses within the Public Facility/Institutional designation is 0.60 FAR. Actual FAR will vary for other uses, and the appropriate FAR will therefore be determined in the zoning ordinance.

Policies

The following policies apply to Public Facility/Institutional designated properties, as shown on the Land Use Map and on the Community Plan land use maps.

LUE 4.1 **Public Facility Development.** Accommodate the development of public facilities and services in areas designated by the General Plan, specific plans, and community and village plan land use maps.

LUE 4.2 **Encroachment.** Protect major public facilities, such as Flabob Airport, publicly owned buildings, landfill, and solid waste disposal sites, from the encroachment of incompatible uses.

LUE 4.3 **Locations.** Locate and design new public facilities to protect sensitive uses, such as schools and housing, from impacts due to noise, vibration, light, fumes, odors, and vehicular traffic, parking and safety hazards.

LUE 4.4 **Infrastructure.** Require new Public Facility/Institutional development to provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new and existing Public Facility/Institutional businesses and tenants in addition to meeting the needs of existing residents and businesses.

LUE 4.5 **Architectural Compatibility.** Public Facility/Institutional development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high-quality architecture, landscaping, and site improvements.

LUE 4.6 **Public Utilities, Easements, and Rights of Way.** New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights of way and permanent easements

whose true land use is that of public facilities. This policy will ensure that the "public facilities" designation governs what otherwise may be inferred from large-scale General Plan maps.

LUE 4.7 **Consideration of Scale.** Due to the scale of General Plan maps and the area of the City, utility easements and linear rights of way may not be shown on General Plan, specific plan, and community plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

LUE 4.8 **Impact Mitigation of New Public Facilities.** Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, and flood control channels, shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.

Programs

[TBA]

LUE 5 – Land Use Overlays

Land Use Overlays are land use designations that give the City Council greater control in achieving land use planning goals or to address specific community issues or needs. The Overlay designations are shown in *Figure 2-7* (page 2-14) and in more detail in *Figure 2-18* below. The Overlays address a particular land use characteristic or process and can be applied to any base land use designation. Generally, overlays are applied as part of a General Plan amendment to provide another layer of land use guidance or a variety of land use and/or development options. For example, the underlying land use designation might be Retail-Commercial; however, the application of the Community Development Overlay allows the opportunity to develop Residential and Retail Commercial uses where they are compatible and to give an incentive for development or redevelopment with new uses that better meet City goals than the previous uses and that remove non-conforming or dilapidated land uses. Where an overlay is applied, the more specific provisions of the overlay shall apply to the base land-use designation.

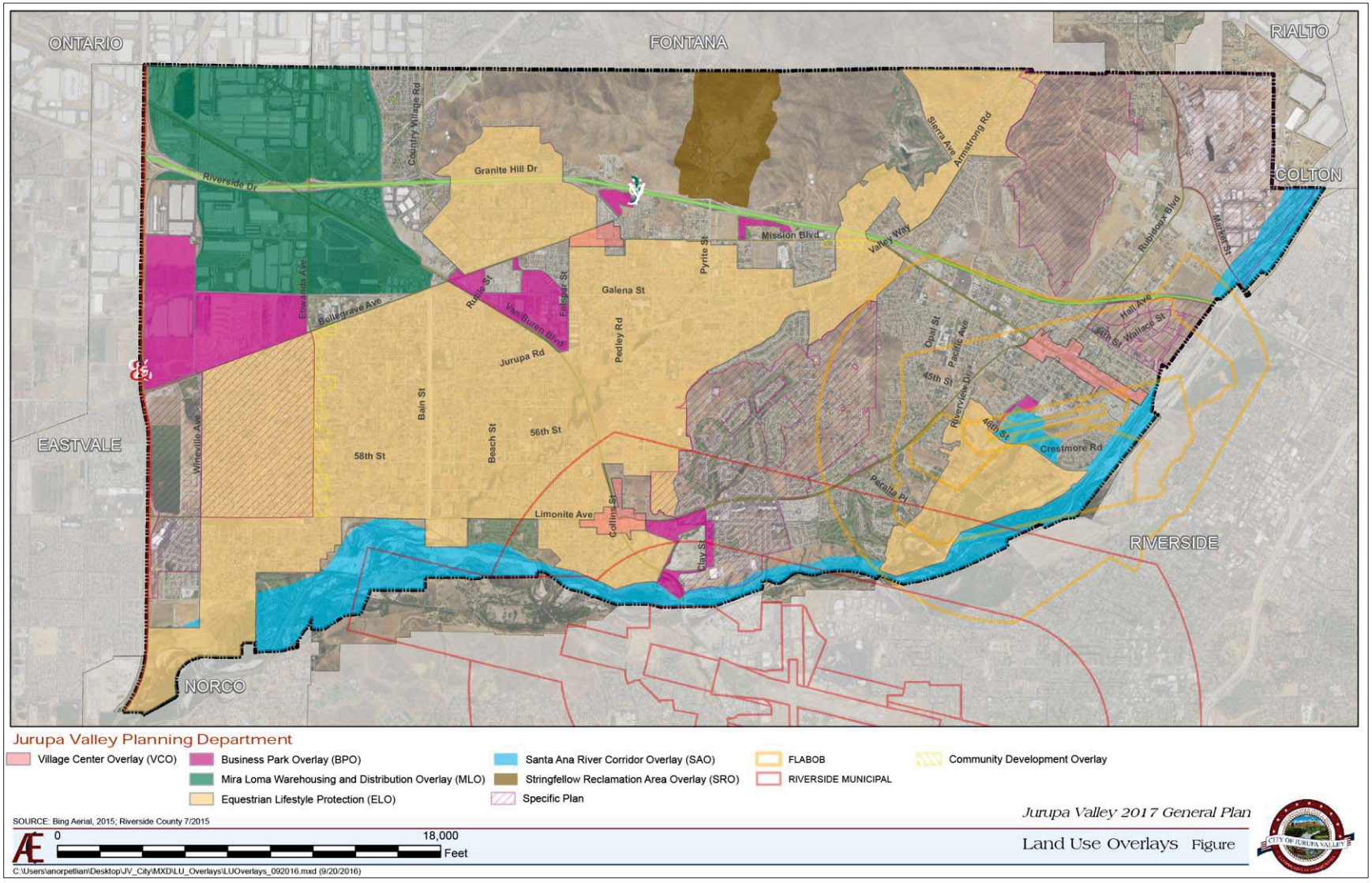

Figure 2-18: General Plan Overlays

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Equestrian Lifestyle Protection Overlay (ELO)



Figure 2-19: Equestrian "parking," Jurupa Valley

The Equestrian Lifestyle Protection Overlay preserves Jurupa Valley's equestrian heritage and lifestyle, and ensures the keeping of horses and other farm animals can continue, subject to regulations specified in the Zoning Ordinance. All new developments within this Overlay must meet equestrian-friendly requirements, such as minimum parcel area and building setback requirements, and provide community and local trails and accommodate equestrian use in accordance with the City's trail planning.

Jurupa Valley's equestrian lifestyle is one of the community's most closely held values. In particular, Mira Loma, Sunnyslope, Crestmore Heights, Pedley, Glen Avon, and areas between Riverview and the Santa Ana River are centers of equestrian activities where horses and riders can often be seen in yards and riding along local streets. While not all of Jurupa Valley is suited for animal keeping and equestrian activities, those areas that are generally suited for equestrian use are shown in *Figure 2-20* below.

Jurupa Valley's equestrian focus is more than a recreation activity or a shared value. It is a lifestyle choice and considered by many to be the essence of what makes Jurupa Valley unique. It also offers important benefits for community health, environmental preservation, land use, and the local economy. Jurupa Valley is well suited for equestrian use due to its many large residential lots in semi-rural neighborhoods, equestrian and animal-keeping goods and services, corrals and stables, and a growing network of multi-purpose trails linking the Santa Ana River with neighborhoods and large open space areas. Moreover, equestrian uses bring people together. Horse facilities such as trails, show arenas and staging areas, as well as competition and recreational riding venues can attract residents and visitors and be a major source of local pride, increased property values, and economic activity.

These factors contribute to Jurupa Valley's desirability as a place to live, visit, or do business—both for equestrians and for those who love equestrian-oriented communities. While horse keeping and riding bring many benefits and enhance Jurupa Valley's quality of life, they require special land use and circulation planning to ensure community safety and a balanced network of trails and compatible land uses. The Equestrian Lifestyle Protection Overlay is intended to ensure that this planning takes place and that equestrian uses continue to be a defining value of Jurupa Valley.

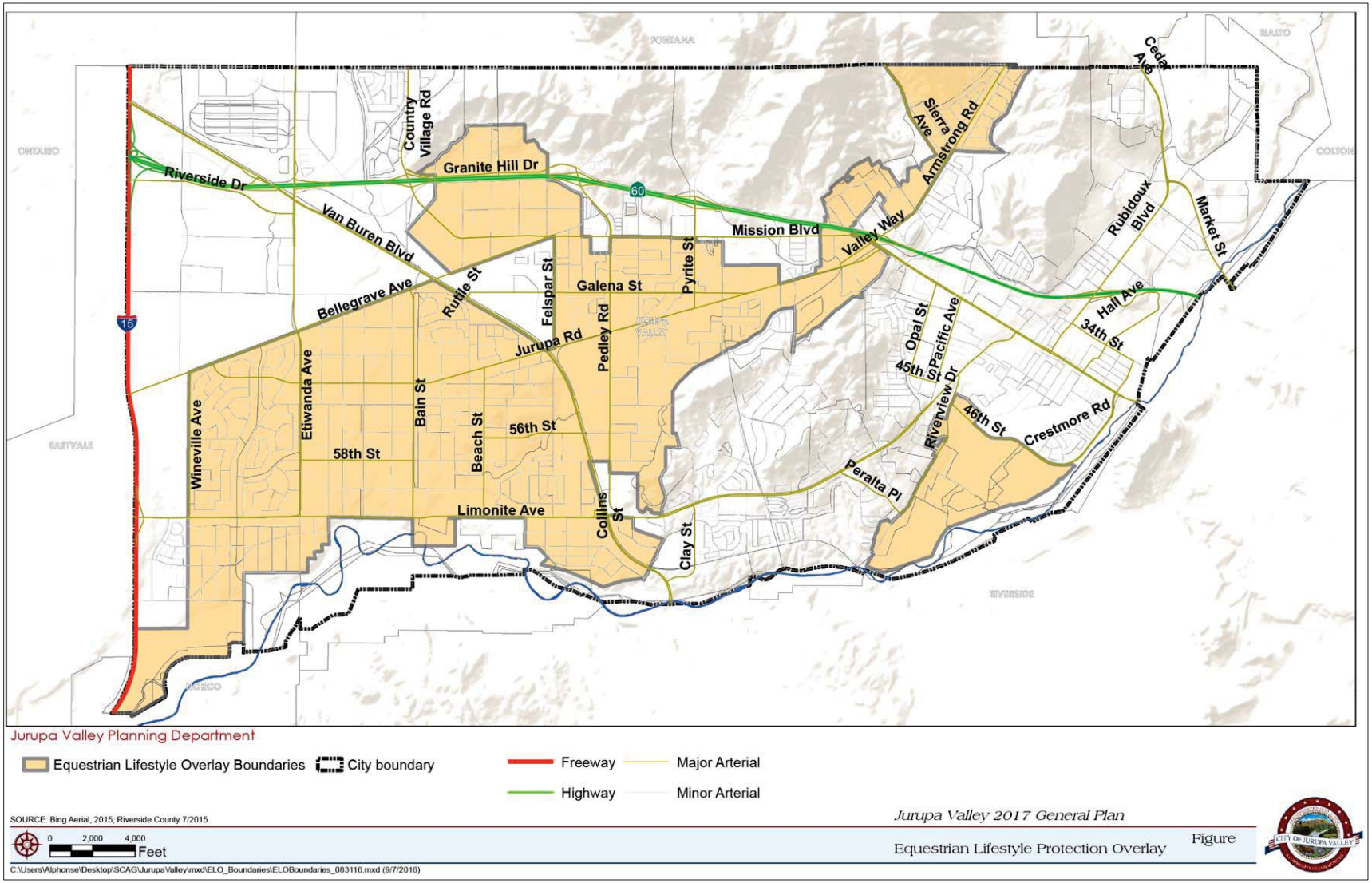

Figure 2-20: Equestrian Lifestyle Protection Overlay

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Policies

The following policies apply within the Equestrian Lifestyle Protection Overlay:

LUE 5.1 **Application.** Apply the Equestrian Lifestyle Protection Overlay to those areas where equestrian uses, facilities, trails, and accessory uses are encouraged, as shown in *Figure 2-20* above, and include equestrian core and support areas.

LUE 5.2 **Land Use and Circulation Planning.** Within the Overlay, give priority to preserving, facilitating, and improving equestrian uses, access, and safety, trails and other equestrian-serving facilities when planning public transportation, utilities, public buildings, and other public facilities.

LUE 5.3 **Land Use Compatibility.** Within the core area, equestrian uses and facilities shall be allowed by right, subject to appropriate standards for horse density and well-being, setbacks, access, sanitation, and safety. Horse-keeping and equestrian activities shall be conditionally allowed in land use designations where it is compatible and can meet appropriate standards. New land use entitlement applications, whether for residential, commercial, industrial, or institutional uses, shall be designed such that there will be no interference with surrounding equestrian neighborhoods.

LUE 5.4 **Residential Development.** Require that residential development proposed near existing equestrian neighborhoods shall be designed to be equestrian friendly and integrate the new neighborhoods with the existing equestrian lifestyle as an asset to future residents. Land within the Equestrian Lifestyle Protection Overlay shall be developed to promote and protect the semi-rural equestrian lifestyle within it.

LUE 5.5 **Development Review.** New development in the core area should accommodate horse keeping, horse facilities and equestrian activities, where feasible and appropriate. Within the support area, equestrian uses, trails, and facilities are encouraged.

LUE 5.6 **Special Mobility Considerations.** In mobility and streets planning, the City will do the following:

a. Designate local streets within the Overlay as "equestrian streets," provide attractive signs that designate semi-rural neighborhood streets as equestrian-priority over motor vehicles, require waste bins to be removed from the street right of way, and allow equestrians to use entire street rights of way, where appropriate, to link key trails, facilities, or open spaces, as designated in the City's Streets Master Plan and Trail Plan.
b. Provide grade-separated crossings where equestrian routes and equestrian trails meet arterial streets, wherever feasible. Where this is not feasible, equestrian crossings shall be signalized and use two-tiered signal activation and special signage and pavement markings, overhead lighting, and/or paving annunciators.
c. *Primary Equestrian Trail*s along and within public rights of way shall include appropriate railing, signage, lighting and trail surface material to protect public and equestrian safety.
d. *Secondary Equestrian Trail Routes* shall include safe, level areas within street or utility rights of way that provide equestrian route signage and minimal improvements to accommodate equestrian use.



LUE 5.7 **Incentives.** Provide development incentives to encourage equestrian-friendly development and to help preserve communities' equestrian lifestyle, which may include residential cluster development or planned unit developments, density transfer programs, density bonuses associated with innovative land use planning, and expedited planning application and permit processing.

LUE 5.8 **Residential Density.** Allow development of Rural Residential, Estate Density Residential, Very-Low and Low-Density Residential housing in the Overlay. Higher densities may be allowed if equestrian friendly and if the City Council finds that the project will provide significant overall benefits to equestrian uses and lifestyle.

LUE 5.9 **Incompatible Uses.** Discourage the encroachment of incompatible land uses that impact the feasibility or safety of equestrian trails and lifestyle in the core area.

Programs

LUE 5.1.1 **Zoning Update.** Update the Zoning Ordinance to protect and encourage equestrian uses and facilities within the ELO and to remove obstacles and disincentives.

LUE 5.1.2 **Density Transfer.** Consider adopting a density transfer program to provide incentives for open space preservation and equestrian uses.

LUE 5.1.3 **Public Awareness.** Work with community service districts, equestrian groups, and non-profit agencies to improve public awareness of equestrian uses, rules, responsibilities, routes, and activities and to help improve public safety, enjoyment, and sense of community.

LUE 5.1.4 **Funding.** Consider an assessment district, joint-powers agreement with the Jurupa Area Recreation and Park District (JARPD) or the County, or other funding mechanism for the acquisition of rights of way and the construction and maintenance of multi-purpose trails within the Overlay Area.

LUE 5.1.5 **Acquire Easements**. Work with other agencies, utility providers and private landowners to acquire access easements for equestrian trail use where appropriate, such as along utility easements or along flood control channels.

Community Development Overlay (CDO)

The General Plan previously included a "Community Development Overlay" designation, which was part of Riverside County's General Plan adopted by the City upon incorporation. The Community Development Overlay has been redefined to meet the City's specific needs. Its purpose is to provide planning flexibility in meeting localized needs or issues, such as along major street corridors where prevailing land uses may no longer make sense and need strategic changes. Generally, overlays are applied to areas, neighborhoods, or groups of parcels, not small, individual properties. Etiwanda Avenue and Mission Boulevard are examples of streets with a seemingly random mix of residential, retail-commercial, and service-commercial/light industrial uses in some areas. This somewhat random land use pattern has resulted in the development of potentially conflicting land uses with the potential to cause blight and a lack of property maintenance or reinvestment. The CDO designation can address these issues by: 1) identifying specific areas that need local consideration of land use changes to

address special factors, 2) establishing incentives to encourage more logical, orderly development, and 3) setting a process in which property owners and the public can become better informed and participate in land use deliberations. Two Community Development Overlay areas are included as a part of the 2017 Land Use Element (*Figure 2-8*, page 2-20). These two overlay areas are commercial corridors on major segments of Etiwanda and Mission.

1. **Etiwanda Avenue Commercial Corridor.** This overlay is applied to the east side of Etiwanda between Limonite Avenue and Bellegrave Avenue. The properties that abut the street are designated for retail commercial land use. The Etiwanda Commercial Corridor overlay will provide for the City Council to change the zoning to low or medium density residential for mid-block properties consistent with the General Plan. This option creates the opportunity to generate an economic stimulus for the existing and future retail along the corridor.

2. **Mission Boulevard Commercial Corridor.** This overlay is applied to the commercial area along both sides of Mission Boulevard between Country Village Road and Valley Way. Properties that abut the street are designated for retail commercial land use. The Mission Commercial Corridor overlay will provide the opportunity for the City Council to change the zoning to low or medium density residential for mid-block properties consistent with the General Plan. This option creates the opportunity to generate an economic stimulus for the existing and future retail along the corridor.

Policies

LUE 5.10 **Purpose.** The purpose of the Community Development Overlay is to encourage new development and strategic land use changes through additional planning studies and public participation in future General Plan amendments and/or Zoning Map changes.

LUE 5.11 **Application.** Apply the Community Development Overlay to sites, corridors, or areas where land use changes are anticipated or encouraged that cannot be accommodated under existing General Plan land use designations. The specific goals, issues, and incentives, where applicable, shall be described when the Community Development Overlay is applied.

LUE 5.12 **Incentives.** Consider allowing incentives within the Community Development Overlay, including development incentives, such as expedited planning application and permit processing, and the ability to apply for residential development and lot mergers in advance of

a General Plan amendment provided that certain minimum standards (e.g., minimum lot area) and procedures are met.

Village Center Overlay (VCO)

The City of Jurupa Valley covers about 45 square miles. Most of this area is either semi-rural equestrian properties or suburban in character. However, specific areas, due to their history and location, began as small centers of commerce and should be preserved and enhanced as pedestrian-oriented, small village centers. The Land Use Plan identifies specific areas within the communities of Rubidoux, Glen Avon, and Pedley as village centers. These centers are designated with the Village Center Overlay to encourage development of traditional, pedestrian-oriented town centers with characteristics that distinguish them from surrounding areas. These village centers promote walkability, equestrian accessibility, civic, cultural, entertainment, retail, and service uses. Mixed residential and commercial uses may also contribute to the village centers' energy and distinctive characters. To promote village centers as magnets for local residents and local services and restaurants, the City may offer voluntary incentives to promote this form of small-town development. Village centers also serve adjacent and nearby residential neighborhoods and are intended to reflect a village, or small downtown atmosphere. They are also places that attract residents from adjacent areas to socialize, shop, and dine.

To address potential land use compatibility issues, and to enhance village centers' historic and architectural character, design guidelines are applied to each village center within the Overlay. Allowable land uses within the Village Center Overlay include:

- High, Very High, and Highest Density Residential in the core area
- High Density Residential in the surrounding core support area
- Commercial Retail
- Commercial Office
- Public Facilities
- Open Space-Recreation

A typical mix of uses may include public or quasi-public uses (schools, plazas, theaters, cultural centers, offices, and parks), traditional residential neighborhood- or community-serving retail centers, recreational uses, offices, and where appropriate, courtyard-style or attached residential neighborhoods. Land use emphasis is generally on uses within the Commercial Retail

designation such as a grocery store, a drug store, and other retail outlets, and the Commercial Office designation such as professional services and financial institutions. Residential densities range from 5.0 to 25.0 dwelling units per acre, while non-residential intensities range from 0.2 to 0.5 FAR.

Policies, General

LUE 5.13 **Village Center Development.** Require development within the Village Center Overlay, to be compact, pedestrian-oriented, and designed to accommodate a broad range of uses, including commercial, residential, and public facility uses, consistent with the Community's historic character.

LUE 5.14 **Locations.** Apply the Village Center Overlay to the historic community centers of downtown Rubidoux, downtown Glen Avon and downtown Pedley as shown in *Figure 2-12* (page 2-28). The City Council may consider applying the Village Center Overlay to other areas determined to be consistent with the intent and policies of this section.

LUE 5.15 **Development Standards.** Require areas within Village Center Overlay designations to develop in accordance with the land use standards for Village Centers as detailed in the Village Center Design Standards and Rubidoux Area Design Standards of the Zoning Regulations.

LUE 5.16 **Incentives.** Provide incentives, such as density bonuses and relaxation of development standards, as appropriate, to facilitate the development of village centers as designated on the Land Use Plan, *Figure 2-7* (page 2-14).

LUE 5.17 **Mixed Uses.** Accommodate the development of structures and sites with a mix of housing, retail, commercial office, cultural, public/quasi-public, and recreational uses in areas designated as "Village Centers" on the General Plan, the specific plan, and community and village plan land use maps.

LUE 5.18 **Allowed Uses.** Areas within the Village Center Overlay shall be planned and designed with a list of allowed and conditionally allowed land uses that are appropriate to the specific village area.

LUE 5.19 **Open Space.** Provide open space areas within village centers, such as plazas or parklets, to provide visual relief from the urban environment, to form linkages to

other portions of the City, and to serve as buffers from incompatible uses.

LUE 5.20 **Community-Oriented Uses.** Accommodate community-oriented facilities, such as public meeting rooms, daycare facilities, public transit, public buildings (e.g., government-owned buildings, community-service district facilities with public services), public art, and cultural uses in village centers.

LUE 5.21 **Public Transit.** Locate village centers along public transit routes and other major circulation facilities, where possible, to enhance accessibility and promote transit ridership.

LUE 5.22 **Infrastructure.** Adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities shall be available to serve Village Center development in addition to meeting the needs of existing residents and businesses.

LUE 5.23 **Public Entrances.** Orient public building entrances in village centers to the public street and locate parking in the rear or to the side of the building.

LUE 5.24 **Shared Parking.** Allow shared or joint use parking and reduced parking standards in village centers, where appropriate.

LUE 5.25 **Connectivity.** Integrate pedestrian-, equestrian-, and bicycle-friendly street and trail networks connecting village centers with surrounding land uses.

LUE 5.26 **Compatibility.** Require that mixed-use developments be designed to enhance compatibility with adjacent uses, and mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash and recycling storage, deliveries, truck and automobile access, and parking.

LUE 5.27 **Architectural Compatibility.** Require that village center development be designed to be architecturally compatible with its surroundings and visually enhance the character of the surrounding neighborhood and designated scenic highways or public view corridors.

Program, General

LUE 5.1.6 **Village Center Area Plans.** The City will prepare an area plan for each of its three village centers to establish a consensus and a vision that is shared by the stakeholders and the City Council. The master plans will be prepared in the following order of priority:

1. Pedley Village Center
2. Glen Avon Village Center
3. Rubidoux Village Center

LUE 5.1.7 **Village Center Standards.** The City will prepare Village Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new Standards.

Policies, Pedley Village Center

Pedley Village Center is the location of City Hall, the Pedley train station, and the relocated Post Office, as shown in *Figure 2-22*. Its potential as a key component of the City's identity, its ability to preserve its historical heritage and establish a downtown environment that attracts locals to shop, dine and socialize is critical. A master plan for Pedley Village Center will guide development to create a cohesive center that will anchor the new City and help solidify its internal identity with its citizens. The master plan will be the basis for future land use decisions and capital improvements and may ultimately take the form of a specific plan.



Figure 2-21: Pedley Village area, looking south towards the Santa Ana River

LUE 5.28 **Semi-Truck Traffic.** Limit semi-truck traffic generated by uses to a maximum of 15 trucks per day, Monday through Friday.

LUE 5.29 **Limonite Avenue Improvements.** Proposed development applications, or applications to bring existing uses into conformity with City requirements, shall provide for improvements to Limonite Avenue, which may include, but are not limited to, street widening in accordance with General Plan right of way width, access limitations (not more than one driveway), provision of right of way for an access/deceleration lane, and pavement improvements.

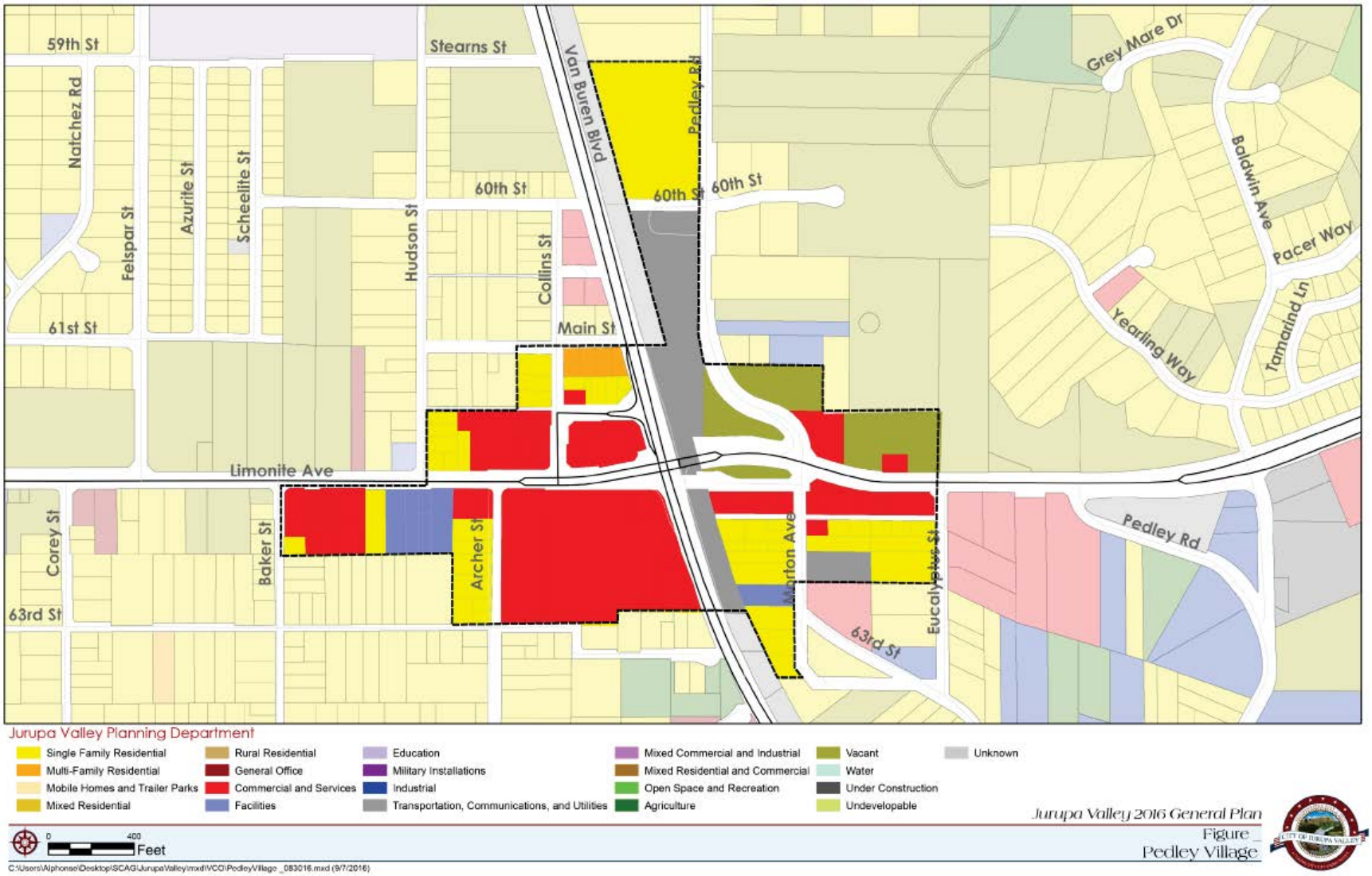

Figure 2-22: Pedley Village Center Overlay

Programs, Pedley Village Center

(TBA)

Policies, Glen Avon Village Center

The Glen Avon Village Center is shown in *Figure 2-24*. This small center has excellent visibility and access, and is located near the intersection of Jurupa Road and Van Buren Boulevard. An area plan for Glen Avon Village Center is needed to establish a consensus for its boundaries and define the desired character of new development such that the area's scale and historical character are preserved and enhanced. This village center is expected to be smaller in size than Rubidoux or Pedley, yet still embrace the small town commercial and traditional neighborhoods that are served by equestrian- and pedestrian-friendly connections.

Programs, Glen Avon Village Center

(TBA)

Policies, Rubidoux Village Center

Much work has already been done by the County of Riverside to establish a general consensus and vision for Rubidoux Village, as shown in *Figure 2-25* (page 2-63). Although in 2017, no area plan or specific plan has yet been adopted by the City, a Workbook containing architectural and site development guidelines for the Rubidoux Village Area were prepared by the County and have been adopted by the City Council, as well as zoning specific to the desired form and character of Rubidoux Village. Upon completing the area plans for Pedley and Glen Avon village centers, the City will prepare an area plan for Rubidoux Village that is consistent with existing policy and zoning, while updating and clarifying existing policies and programs.



Figure 2-23: Mission Boulevard in Rubidoux Village Center, looking south toward the City of Riverside

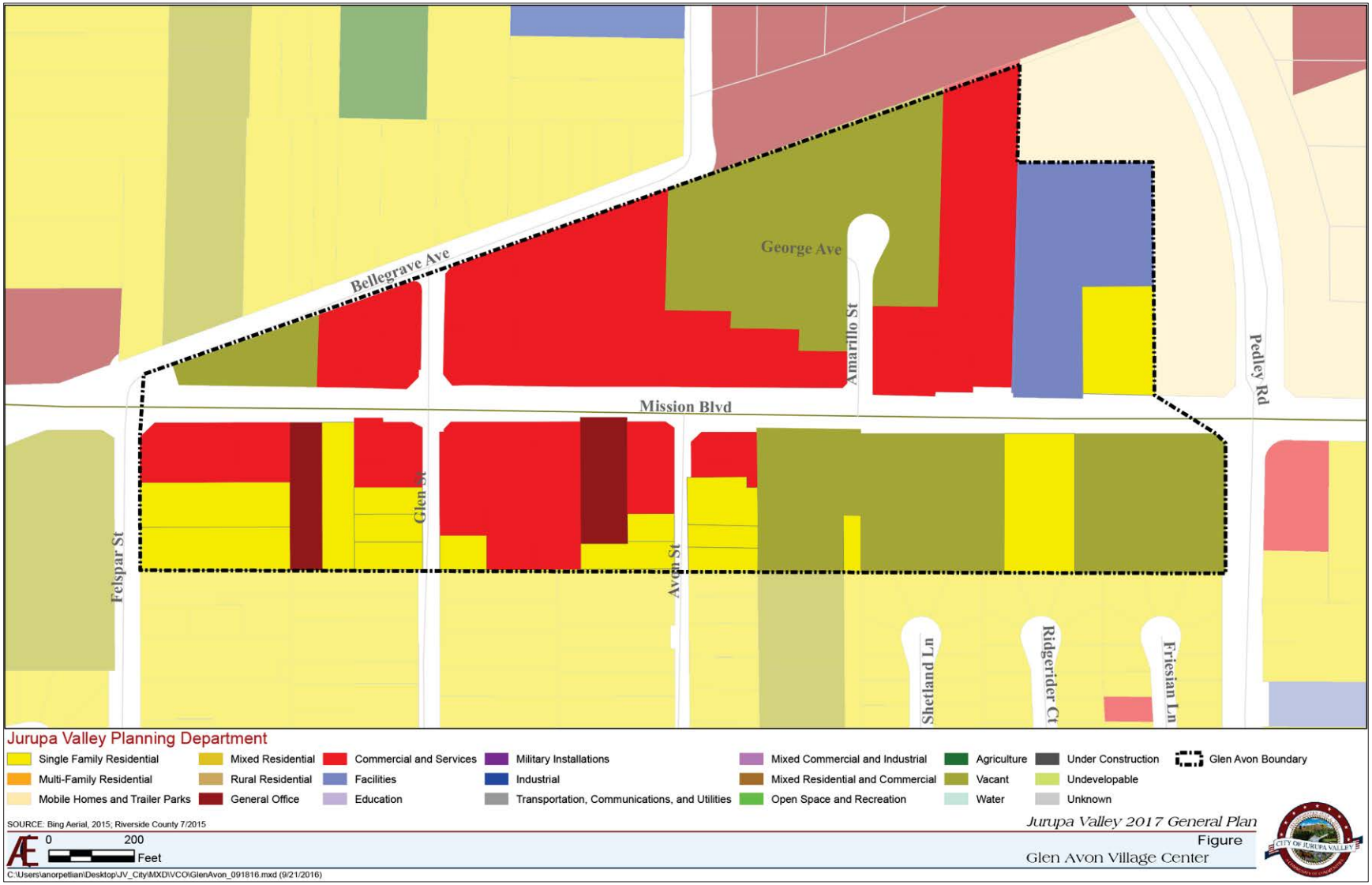

Figure 2-24: Glen Avon Village Center Overlay

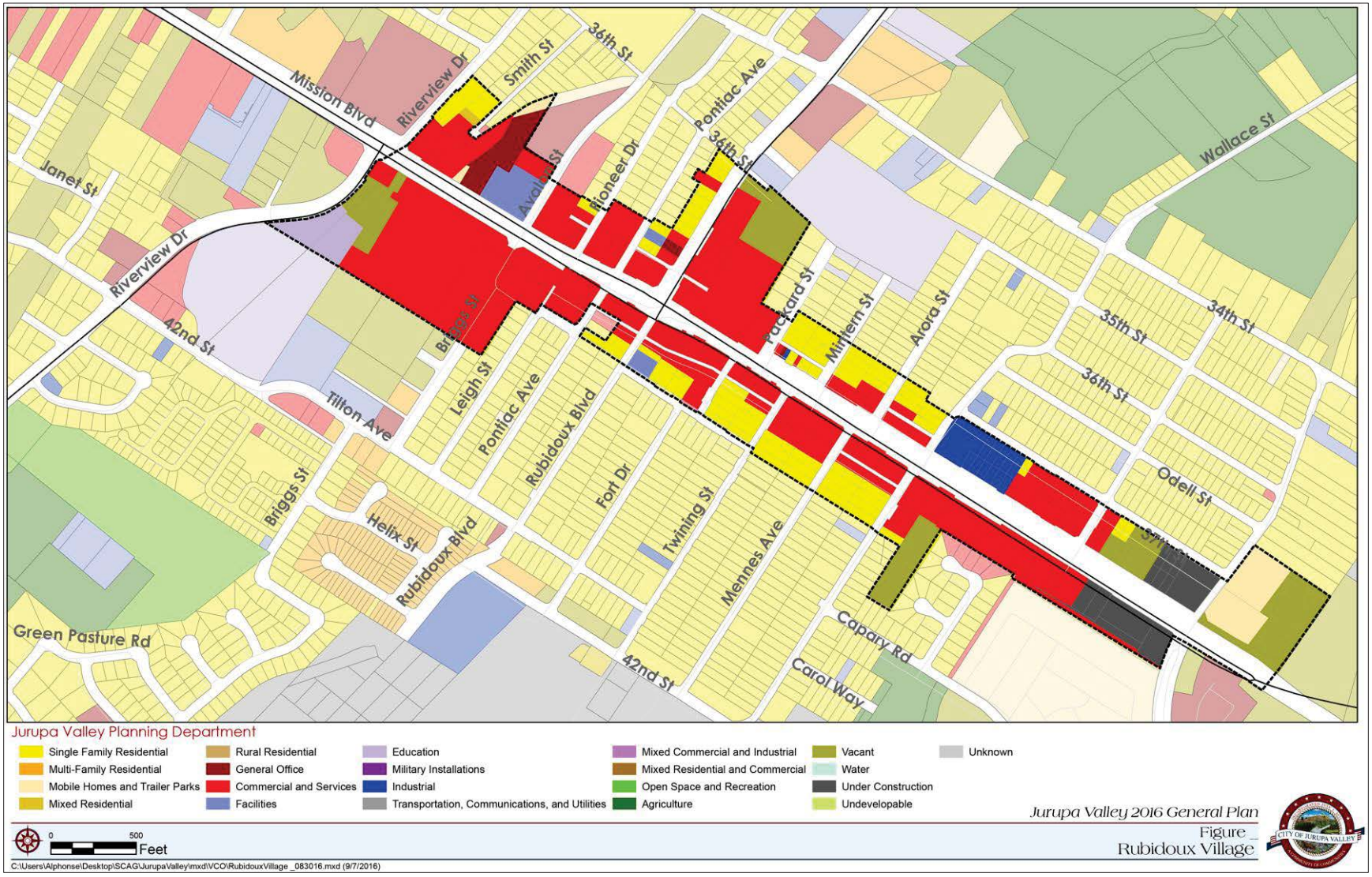

Figure 2-25: Rubidoux Village Center Overlay

The Rubidoux Village Center Overlay area has been the focus of special assistance in terms of redevelopment funding and public improvements. To continue the improvements begun under the County of Riverside's Jurupa Valley Redevelopment Plan (JVRP), the following land use policies are established. To implement the policies further, the Rubidoux Village Commercial Zone, a Rubidoux Village Sign Program, and shared parking provisions have been established for this Area. In addition, the Rubidoux Village Design Workbook provides a set of guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area in support of the economic development strategy as outlined in the JVRP.

LUE 5.30 **Allowed Uses.** Allow a variety of pedestrian-oriented, compact residential, retail commercial, and service uses appropriate for a village center.

LUE 5.31 **Architectural Theme.** The entire Rubidoux Village Policy Area shall be subject to an architectural theme, as illustrated in the Rubidoux Village Design Workbook.

LUE 5.32 **Infill Development Priority.** To help revitalize the commercial area, give high priority to infill development of vacant and deteriorated properties and the expansion and improvement of existing businesses.

The concept of the Rubidoux Village Overlay as a downtown center has been further developed by dividing the area into three distinct planning sub-areas (East Village, Village Center, and West Village). Each planning sub-area has been determined to be suitable for specific uses given the intent of the Jurupa Valley Redevelopment Plan. The types of community characteristics that have been used to define the sub-areas are as follows:

- The intensity of development in adjoining areas;
- The nature of the Mission Boulevard landscaping;
- The nature and intensity of traffic flows;
- The availability of alleys; and
- The uses and facilities existing in the area.

(Refer to the Zoning Ordinance and the Rubidoux Village Design Workbook for further specific design requirements.)

LUE 5.33 **Signage.** All signage within the Rubidoux Village Policy Area shall be subject to the Rubidoux Village Sign Program prepared specifically for the area. The sign program shall be implemented through the Zoning Ordinance.

LUE 5.34 **Shared Parking.** Provide special consideration for parking by establishing a shared parking program

designed specifically for the Rubidoux Village Policy Area as outlined in the County Land Use Ordinance.

LUE 5.35 **Residential Buffering.** Require projects adjacent to residential lots to provide mitigation measures so as to buffer the impacts of the commercial development from the residential uses. These mitigation measures shall include, but not be limited to, landscaping, noise berms, and operation hours.

LUE 5.36 **Flexible Development Standards.** Permit modification of development standards stated in the design workbook for architectural features when a project applicant can demonstrate that, due to the design of the existing building(s) and/or structure(s), it would be architecturally infeasible to incorporate the specific architectural design(s). Modificationsshall be subject to the approval of the Planning Commission or City Council.

Programs, Rubidoux Village Center

LUE 5.1.8 **Village Center Standards.** Prepare Village Center Standards and update the Zoning Ordinance to include them and to integrate the Rubidoux Design Standards with the new Standards.

Specific Plan Overlay (SPO)

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more localized, specific manner than is possible with community-wide zoning ordinances. Specific plans are not part of the General Plan but apply in addition to, and consistent with, the General Plan. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

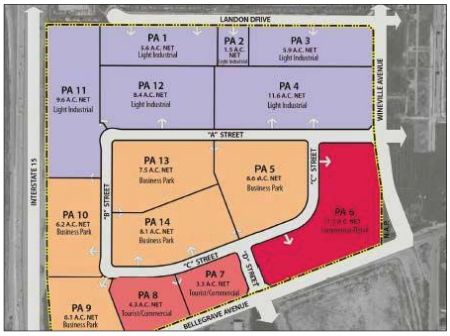

Figure 2-26: Thoroughbred Farms Business Park Specific Plan, November 2012

Specific plans are identified in this section because detailed study and development direction are provided in each plan. Policies related to any listed specific plan can be reviewed at the City's Planning Department. The six specific plans located in the Jurupa planning area are listed in *Table 2.5* below.

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Table 2.5: Adopted Specific Plans in Jurupa Valley

Specific Plan	Specific Plan Number
Mission de Anza	123
Sky Country	125
Agua Mansa	210
Rio Vista	243
Emerald Meadows Ranch	337
Thoroughbred Farms	376

Where the Specific Plan Overlay is placed on the Land Use Map, properties within its boundary shall not receive new land use or development entitlements until a specific plan has been adopted (or amended) by the City Council. The specific plan shall apply to all property within the overlay boundary and shall supersede prior land use designations and zoning.

Policies

LUE 5.37 **Specific Plan Content.** Require that all specific plans must meet the requirements of state law and include four planning frameworks: Land Use, Design, Circulation, and Infrastructure/Public Facilities. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/ timing.

LUE 5.38 **Application of New Specific Plan Overlays.** The 2017 General Plan designates several large key undeveloped areas of the City with the Specific Plan Overlay. These areas are shown in *Figure 2-8* (page 2-20), and include industrial and business park property along I-15 and in the Agua Mansa industrial area.

Mixed Use Overlay (MUO)

This overlay is applied to areas where the City seeks to encourage a vibrant mix of residential, commercial, office, entertainment, educational, and/or recreational or other uses, allowing either a vertical or horizontal mix of uses. The MUO allows a greater range of flexibility or land use than would otherwise be allowed by the base designation.



Figure 2-27: Mixed Use Senior Housing over Retail Commercial, Riverside County (KTGY Architects)

Policies

LUE 5.39 **Horizontal and Vertical Mix.** Permit a range of horizontally and vertically mixed uses appropriate to key areas of the City.

LUE 5.40 **Flexibility.** Apply flexible development standards where it can be demonstrated that by doing so, the proposed development or land use will help achieve General Plan goals.

LUE 5.41 **Ground Floor Retail.** In pedestrian-oriented environments, require retail uses to be located on the ground floor to provide convenience and good visibility for shoppers. Whenever possible, require off-street parking to be screened and located on the side or at the rear of buildings.

Program

LUE 5.1.9 **Zoning Ordinance Update.** Update the Zoning Ordinance, the Zoning Map, and specific plans to ensure consistency with the Mixed Use Overlay and to establish flexible development standards.

Business Park Overlay (BPO)

The Business Park Overlay is to be applied to areas where a clear differentiation of industrial and business park uses from residential uses is desired. It denotes those areas where uses allowed under Heavy Industrial and, in some cases, Light Industrial designations are likely to be incompatible with adjacent residential uses and where business park uses would be more appropriate. The Business Park Overlay is intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic, and dangerous traffic congestion at railroad grade crossings. Besides ensuring compatibility between residential and industrial uses, the additional landscaping requirements for new development or expansion of existing uses are intended to enhance community identity within the area, particularly along I-15 and SR 60, the former Riverside Cement property, Van Buren Boulevard, Bellegrave Avenue, Galena Street, the south side of Jurupa Road, Felspar Street, and Clay Street. The overlay allows the application of special use standards or buffering to be specified at the time the BPO is applied.

Policies

LUE 5.42 **Prohibited Uses.** Prohibit truck terminals, draying, freight, and other trucking operations or industrial/ manufacturing uses that could generate substantial heavy truck traffic, air quality, or noise impacts in areas designated Business Park on the General Plan Land Use Map.

Programs

(TBA)

Mira Loma Warehouse and Distribution Center Overlay



Figure 2-28: Heavy commercial traffic in Mira Loma

The Mira Loma Warehouse and Distribution Center Overlay is located in the northwest section of the City and consists primarily of large logistics warehouses with storage, loading, and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic, and includes some small-scale retail commercial and services adjacent to a small residential neighborhood.

This overlay is designed to limit the locations of logistics and other similar supply-chain uses to the Mira Loma Warehouse and Distribution Center Overlay area. Its boundaries are shown in *Figure 2-9* (page 2-26). These uses generate a greater concentration of heavy commercial truck traffic than other typical manufacturing uses and thus, generate significant environmental impacts on air quality, noise, and traffic.

Policies

LUE 5.42 **Permitted Uses.** Permit warehousing and distribution uses, logistics, and other goods storage facilities in the Business Park, Light Industrial, and Heavy Industrial land use designations only in the following area:

The area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.

This policy shall not apply to firms that only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility, and other environmental and socioeconomic concerns. Any manufacturing project proposal outside the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the City. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the aforementioned area.

Stringfellow Remediation Site and Pyrite Canyon (SRO)

The area, formerly known as the Stringfellow Acid Pits, is recognized as a federal Superfund site (hazardous waste disposal site), which is subject to an abatement plan administered by State of California authorities.

The Open Space-Mineral Resources designation was selected for this site because it does not allow residential uses (except for on-site caretakers).

The remainder of the overlay area is designated for commercial or industrial uses, or Open Space-Rural. When all significant hazards have been abated, the City will determine if a re-designation to a different land use is appropriate.



Figure 2-29: Stringfellow Remediation Site and Pyrite Canyon, looking north

Policies

LUE 5.43 **Special Development Requirements.** In addition to the commercial and industrial development policies within this text, development proposals within the Policy Area must meet the following requirements:

a. Piped water and domestic sewer service shall be provided.
b. Clearance from the appropriate state authorities must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the state to permit development of the site.

c. In general, only commercial and industrial uses, which do not consist of a high concentration of people, shall be permitted within this area. A residence for an on-site caretaker shall not be permitted without clearance from the state.

Santa Ana River Corridor (SAO)



Figure 2-30: Santa Ana River, Jurupa Valley

The Santa Ana River is an integral part of the City's and the region's multi-purpose open space and trail systems. It includes the Santa Ana River Trail, a national recreation trail designated within this corridor that, upon completion, will incorporate 110 miles of trail system from San Bernardino County in the north to Orange County in the south. Beyond that, the Santa Ana River is the centerpiece of a massive 2,650-square-mile watershed that involves major portions of three counties. The river drains southwest toward Prado Dam, and serves as a prominent natural buffer between Jurupa and the cities of Riverside and Norco. Several natural and channelized drainage courses connect with the river. In addition to their fundamental water-related functions, these watercourses provide corridors through developed land and link open spaces together. Among other things, this creates biologically essential wildlife corridors that allow wildlife to move from one open space to another without crossing streets, highways, or developed land. The following policies preserve and protect this important natural and recreational feature.

Policies

LUE 5.44 **Development Setbacks.** Require development, where allowable, to be set back an appropriate distance from the top of bluffs, to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

LUE 5.45 **Common Access and Views.** Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

LUE 5.46 **Sensitive Habitat and Species.** Public and private development, operations, and maintenance shall avoid damaging sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species.

LUE 5.47 **Protect Flood Areas.** Preserve areas subject to erosive flooding in a natural state and encourage recreation

development, such as parks and golf courses, along the riverbanks above and outside of flood areas.

LUE 5.48 **Interconnected Trails.** Develop and maintain trails and related facilities for riding, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally designated Orange County and San Bernardino Santa Ana River trails and connected with the countywide system of trails.

LUE 5.49 **Trail Crossings.** Provide for recreational trail crossings under bridges crossing the river and along flood channels crossing under roadways, where feasible.

LUE 5.50 **Connectivity.** Require private developments along the Santa Ana River to provide riding, hiking, and biking trails to ensure connectivity to the Riverside County-wide trails system.

LUE 5.51 **Caltrans Coordination.** Coordinate with the California Department of Transportation (Caltrans) on future freeway expansions to ensure compatibility with the natural character of the river corridor.

LUE 5.52 **Roads and Bridges.** Discourage the addition of local road crossings over the Santa Ana River. If an additional crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the river and to avoid damage to or destruction of natural systems.

LUE 5.53 **Utilities.** Discourage utility lines within the river corridor and floodplain. If approved, lines shall be placed underground where feasible and shall be located and designed in a manner to harmonize with the natural environment and to be visually unobtrusive.

Flabob and Riverside Municipal Airports Overlay (FLO)

Flabob and Riverside Municipal Airports provide valuable commercial and recreational air services and play an important role in local and regional economies. Future development in Jurupa Valley is likely to create additional pressure to expand air services at these locations. To allow the continued, orderly operation and, where appropriate, expansion of airports, the City and the County have adopted land use measures that minimize the public's exposure to excessive noise and safety hazards. These land use standards apply to significant areas in Jurupa Valley.

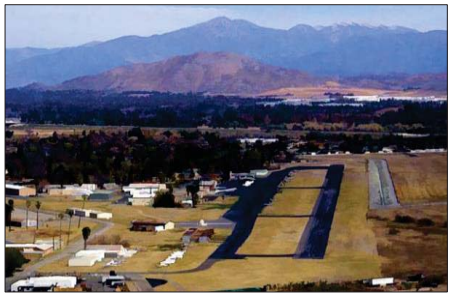

Figure 2-31: Historic Flabob Airport

To accomplish this, the State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670-21679.5. This General Plan is intended to implement and be consistent with the

purposes of the Airport Land Use Law. The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC or Commission) and the adoption of airport land use compatibility plans by the Commission to assist the County and affected cities in land use planning in the vicinity of airports. The Commission has adopted an Airport Land Use Compatibility Plan for Western Riverside County (ALUP), which applies to all cities in Western Riverside County and includes polices and compatibility criteria for Flabob and the Riverside Municipal airports. Relevant excerpts of the ALUP are included in *Appendix 4.0* and are summarized in *Figure 2-32: Airport Land Use Compatibility Criteria*. The Plan, including the Policy Framework, Plan Implementation measures, and Compatibility Criteria are incorporated into this General Plan by reference.

Flabob Airport

Flabob Airport enjoys a long and storied history in the Jurupa area and continues to serve an important role in providing aviation services, education, and community events for residents. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium Density Residential. The Airport Compatibility Areas are shown in *Figure 2-33* below. Potential land use conflicts can occur primarily in Safety Zone C, new residential development is limited to one dwelling per 5 acres, gross; and in Zone D, residential densities are limited to a prescribed density range. Residential density must be no greater than one dwelling per 5 acres or at least five dwellings per acre.

Riverside Municipal Airport

The boundary of the Riverside Municipal Airport Influence Area is shown on *Figure 2-33* below. There are four safety zones associated with the Riverside Municipal Airport Influence Area. These safety zones are shown in more detail in *Appendix 4.0*. Within land-use compatibility zones, new development is subject to regulations governing such issues as development intensity, density, height of structures, and noise.

Zone	Locations	Maximum Densities / Intensities: Residential (d.u./ac) [1]	Other Uses (people/ac) [2]: Average [6]	Single Acre [7]	with Bonus [8]	Req'd Open Land [3]	Additional Criteria: Prohibited Uses [4]	Other Development Conditions [5]
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [9]	› Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Aboveground bulk storage of hazardous materials [11] › Critical community infrastructure facilities [12] › Hazards to flight [9]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >70 feet tall [15] › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	**(1)** ≤0.2 (average parcel size ≥5.0 ac.) *or* [16] **(2)** ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Airspace review required for objects >70 feet tall [15] › Children's schools, hospitals, nursing homes discouraged [17] › Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	› Hazards to flight [9]	› Airspace review required for objects >100 feet tall [15] › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [18]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall [14] › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Reprinted from Riverside County Airport Land Use Compatibility Plan Policy Document (Adopted October 2004); http://planning.rctlma.org/Portals/0/temp/vsr/table_2a_basic_compatibility_criteria.pdf

Figure 2-32: Airport Land Use Compatibility Criteria

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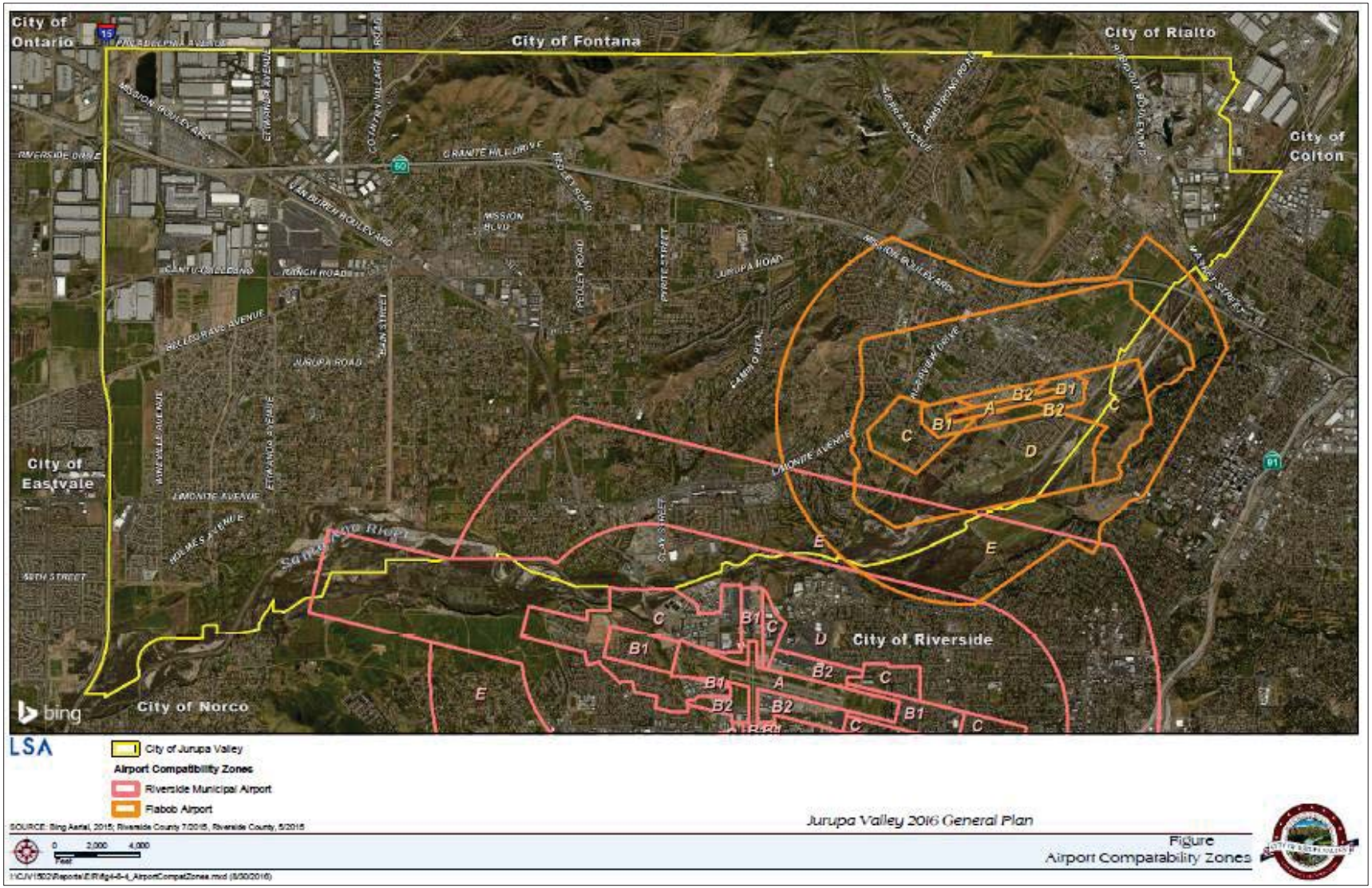

Figure 2-33: Airport Safety Zones, Flabob and Riverside Airports

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Policies

LUE 5.54 **ALUP Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as fully set forth in *Appendix 4.0* and as summarized in *Figure 2-32*, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.

LUE 5.55 **Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.

LUE 5.56 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.57 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in *Appendix A-4.0*, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.58 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (*California Government Code* §65302.3).

LUE 5.59 **General Plan Adoption or Amendment.** Prior to the amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or a building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.60 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport

compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.

LUE 5.61 **Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.

LUE 5.62 **Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

LUE 5.63 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent, or interpretation of an Airport Land Use Compatibility Plan (ALUCP) or its provisions; or
b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.64 **Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

Programs

[TBA]

Historic Resource Overlay (HRO)



Figure 2-34: Historic Jensen-Alvarado Ranch and Museum, Jurupa Valley

The Historic Resource Overlay is applied to sites, buildings, or other resources of historical, archaeological, or paleontological merit, including Native American sacred places or other areas of special cultural merit. Development and land use changes within the HRO require special review to evaluate potential adverse impacts on the resource and to establish measures or conditions to protect the resource. The HRO allows the use of flexible development standards, incentives, and building codes to encourage preservation of historically designated properties and districts, such as the Mills Act and the Historic Building Code. The overlay is being applied to several historic and potentially historic properties listed in Table

4.1: Historic and Potentially Historic Resources in Jurupa Valley (page 4-40), concurrent with adoption of the 2017 General Plan.

Policies

LUE 5.65 **Resource Preservation.** Within the HRO, require the preservation of designated historic structures in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and other standards and guidelines as adopted by the City.

LUE 5.66 **Property Maintenance.** Encourage owners of historic resources to maintain their property in a manner that preserves the property's historic integrity.

LUE 5.67 **CEQA Compliance.** Require mitigation of significant, adverse impacts to on-site and adjacent, designated historic, or other cultural resources as a condition of approval of any project requiring California Environmental Quality Act (CEQA) review.

LUE 5.68 **Adaptive Reuse.** Encourage adaptive reuse of historic resources to preserve them and prevent architecturally inappropriate changes or loss through disrepair and demolition.

LUE 5.69 **New Development.** Encourage developers of residential and commercial developments within a 300-foot radius from a historic resource to be compatible with the historic resource in terms of scale, massing, building materials, and general architectural treatment.

LUE 5.70 **Preservation.** Encourage the continued preservation and operation of the Jensen-Alvarado Historic Ranch and Museum and avoid municipal actions, such as capital improvements and development approvals that would detract from its historic significance and setting, or otherwise affect its long-term viability as a public historic park and museum.

LUE 5.71 **Flexible Standards.** Apply flexible development standards where appropriate and necessary to help preserve historic buildings and sites. In the event of an earthquake, flood, or other natural disaster, or in the event of arson, encourage property owners to preserve, repair, and restore damaged historic structures. If a historic building is damaged so that it is physically infeasible to restore, the replacement building should reflect the former building's architectural character.

LUE 5.72 **Wayfinding Signs and Historic Plaques.** Encourage the placement of attractive and historically appropriate City "wayfinding" or directional signage, including electronic

or web-based interpretive information, and the installation of historic plaques that identify and celebrate historic buildings and other cultural resources.

Programs

LUE 5.1.10 **Historic Resource Criteria.** Prepare eligibility criteria and procedures for the designation of potential historic resources (e.g., Galleano Winery; Jensen-Alvarado Ranch) and potential historic districts (e.g., Downtown Rubidoux).

LUE 5.1.11 **Historic Survey.** Prepare a historic resources survey to identify historic buildings, sites, and other important cultural landmarks to be preserved.

LUE 5.1.12 **Zoning Ordinance Amendment.** Amend the Zoning Ordinance to require an assessment of potential impacts to on-site and nearby historic resources as part of planning applications for general plan amendments, rezoning, and conditional use permits.

LUE 5.1.13 **Demolition.** Amend the Zoning Regulations to include Historic Resource demolition procedures.

LUE 6 – Distinct Communities

One of the most unique and delightful aspects of Jurupa Valley is the variety and number of distinct communities located here. The City's motto, "A Community of Communities," is an apt description, since residents strongly identify with these nine different communities. Each community varies in size, visual character, and focus. While separate, residents in each community unite in a commitment to preserving their uniqueness and to working together to create a prosperous and healthy future for the City as a whole.

Belltown

Belltown is a small community located north of SR 60, between Rattlesnake Peak and the Santa Ana River. This community is characterized by low-density single-family residences, a large industrial area and, scattered commercial uses.



Figure 2-35: Belltown, looking northeast, with Market Street in center of photo

Crestmore Heights

Crestmore Heights has a mix of mostly older, suburban, and semi-rural properties at the base of the Jurupa Mountains and near the Agua Mansa Industrial Area. The area offers opportunities for animal keeping and has good access to open space and equestrian and hiking trails.



Figure 2-36: Crestmore Heights, looking north, with Rubidoux Boulevard in center of photo

Glen Avon

The largely low-density community of Glen Avon is located in the central portion of Jurupa, just south of SR 60. The rural community area southerly of Jurupa Road affords an opportunity to maintain an equestrian friendly place and serve as an historic village center. Yet, Mission Boulevard and Van Buren Boulevard cut through this community, accommodating scattered commercial, industrial, and higher-intensity residential development. The Jurupa Mountains and Pedley Hills offer a scenic natural backdrop for this community, as well as the traveling public.



Figure 2-37: Glen Avon, looking north, with SR 60 crossing left to right

Indian Hills

Indian Hills is a picturesque, golf-course-oriented residential enclave located in the foothills between the Pedley Hills and the community of Rubidoux, northerly of the Santa Ana River. Much of this area is included within, and has been developed pursuant to, Specific Plan No. 123.



Figure 2-38: Indian Hills, looking north, toward Pedley Hills

Jurupa Hills

Jurupa Hills is a mostly suburban area located between Limonite Avenue and the Santa Ana River. The community is characterized by gently rolling hills and easy access to the Santa Ana River and trails.



Figure 2-39: Jurupa Hills, looking north, with the Santa Ana River along the bottom of the photo

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Mira Loma



Figure 2-40: Mira Loma, looking north, with Bain Street and San Sevaine Channel to the right of center of the photo

The largely rural community of Mira Loma is located in the western portion of Jurupa. The presence of several trails throughout the community reflects the importance of equestrian uses in the area. A significant amount of land in the northwestern Mira Loma area near the I-15/SR 60 junction is converting from dairy to industrial, warehousing, and truck distribution uses to capitalize on direct access to the freeway system and to tap into the rapidly expanding pattern of goods movement throughout the entire region. The proximity of the warehousing uses to the residential areas has generated considerable concern in the community relating to air pollution impacts from the many diesel-powered vehicles and heavy trucks associated with the warehousing and distribution uses.

Pedley



Figure 2-41: Pedley, looking north, with Limonite Boulevard along the bottom and Van Buren in the center of the photo

The community of Pedley is nestled among the rolling foothills and canyons of the Pedley Hills in the southern portion of Jurupa. It contains a variety of rural and suburban-style residential neighborhoods, as well as a thriving commercial district along Limonite Avenue. Industrial uses are located along the banks of the Santa Ana River. Due to its location, history, and mix of uses, the Pedley community includes one of three historic "village centers" in Jurupa Valley. The Metrolink station in Jurupa Valley is located along Limonite Avenue and Van Buren Boulevard, making the Pedley community particularly important in terms of regional connections.

Rubidoux



Figure 2-42: Rubidoux, looking north, with Mission Street crossing from the upper left corner

The historic community of Rubidoux is the most intensely developed of all the communities in Jurupa. Bordered roughly by the Pedley Hills, the Santa Ana River, and SR 60, Rubidoux comprises a variety of land uses, including residential, commercial, industrial, and several public uses. Historic Mission Boulevard serves as the spine for Rubidoux Village Center, one of three such centers in Jurupa Valley where pedestrian-oriented, mixed-use development is encouraged. The Jensen Alvarado Historic Ranch and Museum, and Flabob Airport are prominent features of the Rubidoux community.

Sunnyslope

Nestled at the base of the Jurupa Mountains north of SR 60, Sunnyslope is a mostly low-density community consisting of older, single-family residences and mobile homes. The community's location provides opportunities for equestrians and hikers to explore open space areas along the City's northerly border. Its visibility from the highway also provides opportunities for the development of visitor-serving uses such as hotels, motels, restaurants, and travel centers.



Figure 2-43: Sunnyslope, looking north, toward the Jurupa Mountains

LUE 7 – General Plan Administration

Policies

LUE 7.1 **Existing, Non-Conforming Uses.** Allow for the continued occupancy, operation, and maintenance of land uses and structures that existed legally at the time of the adoption of the 2017 General Plan and became non-conforming due to use, density, and/or other development standards, and provide for their abatement where appropriate.

LUE 7.2 **Achieving Conformance.** Encourage existing non-conforming uses to transition into conformance with the new land use designations and/or policies by enacting incentives, facilitating entitlement processing for new conforming land uses and, where necessary, establishing a fair abatement program.

LUE 7.3 **Regional Planning.** Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.

LUE 7.4 **Agency Coordination.** Coordinate with local agencies, such as community service districts (CSDs), school districts, Riverside County Fire and Sheriff Departments, and others to ensure to ensure adequate service provision for development.

LUE 7.5 **Development Intensity.** The zoning, development, and use of properties may not exceed the maximum level of residential density specified in the General Plan, a specific plan, or a village plan. If an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied.

LUE 7.6 **Population Density.** Pursuant to state law, each land use designation that provides for residential development (other than caretaker's dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

LUE 8 – General Plan Land Use Implementation

Policies

LUE 8.1 **Land Use Map.** Accommodate land development and uses in accordance with the patterns and distribution of uses and density depicted on the *2017 General Plan Land Use Plan*, *Figure 2-7* (page 2-14), specific plans, and community and village land use maps.

LUE 8.2 **Consistency with Community Values Statement**. Provide a land use mix at Citywide and village plan levels that is consistent with the Community Values Statement, is based on projected need, and is supported by evaluation of impacts to the environment, the economy, infrastructure, andpublic services.

LUE 8.3 **Community Character.** Accommodate a range of community types and character, from semi-rural equestrian properties, agricultural, and rural enclaves to traditional village and suburban communities with a small-town "feel."

LUE 8.4 **Multimodal Orientation.** Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.

LUE 8.5 **Residential Growth Areas.** Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance from schools, parks and neighborhood-serving uses, to the greatest extent possible.

LUE 8.6 **Retail and Office Growth Areas.** Locate retail commercial and professional office growth near or

within existing and planned village centers and commercial nodes to the greatest extent possible.

LUE 8.7 **Industrial, Warehousing and Service-Commercial Growth Areas.** Limit industrial, warehousing and service-commercial uses to the *Mira Loma Warehouse and Distribution Center Overlay*, *Figure 2-9* (page 2-26), and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.

LUE 8.8 **Environmentally-Sensitive Areas.** Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

LUE 9 – Land Use Compatibility

Policies

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans, and community and village plans to ensure compatibility and minimize impacts.

LUE 9.2 **High Quality Development.** Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.

LUE 9.3 **Protect Existing Legal Uses.** Retain and enhance the integrity of legal, existing residential, commercial, agricultural, and open space areas by protecting them from encroachment of land uses that would result in significant, adverse impacts from noise, vibration, noxious fumes, glare, shading, and traffic.

LUE 9.4 **Buffering.** Require buffering between urban uses and adjacent rural/equestrian oriented land uses to the maximum extent feasible. New development shall be responsible for providing the buffering on its own site or off-site, where appropriate, and acceptable to affected property owners.

LUE 10 – Hillside Development

Policies

LUE 10.1 **Hillside Development Limitations.** Limit development in areas that contain natural slopes, canyons, ravines, or other significant elevation changes, regardless of land use designation, and apply the following policies:

LUE 10.2 **Natural Landforms**. Require that hillside development preserve and protect the site's natural landforms and native vegetation, and preserve established trails.

LUE 10.3 **Cluster Development.** Require that development clustering be used, where appropriate, to retain natural slopes, protect native trees, vegetation, wildlife corridors, riparian areas and springs, cultural resources, and open space, and preserve scenic views.

LUE 10.4 **Hillside Grading.** Ensure that hillside structures, site improvements, landscaping and drainage, and public facilities (including but not limited to public streets, utilities, grading and drainage, signs and other features) are developed in a manner that minimizes hazards from erosion and slope failures.

LUE 10.5 **Visually Sensitive Areas**. Development on visually significant ridgelines, canyon edges, and hilltops shall use sensitive siting, architectural design, and appropriate landscaping to ensure that development is visually unobtrusive and compatible with its setting.

LUE 10.6 **Specialized Construction.** Use adaptive construction techniques, such as post and beam construction, and special foundations when the need is identified in a soils and geology report accepted by the City.

LUE 10.7 **Grading**. Limit grading, cut, and fill to the minimum quantities necessary to provide stable areas for structural foundations, street rights of way, parking facilities, and other intended uses.

LUE 11 – Community Design and Aesthetics

Policies

LUE 11.1 **Land Use Balance.** Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.

LUE 11.2 **Infill Development**. Assist in and promote the development of infill and underutilized parcels, which are located in Opportunity and specific plan areas, as identified on the General Plan Land Use Map.

LUE 11.3 **Parcel Consolidation.** Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance, where appropriate.

LUE 11.4 **Street and Trail Connectivity**. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.

LUE 11.5 **Residential/Commercial Connectivity.** Maintain and/or provide connectivity between residential and commercial developments where appropriate.

LUE 11.6 **Complete Streets.** Promote compact growth and complete streets that promote pedestrian, equestrian and bike trails, and that takes advantage of public transit routes and facilities.

LUE 11.7 **Community Linkages**. Create opportunities to link communities through access to multimodal transportation systems.

LUE 11.8 **City Buffer Areas.** Use open space, hills, greenways, agricultural lands, parks, and riparian areas to help define the City's character and views and to serve as land use buffers from adjacent cities.

LUE 11.9 **Promote Unique Community Character**. Use community plans to promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.

LUE 11.10 **Development Incentives.** Allow techniques such as development incentives, density transfer programs, or other mechanisms to achieve broad community or preservation goals.

Program

LUE 11.1.1 **Distinctive Communities Map.** Prepare a Distinctive Communities Map that reflects the intent of the General Plan and its residents that the unique qualities and characteristics of each of the City's distinctive communities will be maintained and not be absorbed into continuous suburban development. The map should be a "bubble" diagram rather than attempting to delineate precise community boundaries. Topographic features such as hills, watercourses, floodplains, and manmade features, such as streets and landmarks, should constitute the community definers or approximate boundaries.

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LUE 12 – Project Design

New developments shall be located and designed to visually enhance and not degrade the character of the surrounding community. Development projects shall consider and where appropriate, address the following.

Policies

LUE 12.1 **Small-Town Character.** Protect and enhance Jurupa Valley's small-town character, maintain or improve walkability, provide bike and equestrian trails, and social connectivity and "sense of place."

LUE 12.2 **Design Standards.** Comply with the design standards of the appropriate General Plan and community plan land use category.

LUE 12.3 **Construction.** Require that public and private structures be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.

LUE 12.4 **Landscape and Irrigation Plans.** Require landscape and irrigation plans to be submitted and implemented for development projects subject to discretionary review, as required by City Landscape Standards.

LUE 12.5 **Water Conservation Techniques.** Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.

LUE 12.6 **Energy Efficiency.** Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.

LUE 12.7 **Public Art.** Encourage property owners, developers, and designers to incorporate innovative and creative design and development concepts into new development, including provisions for public art.

LUE 12.8 **Signage.** Require development projects to use high quality, well-designed signage that is architecturally integrated with and complementary to the proposed building(s) and adjacent development.

LUE 12.9 **Commercial Vehicle Access.** Use safe and convenient vehicular access and reciprocal access between adjacent commercial uses and properties.

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LUE 12.10 **Residential Compatibility.** Require non-residential uses to be designed so that site and building entries, drive-ways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.

LUE 12.11 **Landscape Maintenance.** Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards.

LUE 12.12 **Natural Features.** Require development projects, including public projects, utilities, and earthworks/ grading, to protect and preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

LUE 12.13 **Connectivity.** Require development projects to be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.

LUE 12.14 **Parking Lots.** Design parking lots and structures to be functionally and visually integrated and connected, with parking adequately screened from public streets by a 3-foot-tall landscape planting, earth berm or wall, and located behind or on the side of the building(s) served.

LUE 12.15 **Accessibility.** Require building entries to be accessible from the public sidewalk, parking and pedestrian areas, and equestrian and bicycle routes where appropriate, and include amenities that encourage accessibility, such as low-scale entry signage, bicycle parking, equestrian hitching posts, down lighting, and waiting areas, where appropriate.

LUE 12.16 **Street Crossings.** Require new development to provide safe and frequent pedestrian, bicycle and, where

appropriate, equestrian street crossings, including over- or underpasses where necessary.

LUE 12.17 **Screened Trash and Recycling Areas.** Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.

LUE 12.18 **Crime Prevention.** Require that development projects consider public safety and "defensible space" in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and "light spillage" across property lines.

LUE 12.19 **Property Maintenance.** Property owners shall maintain their sites, structures and landscaping in a safe, healthy, and attractive condition through the following:

a. Provide proactive code enforcement activities.
b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.
d. Promptly clean up and remove graffiti, trash, animal waste, toxic materials, or other materials or substances that have the potential to detract from residential and neighborhood safety, health or environmental quality. Inoperable appliances and vehicles, and abandoned or unsafe structures should be removed, repaired, or properly stored and visually screened.

Program

12.1.1 **Architectural Guidelines.** Within 18 months of adopting the 2017 General Plan, adopt Architectural Guidelines addressing site planning, building and landscape design, and signage. The Guidelines shall update and, where appropriate, merge and integrate community design standards developed by the County of Riverside and applied to various areas within Jurupa Valley.

LUE 13 – Infrastructure, Public Facilities, and Services

Policies

LUE 13.1 **Service Capacity.** Ensure that development does not exceed the City's or the community services districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/ fire/emergency medical services, recreational facilities, and transportation systems.

LUE 13.2 **Monitoring.** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.

LUE 13.3 **Urban Water Management Plans.** Review all projects for consistency with the appropriate community services district's urban water management plans.

LUE 14 – Fiscal Impacts

LUE 14.1 **Fair Share Infrastructure Funding.** Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.

LUE 14.2 **Fiscal Analysis.** Require a fiscal impact analysis for specific plans and major development proposals to reduce or prevent fiscal impacts to the City.

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3 – MOBILITY ELEMENT

A. INTRODUCTION

This Mobility Element guides the long-term mobility system of the City. Its goals and policies are closely linked with the Land Use Element and are intended to provide the best possible balance among the Jurupa Valley's transportation needs, community character, roadway size, traffic service levels, bicycle, equestrian and pedestrian amenities, public transit opportunities and resources. This Mobility Element represents a new approach to transportation planning in Jurupa Valley. It focuses on *mobility corridors* rather than focusing primarily on streets and roadways. Mobility corridors are transportation pathways that provide for the movement of people and goods between and within cities. They are more than simply a street or roadway. They encompass single or multiple transportation routes and facilities (such as thoroughfares, sidewalks, trails, parkways, public transit, and railroads), the adjacent land uses and the connecting network of streets. As further discussed in the section below on Mobility Corridor Planning, this approach offers several important advantages over conventional transportation and street circulation planning. It:

- Links corridor planning and design to surrounding land uses;
- Coordinates and implements multiple modes of transportation within the corridor, such as pedestrian, bicycle and equestrian facilities;
- Establishes the basic function and design criteria for facilities within each corridor type; and
- Emphasizes *context-sensitive* right of way planning and design which maintains and enhances maintain compatibility with the adjacent neighborhood and protects the City's semi-rural character and quality of life.

One fundamental challenge that cities face is the tension between the desire of local residents to address community character in thoroughfare design, and the desires of a broad range of stakeholders to focus on roadway capacity and to accommodate regional traffic demands. This tension is best addressed through a more holistic approach to corridor planning which sets the framework for detailed, site-specific design of individual thoroughfares. Specific thoroughfare designs tailored to community context and transportation needs are contained in the City's Master Plan of Streets and Trails, to be prepared pursuant to this Element and consistent with its goals and policies.

Local roadways are the most heavily used transportation mode in Jurupa Valley; however, sidewalks, public transit, the Citywide trail system, and bicycle facilities provide opportunities for alternative modes of travel that could relieve pressure on roadways by reducing vehicle miles traveled (VMT). Furthermore, alternative travel modes, such as walking and cycling, have valuable secondary benefits that enhance the overall quality of life in Jurupa Valley. These benefits include traffic calming, walkability, improved health, improved air quality improvement and more neighborly communities.

How we approach transportation is critical to Jurupa Valley's prosperity and closely linked to land use and community character and quality of life. In the Mobility Element addresses all aspects of the movement of goods and people, including pedestrians, bicycles, transit, light rail and commuter rail, air, and automobile traffic within and through the community. In compliance with state law, all city and county general plans must contain a circulation or "mobility" Element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The Mobility Element also identifies transportation routes, terminals, and facilities.

General Plan Advisory Body (GPAC) Recommendations

Mobility and circulation issues were discussed in detail by the GPAC. Committee members discussed circulation and mobility in terms of pedestrian, equestrian, bicyclists and motor vehicle needs. Mobility was considered a key component of the City's quality of life and of overarching importance to Jurupa Valley's residents, as described in the following excerpt from the Community Values Statement.

> ***Mobility.*** *We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.*

There was detailed discussion of specific streets, intersections, modes of travel, and geographic areas needing attention and/or improvements, as discussed in the Final GPAC Report, *Appendix 5.0*. There was broad Committee support for more and safer sidewalks, bicycle paths and multi-use trails, especially in terms of safe routes to schools. Primary issues discussed were: 1) the need for street improvements at key intersections and along major arterial streets,

including repaving and enhanced crosswalks; 2) traffic congestion at several specific intersections; 3) the need for bikeway improvements and bike lane connectivity near schools, parks, community centers, multi-family housing, neighborhood commercial uses, and along common bike routes; and 4) beautification of street rights-of-way, including street trees, drought-tolerant landscaping, trash and graffiti removal, decorative signs and crosswalk paving, transit shelters, street furniture and landmarks and/or public art.

Additional issues important to the Committee were: 5) improved street, intersection and walkway lighting, 6) parked "big rigs" and other vehicles along streets and curbs, 7) undergrounding existing overhead utility lines, 8) "soft edges" between street and sidewalks and equestrian or multi-use trails; and 9) use of flood control channels for trails. These issues and needs are addressed in the Mobility policies and programs in this Element.

Primary Mobility Goal

To create a multi-modal mobility network which protects Jurupa Valley's semi-rural character and lifestyle, is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which reduces dependence on the use of single-occupant automobiles.

Policy and Program Sections

1. *Mobility Corridors*
2. *Roadway Network*
3. *Pedestrian and Bicycle Facilities*
4. *Equestrian and Multi-Purpose Trails Network*
5. *Public Transit*
6. *Freight Movement and Airports*
7. *Scenic Corridors, Street Character and Design*
8. *System Operation, Maintenance and Funding*

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B. BACKGROUND

Setting and Regional Context

The City's regional transportation setting is shown in *Figure 3-1*. Jurupa Valley's transportation system is composed of numerous state highways (both freeways and highways), as well as numerous local city routes. The transit system includes common bus carriers, paratransit services and Metrolink (commuter rail service), and other local agency transit and paratransit services. In addition, the City transportation system includes private aviation facilities, limited passenger air service within the City, freight rail service, bicycle facilities, and other services for non-motorized forms of transportation (multi-purpose trails).

An Overall Mobility Vision

As stated in the Land Use Element, the City is moving away from its historic growth patterns that relied heavily on industrial development. It seeks to move toward a pattern of more orderly, balanced growth with preservation of the equestrian lifestyle and more retail shopping, housing choices and local job growth. In Jurupa Valley, the circulation system is intended to accommodate a pattern of managed growth, providing both regional and local links among Jurupa Valley's eight distinct communities. The circulation network will focus on *mobility corridors* and be multi-modal, in that it will promote and accommodate a range of travel options in addition to motor vehicles. These include walking, biking, public transit and commuter rail use, and equestrian trail riding so that citizens and visitors can readily access all parts of the City and move safely within it by utilizing a number of transportation options.

Internal and external links using vehicular, pedestrian, public transit, equestrian, bicycle, and air transportation facilities are essential to meet Jurupa Valley's existing and future needs. The intent of the City's new approaches to growth and mobility is to provide mobility options that help reduce VMT and the need to use automobiles for short, in-City trips. The planned mobility system is designed to fit into the fabric of the City's overall land use pattern and avoid adversely affecting open space systems. A key component to this objective is to manage regional vehicular traffic that is using local arterials for trips that begin and end outside of Jurupa Valley. The Mobility Element promotes strategies and techniques to mitigate the need to create six lane arterials through our small-town communities that would primarily serve "pass-through" traffic.

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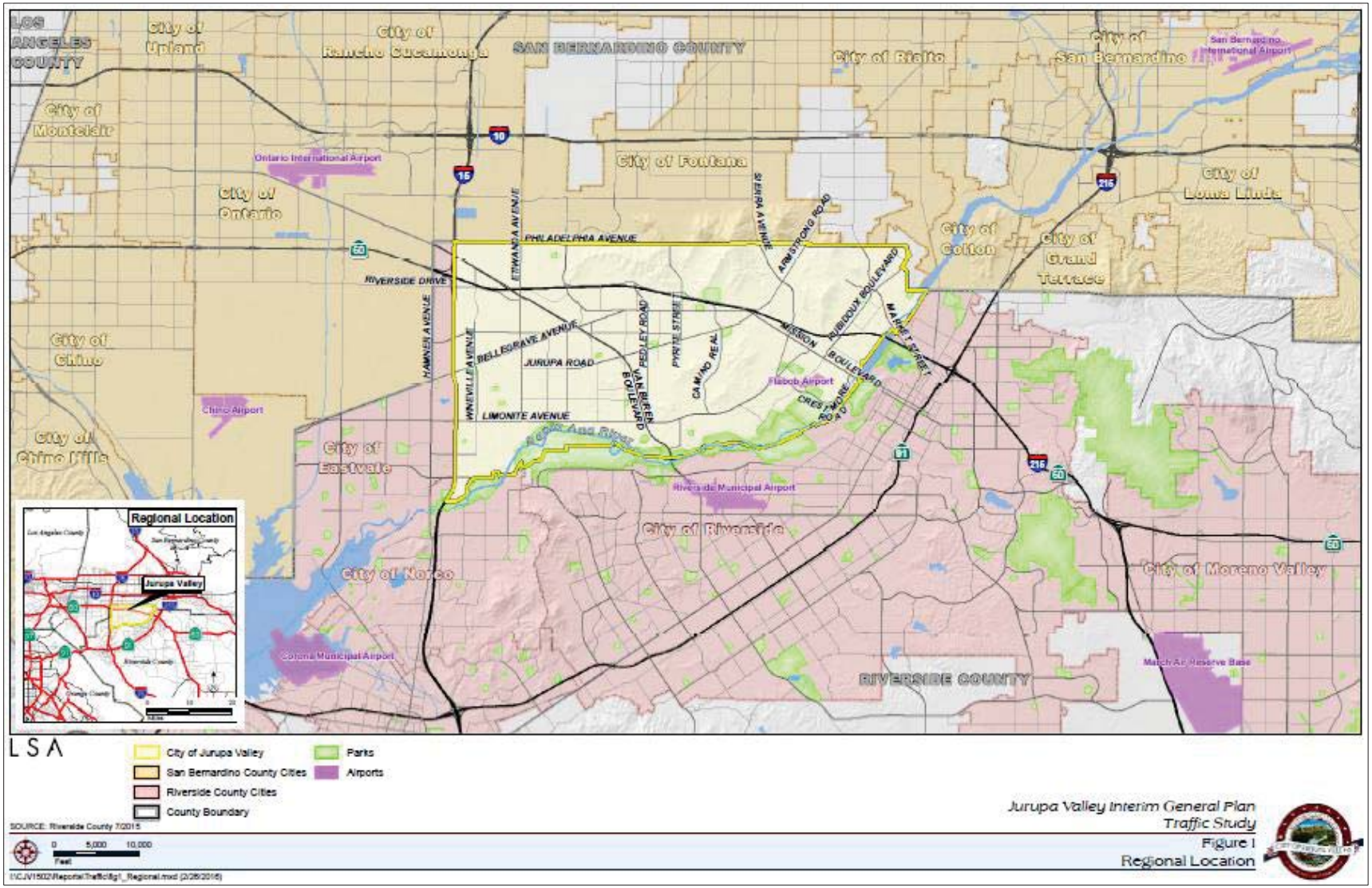

Figure 3-1: Regional transportation setting

In addition to the General Plan, the City supports several transportation plans and programs that are necessary to manage current traffic demands in and plan for the City's future transportation needs, including the Southern California Area Government's (SCAG) 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy, Caltrans' District 8 Highway Plan and County of Riverside Transportation Plan.

Public Participation/Intergovernmental Coordination

The Mobility Element was created in a public forum with input from numerous interest groups, citizens, jurisdictions, and agencies. Extensive efforts were made to involve the public, including: eight public workshops on community assets, issues and needs, and monthly meetings of the General Plan Advisory Committee (GPAC) over 1 year, as described in the GPAC Final Report (see *Appendix 5.0*). City staff also met with staff from community service districts and surrounding jurisdictions to discuss regional issues, including regional transportation, connectivity and trails. As stated in the Land Use Element, the City is moving away from a growth pattern of random sprawl toward a pattern of managed growth and increased job creation that preserves community character. The intent of managing the new growth patterns and the new mobility systems is to accommodate the transportation demands created by Jurupa Valley's growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to be "context-sensitive." That is, streets and other improvements within the public right of way are purposefully located and designed to visually "fit" into and enhance the community or neighborhood in which they are located, and to logically serve the adjacent land uses and open space areas.

C. Mobility Element Goals, Policies, and Programs

The City's network of roads, streets, sidewalks, trails, rails and other transportation infrastructure is critical to its safety, economic sustainability, and overall quality of life. Key issues include: Roadway System, Non-Automotive System, Trails, Freight Movement, Airports, Scenic Corridors and Street Character and Design, and System Operation, Maintenance and Funding. Each of these issues is discussed separately below, followed by goals, policies and programs for each of these topic areas.

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Goals

To be a City that establishes and maintains a balanced, multi-modal mobility network that:

ME 1 Provides mobility corridors for all modes of travel, including transit, bicyclists, pedestrians, equestrians, rail traffic and motor vehicles, and that helps reduce locally-generated VMT.

ME 2 Maintains an interconnected network of bicycle, pedestrian, equestrian and public transit facilities that encourage non-automotive travel.

ME 3 Promotes trails for pedestrian, bicycle and equestrian use for recreational as well as local travel needs.

ME 4 Establishes policies that coordinate the circulation system with the General Plan, specific plans and village center plans, and Land Use Element, and that provide direction for future decision-making.

ME 5 Creates a comprehensive, interconnected and economical system of public transportation options that help reduce traffic congestion and vehicle emissions, and that help reduce dependence on the personal automobile.

ME 6 Accommodates and manages *commercial* truck traffic to promote local jobs and economic growth and protect public safety, health and welfare.

ME 7 Accommodates continued, safe freight railroad operations in Jurupa Valley.

ME 8 Helps preserve, protect and enhance safety and land use compatibility at Flabob Airport.

ME 9 Preserves and where possible, enhances scenic corridors and communities' visual character through context-sensitive street and roadway design that removes blight, preserves scenic views, retains mature trees, protects sensitive environments and wildlife habitats, and enhances neighborhood safety and character.

ME 10 Develops implementation strategies and identifies funding sources to provide for the timely implementation of the Mobility Element's goals, policies and program.

ME 11 Provides strategies to manage "pass-through" regional traffic such that the character of the community is preserved.

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Policies and Programs

1.0 – Mobility Corridors

Mobility Corridor Planning

The Mobility Element approaches long range transportation planning holistically. That is, it focuses on planning mobility corridors rather than focusing primarily on streets and roads. Mobility planning requires pathways or conduits for movement of people and goods. In the City of Jurupa Valley, the character of the community demands that these pathways accommodate numerous forms of mobility without altering the semi-rural, small town character of the City's distinctive communities. Thus, rather than construct the City's mobility system around streets as the primary factor, this element takes an unconventional approach in identifying the major community-wide travel routes as Mobility Corridors with multiple travel choices.

As provided in *Table 3.1*, the right of way widths for the various corridor types will be standardized, based on classifications that relate to expected volume of use. When a segment of a corridor is to be designed or developed, the following principles shall apply.

Roadway Components Within a Mobility Corridor

1. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.

2. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.

    a. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.
    b. Where two-lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character.

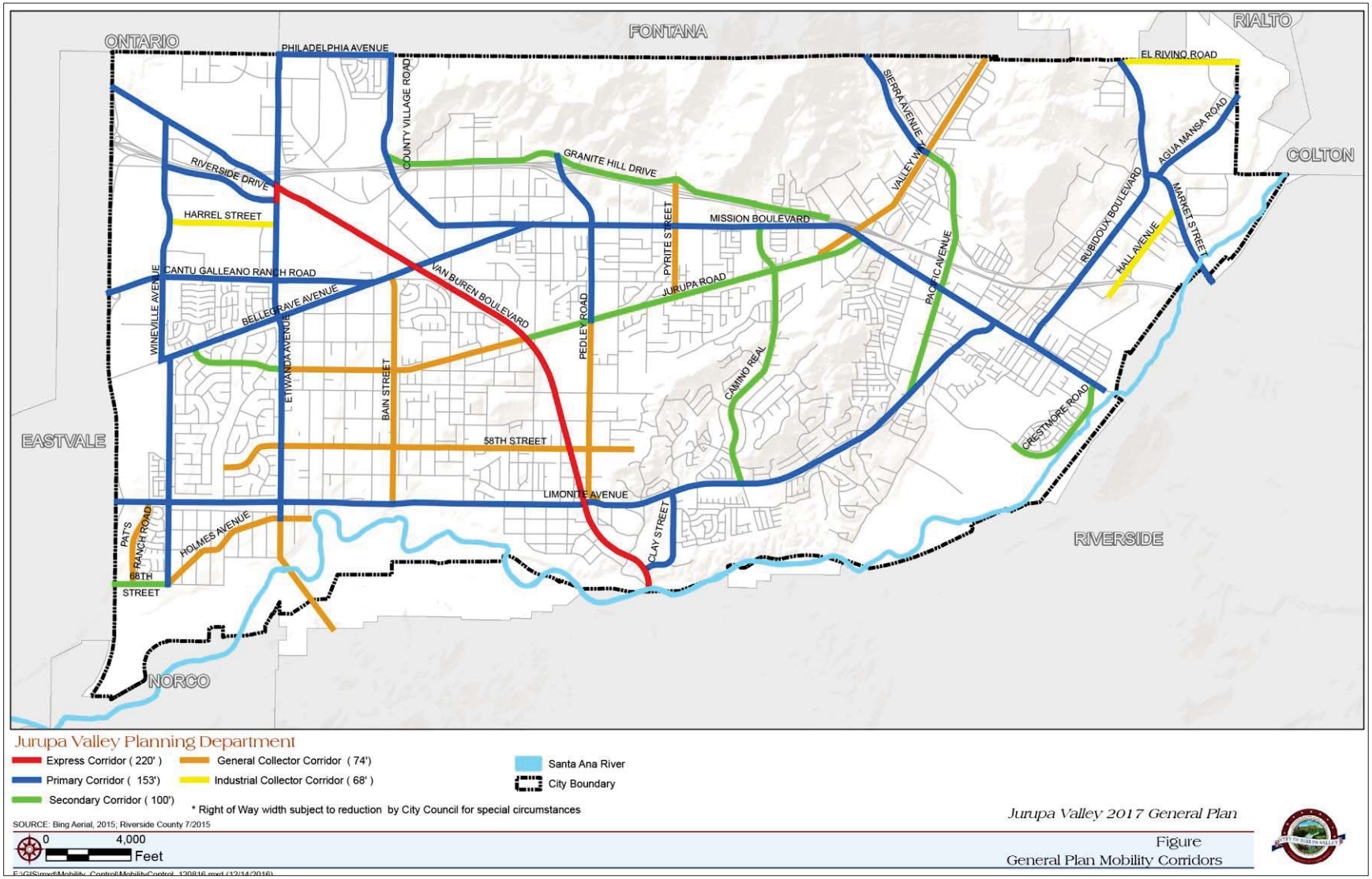

Figure 3-2: Mobility corridors map

Table 3.1: Mobility Corridor Classifications

Mobility Corridor Classifications	Right of Way Width[1] (feet)	Roadway Classification and Number of Lanes	Applicable Streets[2]
Express Corridor	220	Expressway (6-8)	Van Buren
Primary Corridor	153	Urban Arterial (4-6)	Mission, Limonite, Rubidoux, Cantu-Galleano, Etiwanda, Country Village
	128	Arterial (2-4)	Country Village, Pedley north of Mission
	118	Major (2-4)	Wineville, Pedley, Clay, Philadelphia, Bellegrave, Riverside Drive, Sierra, Market, and Limonite
Secondary Corridor	100	Secondary (2)	Pedley, Camino Real, Granite Hill, Crestmore, Pacific
General Collector Corridor	74	Collector (2)	Jurupa Road, Pat's Ranch Road, Bain, Granite Hill, Valley Way, Holmes, 58th
Industrial Collector Corridor	68	Industrial Collector (2)	Hall, El Rivino, Pyrite, Harrel
Local Corridor	64	Local	Most residential streets

[1]Right of way width subject to reduction by City Council for special circumstances.
[2]Partial street listing to show types and range of existing streets; subject to modification in the *Master Plan of Streets and Trails.*

Preservation of Community Character Within a Mobility Corridor

1. Mobility corridors shall include pathways for non-vehicular travel, including equestrian trails, sidewalks, off-street bikeways, multi-purpose paved trails, etc.
2. Mobility corridors shall include provisions for bus turnouts.
3. Mobility corridors shall provide for connectivity to the Pedley train station.
4. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.
5. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible.
6. All mobility corridors shall be designed to produce an attractive, safe and high-quality environment of a tree lined streets within a semi-rural, small town community.

As part of the 2017 General Plan, the City has adopted new street classifications that use "Mobility Corridors" to emphasize the multi-modal character of Jurupa Valley's' transportation system. Mobility Corridors include a range of transportation uses possible in the entire right of way, not just the paved roadway. For example, a Primary Mobility Corridor may include a Class III bikeway, public sidewalk, and an equestrian trail in addition to four travel lanes for motor vehicles. The general relationships between the previous

street classifications and the mobility corridors are shown in *Table 3.1.* The corridor descriptions assume narrower rights-of-way than shown in the Conventional Roadway Cross Sections, *Figure 3-5* (page 3-20). They reflect "complete streets" design goals and seek to minimize the need and community impacts of street widening; however, they are not inflexible standards. The City Council may modify the right of way width are number of lanes in specific circumstances where warranted by special corridor conditions, such as the trails and sidewalk requirements, special pedestrian and parking needs, grading and landscaping requirements and the need for regional connectivity at City limits.

Mobility Corridors Policies and Programs

Policies

ME 1.1 **Mobility Corridors.** Require that the City's mobility corridors:

a. Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right of way wherever feasible, using multi-modal, "complete streets" design strategies.
b. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.
c. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the *Master Plan of Streets and Trails* (to be developed).
d. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.
e. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 1.2 **Corridor Design.** When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards:

a. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.
b. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.
c. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.
d. Where two lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character.
e. Provisions for bus turnouts, bus shelters and connectivity to the Pedley Metrolink Station.

ME 1.3 **Preserving Community Character in Mobility Corridors.** Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies:

a. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.

b. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.
c. Mobility corridors shall be designed to produce an attractive, safe and high-quality environment of a tree lined streets within a semi-rural, small town community.

Programs

(TBA)

2.0 – Roadway Network

Jurupa Valley's roadway network must meet multiple goals. It must be safe, convenient, efficient and well-balanced to address all roadway users' needs and compatible with its surroundings. The roadway network must be planned and designed to meet existing and future transportation needs, yet be designed to preserve and enhance the character and quality of life that Jurupa Valley residents cherish. At the same time, the roadway system must meet or exceed adopted performance standards. When feasible and where appropriate, the public rights-of-way must accommodate multiple travel "modes", including motor vehicles, pedestrians, equestrians, bicyclists, landscaping, street furniture, utilities and traffic control devices, all in safe and aesthetically pleasing ways. This concept is known as "complete streets."

Existing Roadway Network

Access and mobility in Jurupa Valley relies on several integrated transportation systems, namely automotive-based systems characterized by conventional streets and highways; a non-automotive system characterized by equestrian, bicycle and pedestrian facilities, both on- and off-street; a trail system, accommodating multiple users such as pedestrians and equestrians and staging areas; facilities for freight movement, including commercial trucks and rail traffic; and airport facilities. These modes, and their relevant policies and programs, are discussed below.

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A well-designed roadway network is essential for safe and efficient surface transportation. Such a network can cut down travel times, reduce accidents on certain facilities, assist in emergency operations, and help in allocating roadway funding. These facilities also serve as the primary thoroughfares for freight and goods movement that supply the local and regional economies. The City's existing Street Network is shown in *Figure 3-3*.

Street Classifications

Streets and highways are classified according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways usually do not function independently, but rather, most travel involves movement through a network of streets.

The City's streets are classified in terms of their operational characteristics, right of way width, and land use/transportation function, as described below. *Figure 3-3* shows the circulation network in 2017, using the previous classifications of the City's major streets, based on the County of Riverside's street classification system. A similar classification system is used for many cities within the SCAG region. That classification system has been modified in the 2017 General Plan by applying mobility corridor classifications that address multi-modal, complete streets considerations while incorporating the various County of Riverside classifications.

The City's *original* eight major roadway classifications, plus Local Streets, are briefly described below. In general, they assumed wider ultimate street sections than are anticipated in the 2017 General Plan:

1. **Freeway.** A highway upon which the abutter's rights of access are controlled and that provides separated grades at intersecting streets. The minimum right of way width and number of lanes is determined by the California Department of Transportation (Caltrans).
2. **Expressway.** An Expressway is a multimodal roadway corridor for through traffic. Access from abutting property is restricted. Intersections with other streets or roadways are limited to approximately one-half mile intervals. The minimum right of way is 184 feet to 220 feet. The number of lanes is 6 or 8 and additional right of way may be needed at intersections. *Figure 3-5, Conventional roadway cross sections* illustrates the cross-section for an Expressway. Segments of Van Buren Boulevard are currently designated as an Expressway.



Figure 3-3: Existing circulation network

3. **Urban Arterial.** An Urban Arterial is a roadway primarily for through traffic where access from other streets or roadways is limited to approximately one-quarter mile intervals. The minimum right of way is 152 feet. The number of lanes is 6 or 8 and additional right of way may be needed at intersections. *Figure 3-5, Conventional roadway cross sections* illustrates the cross-section for an Urban Arterial roadway. Segments of Limonite Avenue are currently designated as an Urban Arterial roadway *(Figure 3-4)*.
4. **Arterial.** An Arterial is a divided roadway primarily for through traffic to which access from abutting property is kept at a minimum. Intersections with other streets or roadways are limited to approximately one-quarter mile intervals. The minimum right of way is 128 feet. The number of lanes is 2 or 4 and additional right of way may be needed at intersections. *Figure 3-5* shows the cross-section for an Arterial roadway. Segments of Etiwanda Avenue are currently designated as an Arterial roadway.
5. **Major.** A Major roadway serves property zoned for major industrial and commercial uses or serves through traffic. Intersections with other streets or roadways may be limited to approximately 660-foot intervals. The minimum right of way is 118 feet. The number of lanes is 4 and additional right of way may be needed at intersections. *Figure 3-5* illustrates the cross-section for a Major roadway. Limited segments on Pedley Road are currently designated as a Major roadway.
6. **Secondary.** A Secondary roadway serves through traffic along longer routes between major traffic-generating areas or serves property zoned for multiple residential, secondary industrial, or commercial uses. Intersections with other streets and roadways may be limited to 330-foot intervals. The minimum right of way is 100 feet. The number of lanes is 4 with no turn lanes and additional right of way may be needed at intersections. *Figure 3-5* shows the cross-section for a Secondary roadway. Segments on Pacific Avenue are currently designated as a secondary roadway.
7. **Collector Street.** Collector streets are intended to serve intensive residential land uses, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. A collector street may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used. The minimum right of way is 74 feet and the number of lanes is 2. *Figure 3-5* shows the cross-section for a Collector roadway. Segments on 58th Street are currently designated as a Collector roadway.

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Figure 3-4: Segment of Limonite Avenue near the Spectrum Center

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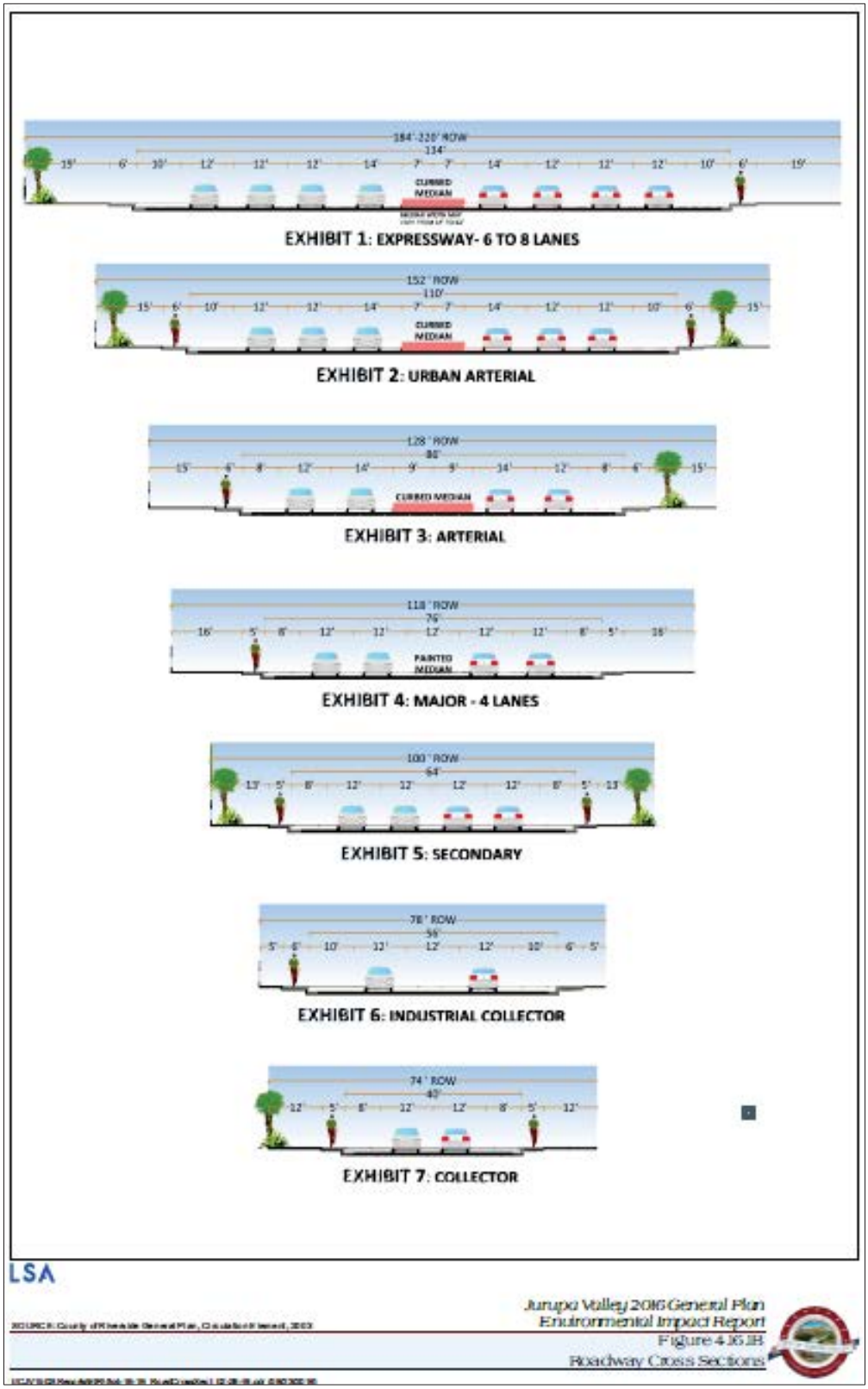
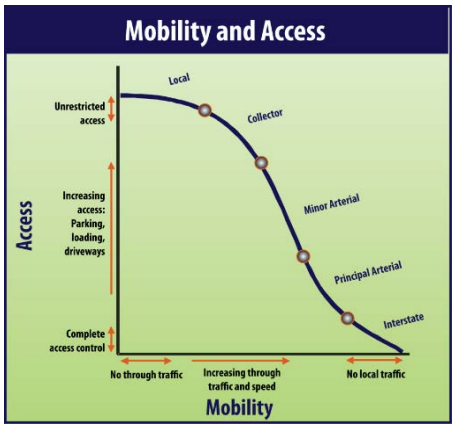


Figure 3-5: Conventional roadway cross sections

8. **Industrial Collector Street.** Industrial collector streets are intended to serve the intensive needs of commercial/ industrial truck traffic. The minimum right of way width is 78 feet, typically allowing two travel lanes, center median and parking lanes, plus pedestrian, bicycle and pedestrian facilities where appropriate *(Figure 3-5)*.
9. **Local Street.** Local streets consist of public rights-of-way serving residential neighborhoods and are primarily two-lane, low-volume roadways with rights-of-way typically ranging from 44 to 60 feet wide. In Jurupa Valley, local streets are intended to safely accommodate equestrians, pedestrians, bicyclists and motor vehicles in a manner that preserves and enhances the character of the community in which they are located.

The functionality of a street is related to traffic mobility and accessibility. Freeways and expressways have restricted access, which allows for higher speeds and capacities. Conversely, local streets and minor arterials allow for greater access but have reduced speeds and capacities. The relationship can be seen in *Figure 3-6.*



Source: Federal Highway Administration

Figure 3-6: Relationship between mobility and access on roadways

Generalized cross-sections for the different functional street classifications are shown in *Figure 3-6.* These sections depict general street section guidelines adopted by the County of Riverside. They are the City's official street sections as shown in the City's adopted Engineering Standards.

Master Plan of Streets and Trails

The Master Plan of Streets and Trails (MPST) more precisely describes the corridor type, right of way widths, designs, locations character, multi-modal features, and amenities for all of the City's mobility corridors. The Mobility corridors will be "complete streets" and identified as to specific right of way widths which are sufficient to accommodate multiple corridor users, as more generally described herein.

As called for by Program ME 2.1.5, the first phase of the MPST will be prepared within one year of adoption of the 2017 General Plan and fully completed and adopted, including Local Streets, Collectors, and trails within two years of 2017 General Plan Adoption. Phase 1 shall address the mobility corridors and major roadways. The MPST is both an engineering and urban design plan that integrates innovative engineering design, land use planning and aesthetic considerations and will, as a minimum, address the following factors for all mobility corridors:

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1. Mobility corridor classification
2. Number of roadway lanes, dedicated turn lanes, and on-street parking (where appropriate)
3. Primary equestrian trail designations for one side of a roadway
4. Multi-purpose and bikeway designations for one side of a roadway
5. Future intersection improvements and locations of crosswalks and equestrian crossings
6. Roadway cross section, including right of way width, raised landscaped medians, trails, bikeways, bike lanes and parkways
7. Off-road primary equestrian trails
8. Public transit and pedestrian amenities
9. Planned improvements and/or right of way acquisitions
10. Relationship

Major City Roadways

The City's major roadways, as existing in 2017, are described below:

Bain Street is oriented in a north-south direction and is a 2-lane Collector. Additional right of way is available for a 4-lane Major. The speed limit on Bain Street is 45 miles per hour.

Bellegrave Avenue is oriented in an east-west direction and is a three to 4-lane Major from Wineville Avenue to Bain Street, and transitions to a 2-lane Major east of Bain Street. Bellegrave Avenue has a speed limit of 25 to 45 miles per hour.

Camino Real is oriented in a north-south direction and is a two-lane Secondary from Granite Hill Drive to Mission Boulevard. The segment from Mission Boulevard to Jurupa Road is a 4-lane Arterial, from Jurupa Road to Whitney Drive is a 2-lane Collector, from Whitney Drive to Limonite Avenue is a 4-lane Major. The speed limit on Camino Real is 25 to 40 miles per hour.

Cantu-Galleano Ranch Road is oriented in an east-west direction and is a 6-lane Urban Arterial from the I-15 northbound ramps to Wineville Avenue/Road. The segment from Wineville Avenue/ Road to Etiwanda Avenue is a 2-lane Arterial, and from Etiwanda Avenue to west of Dodd Street is a 4-lane Major. The speed limit on Cantu-Galleano Ranch Road is 45 miles per hour.

Clay Street is oriented in a north-south direction from Limonite Avenue to General Road and transitions to an east-west direction from General Road to Van Buren Boulevard. Clay Street is a 4-lane Major with a speed limit of 35 miles per hour.

Country Village Road is oriented in a north-south direction and is a 3-lane Major from Philadelphia Avenue to Country Club Drive. The

segment from Country Club Drive to Ben Nevis Boulevard is a 4-lane Major. The speed limit on Country Village Road is 45 miles per hour.

Etiwanda Avenue is oriented in a north-south direction and is a 6-lane Urban Arterial from the northern City limits to State Route 60 (SR 60) and transitions to a 4-lane Arterial from SR 60 to Van Buren Boulevard. The segment from Van Buren Boulevard to Cantu-Galleano Ranch Road is a four-lane Major, from Cantu-Galleano to Bellegrave Avenue is a 3-lane Major, from Bellegrave Avenue to Limonite Avenue is a 4-lane Major, and from Limonite Avenue Holmes Avenue is a 2-lane Secondary. Etiwanda Avenue has a speed limit of 45 to 55 miles per hour.

Jurupa Road is oriented in an east-west direction and is 2-lane Secondary roadway from Bellegrave Avenue to Etiwanda Avenue and from Etiwanda Avenue to Valley is a 2-lane Collector. The speed limit on Jurupa Road is 40 to 45 miles per hour.

Limonite Avenue is oriented in an east-west direction and is a 4-lane Major from I-15 SB Ramps to I-15 NB Ramps, from I-15 NB Ramps to Wineville Avenue is a 4-lane Arterial, from Wineville Avenue to Etiwanda Avenue is a 4-lane Major, from Etiwanda Avenue to Collings Street is a 2-lane Major, from Collins Street to Pedley Road is a 4-lane Major, from Pedley Road to Clay Street is a 4-lane Arterial, from Clay Street to Camino Real is a 5-lane Urban Arterial, and from Camino Real to Riverview Drive is a 4-lane Major. The speed limit on Limonite Avenue is generally 45 to 50 miles per hour.

Mission Boulevard is oriented an east-west direction and is a 4-lane Secondary from SR 60 EB Ramps to Bellegrave Avenue, from Bellegrave Avenue to Pedley Road is a 4-lane Major, from Pedley Road to Pyrite Street is a 4-lane Secondary, from Pyrite Street to SR 60 EB Ramps is a 4-lane Major, from SR 60 EB Ramps to Valley Way is a 4-lane Secondary, and from Valley Way to east of Rubidoux Boulevard is a 4-lane Arterial. The speed limit on Mission Boulevard is generally 35 to 45 miles per hour.

Pedley Road is oriented in a north-south direction and is a 2-lane Major from Granite Hill Drive to Francisco Junior Avenue. The segment from Francisco Junior Avenue to Mission Boulevard is a 4-lane Major, from Mission Boulevard to Jurupa Road is a 3-lane Major, from Jurupa Road to 60th Street is a 2-lane Collector, and from 60th Street to Limonite Avenue is a 2-lane Major. The speed limit on Pedley Road is 45 miles per hour.

Philadelphia Avenue is oriented in an east-west direction from the western City limits to Rochester Avenue. From Rochester Avenue to Wineville Avenue it is a 2-lane Major, from Wineville Avenue to Etiwanda Avenue it is a 3-lane Major, and from Etiwanda Avenue to

Country Village Road it is a 2-lane Major. The speed limit on Philadelphia Avenue is 45 miles per hour.

Pyrite Street is oriented in a north-south direction and is a 2-lane Collector north of Granite Hill Drive. The segment from Granite Hill Drive to SR 60 EB Ramps is a 2-lane Secondary, from SR 60 WB Ramps to Mission Boulevard is a 2-lane Collector, from Mission Boulevard to Galena Street is a 2-lane Major, and from Galena Street to Jurupa Road is a 2-lane Collector. The speed limit on Pyrite Street is 40 miles per hour.

Riverside Drive is oriented in an east-west direction and is a 3-lane Major. The speed limit on Riverside Drive is 50 miles per hour.

Rubidoux Boulevard is oriented in a north-south direction and is a 2-lane Collector from Tilton Avenue to Mission Boulevard, a 4-lane Major from Mission Boulevard to 20th Street, a 4-lane arterial from 20th Street to Production Circle, and a 4-lane Major from Production Circle to the northern City limits. The speed limit on Rubidoux Boulevard is 40 to 50 miles per hour.

Valley Way is oriented in a north-south direction and is 2-lane Collector from Jurupa Road to Mission Boulevard, from Mission Boulevard to SR 60 is a 4-lane Arterial, from SR 60 to Sierra Avenue is a 4-lane Major, and north of Sierra Avenue is a 2-lane Major. The speed limit on Valley Way is 30 to 45 miles per hour.

Van Buren Boulevard is oriented in a north-south direction and is a 4-lane Arterial from the western City limits to the southern City limits. The speed limit on Van Buren Boulevard is generally 55 miles per hour.

Wineville Avenue is oriented in a north-south direction and from Mission Boulevard to Riverside Drive is a 4-lane Major, from Riverside Drive to Cantu-Galleano Ranch Road is a 4-lane Secondary, from Cantu-Galleano Ranch Road to Bellegrave Avenue is a 3-lane Secondary, from Bellegrave Avenue to Elba Drive is a 4-lane Major, from Elba Drive to Boca Place is a 2-lane Collector, from Boca Place to Limonite Avenue is a 4-lane Major, and from Limonite Avenue to 68th street is a 3-lane Major. The speed limit on Wineville Avenue varies from 45 to 50 miles per hour.

2015-16 Traffic Study

As part of its General Plan update, the City conducted traffic studies to evaluate existing traffic conditions, and future traffic conditions and needs based on anticipated local and regional growth and anticipated General Plan land use changes. The results of those studies are summarized below and described in more detail in the Traffic Report, Appendix 3C. The traffic study area is shown in *Figure 3-7*. The study area includes all roadway segments and intersections necessary to analyze the impacts of the future Land Use plan, as shown in the *General Plan Land Use Element Figure 2-7* (page 2-14).

The Existing Conditions analysis identifies potential and chronic traffic "bottlenecks", safety or circulation deficiencies and needed mobility improvements. The existing conditions analysis also includes a level of service analysis at study area intersections and roadway segments, summary of existing transit service, truck routes, bicycle and pedestrian facilities, trails, and transit within the City of Jurupa Valley and a discussion of vehicle miles traveled (VMT) and how this relates to other General Plan elements.

The City's street major street network has been analyzed based on traffic volumes, peak traffic periods, and street segment and intersection level of service ("LOS"), as explained below. The Countywide RivTam traffic model was used to quantify traffic volumes, congestion delay and the amount of "pass through" vehicle traffic originating outside of Jurupa Valley. The purposes of this analysis were to 1) identify problem areas, 2) quantify levels of service, 3) evaluate results of alternatives motor vehicle traffic flow or facilities due to congestion and 4) identify transportation system improvements or CEQA mitigation measures.

"LOS" Versus "VMT"

Level of Service (LOS) has been the standard used to measure transportation impacts of major developments and road system changes. Level of Service is basically a measurement of how many cars can pass through an intersection in a given time. However, in recent years, LOS has been criticized as being an inadequate measure of a roadway's performance because if a project reduced a road's LOS, the result was generally considered an adverse or undesirable project effect, no matter how many other benefits the project might create. Further, increasing level of service by widening streets is often growth-inducing and invites additional traffic, yielding only short-term benefits and leading to eventual decreases in LOS. Since LOS is based on peak hour traffic volumes, it can generate the need for costly improvements that are not needed during most of a 24-hour period.



Figure 3-7: Traffic study area

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LOS is not the only tool to measure traffic congestion. In 2016, California enacted SB 743, a law which is expected to change how traffic congestion is measured. Under the new law, the Governor's Office of Planning and Research (OPR) is tasked with developing a replacement metric for LOS which is based on Vehicle Miles Traveled "VMT" and considers the needs of all road users, including bicyclists, pedestrians and others.

The Governor's Office of Planning and Research is working with local agencies to develop guidelines to help local governments implement AB 743. In the interim, cities must take into account VMT as part of environmental review, but may also continue to use LOS to evaluate roadway performance. Jurupa Valley's VMT performance is evaluated in the Traffic Study, Appendix 3C.

Levels of Service

Historically, the primary tool used to measure roadway performance has been level of service, or LOS. At its most basic, LOS is a measure of a roadway's ability to carry a given traffic volume with minimal delays –that is, with little or no traffic congestion. Congestion results when traffic demand approaches or exceeds the available capacity of the system. And while this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity can change because of weather, work zones, traffic incidents, or special events. LOS is often measured at "peak hours" of the day to express worst case conditions. Peak hours are typically 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

Congestion can be classified as either recurring or non-recurring. Recurring congestion most often occurs when the volume of traffic on a facility becomes more than that facility can handle. Non-recurring congestion is usually short in duration and is caused by such things as weather, construction, or special events. One way to gauge the level of congestion is grading a facility on its level of service.

With the development of this General Plan Mobility Element, the City of Jurupa Valley is establishing its own LOS standard for intersections and roadways, tailored to meet the City's own needs and values. This set of standards will balance the need for safe and efficient mobility with preservation of the City's semi-rural character and quality of life.

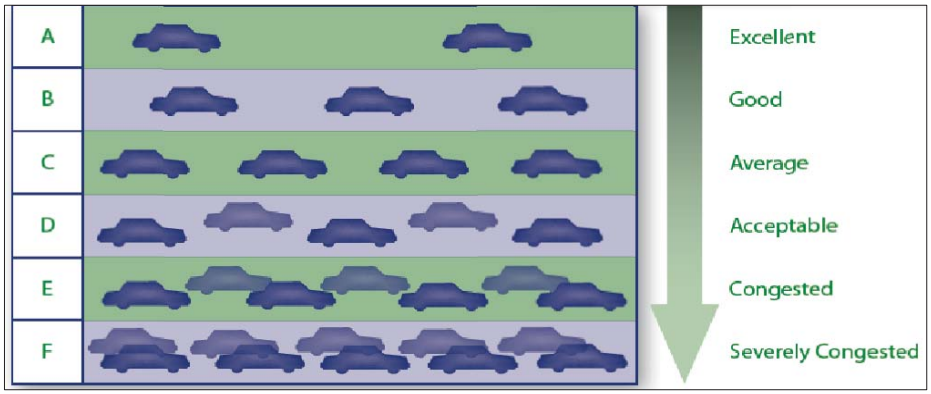
Level of Service is generally expressed by using the letter grades A through F, as shown in *Table 3.2* and symbolically in *Figure 3-8*. These levels recognize that, while an absolute limit exists as to the amount of motor vehicle traffic traveling through a given intersection, the conditions that motorists experience rapidly deteriorate as traffic approaches the maximum capacity. Under

such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume declines.

Table 3.2: Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual 2010



Source: FHWA

Figure 3-8: Levels of Service

Many cities within Riverside County maintain LOS D as their minimum threshold for their roadway systems. The County of Riverside maintains an LOS standard of D; therefore, for this particular analysis, LOS D was used as the standard for both intersection and roadway segment LOS analysis. Intersections or roadway segments operating at LOS E or F exceed the minimum LOS standard D—that is, they are more congested with more traffic delays. This threshold may be modified based on a balancing of overall community objectives.

Existing Intersection Traffic Volumes and Levels of Service

In 2015, a level of service analysis was conducted to determine intersection performance at peak morning and afternoon hours. The major street intersections evaluated are shown in *Figure 3-9*. Level of service criteria used to evaluate signalized and unsignalized intersections are shown in *Table 3.3*. Existing intersection traffic volumes are based on a.m. and p.m. peak hour intersection turn movement counts collected in June and September 2015. For several intersections, counts were conducted between 2012 and 2014.

Table 3.3: Level of Service Criteria for Signalized and Unsignalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual, 2010

Surveys were conducted at the study area intersections to observe the intersection geometrics, turn pocket lengths, and existing signal cycle lengths. The results of the survey were included as input into the City's General Plan traffic model. The survey results are summarized in *Table 3.4* and show that all intersections are currently operating at satisfactory levels of service, with the exception of the following:

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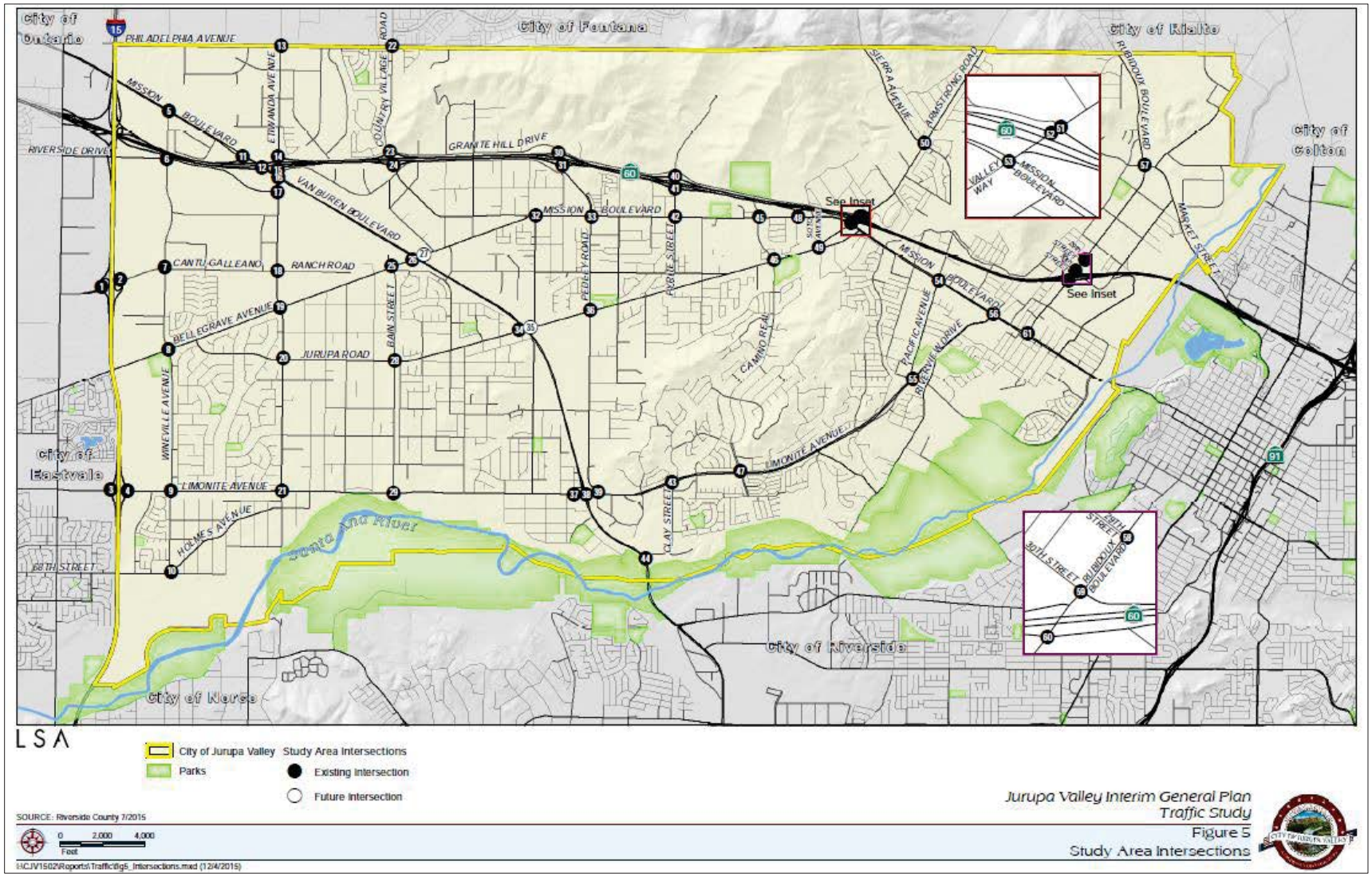

Figure 3-9: Traffic study area intersections

Table 3.4: Existing Intersections Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	16.0	16.0	B	17.6	17.6	B
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	16.4	16.4	B	21.9	21.9	C
3	I-15 SB Ramps/Limonite Avenue	Signal	30.6	30.6	C	22.6	22.6	C
4	I-15 NB Ramps/Limonite Avenue	Signal	32.5	32.5	C	29.9	29.9	C
5	Wineville Road/E Mission Boulevard	TWSC	28.9	28.9	D	>100	190.1	F
6	Wineville Road/Riverside Drive	AWSC	11.7	11.7	B	13.0	13.0	B
7	Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road	Signal	39.2	39.2	D	42.3	42.3	D
8	Wineville Avenue/Bellegrave Avenue	Signal	41.8	41.8	D	42.8	42.8	D
9	Wineville Avenue/Limonite Avenue	Signal	30.8	30.8	C	34.9	34.9	C
10	Wineville Avenue/68th Street	AWSC	9.4	9.4	A	8.7	8.7	A
11	E Mission Boulevard/SR-60 WB On-Ramp	Signal	21.7	21.7	C	21.7	21.7	C
12	E Mission Boulevard/SR-60 EB Off-Ramp	Signal	>100	164.4	F	57.4	57.4	E
13	Etiwanda Avenue/Philadelphia Avenue	Signal	26.1	26.1	C	27.4	27.4	C
14	Etiwanda Avenue/SR-60 WB Off-Ramp	Signal	21.4	21.4	C	13.7	13.7	B
15	Etiwanda Avenue/SR-60 EB On-Ramp	TWSC	22.2	22.2	C	13.9	13.9	B
16	Etiwanda Avenue/Van Buren Boulevard	Signal	45.3	45.3	D	53.7	53.7	D
17	Etiwanda Avenue/Riverside Drive	Signal	35.1	35.1	D	33.6	33.6	C
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	52.2	52.2	D	42.8	42.8	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	40.8	40.8	D	46.3	46.3	D
20	Etiwanda Avenue/Jurupa Road	Signal	26.0	26.0	C	24.9	24.9	C
21	Etiwanda Avenue/Limonite Avenue	Signal	65.3	65.3	E	64.8	64.8	E
22	Country Village Road/Philadelphia Avenue	Signal	13.9	13.9	B	38.9	38.9	D
23	Country Village Road/SR-60 WB Ramps	Signal	75.9	75.9	E	45.0	45.0	D
24	Mission Boulevard/SR-60 EB Ramps	Signal	26.2	26.2	C	29.3	29.3	C
25	Bain Street/Bellegrave Avenue	Signal	30.8	30.8	C	47.9	47.9	D
26	Van Buren Boulevard /Bellegrave Avenue	Signal	44.9	44.9	D	43.9	43.9	D
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
28	Bain Street/Jurupa Road	AWSC	13.0	13.0	B	10.1	10.1	B
29	Bain Street/Limonite Avenue	Signal	12.6	12.6	B	17.8	17.8	B
30	Pedley Road/SR-60 WB Ramps	TWSC	>100	416.2	F	78.3	78.3	F
31	Pedley Road/SR-60 EB Ramps	TWSC	22.5	22.5	C	18.9	18.9	C
32	Bellegrave Avenue/Mission Boulevard	Signal	20.0	20.0	B	21.4	21.4	C
33	Pedley Road/Mission Boulevard	Signal	42.3	42.3	D	43.1	43.1	D
34	Van Buren Boulevard/Jurupa Road	Signal	>100	123.9	F	>100	124.6	F
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
36	Pedley Road/Jurupa Road	AWSC	>100	138.6	F	62.4	62.4	F
37	Collins Street/Limonite Avenue	Signal	28.4	28.4	C	33.3	33.3	C
38	Van Buren Boulevard /Limonite Avenue	Signal	24.2	24.2	C	24.5	24.5	C
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	40.1	40.1	D	41.6	41.6	D
40	Pyrite Street/SR-60 WB Ramps	TWSC	21.4	21.4	C	23.1	23.1	C
41	Pyrite Street/SR-60 EB Ramps	TWSC	15.2	15.2	C	24.7	24.7	C
42	Pyrite Street/Mission Boulevard	Signal	36.0	36.0	D	43.3	43.3	D
43	Clay Street/Limonite Avenue	Signal	52.0	52.0	D	54.9	54.9	D
44	Van Buren Boulevard/Clay Street	Signal	42.9	42.9	D	70.6	70.6	E
45	Camino Real/Mission Boulevard	Signal	44.3	44.3	D	46.7	46.7	D
46	Camino Real/Jurupa Road	Signal	74.1	74.1	E	51.8	51.8	D
47	Camino Real /Limonite Avenue	Signal	50.4	50.4	D	50.5	50.5	D
48	Byrne Road-SR-60 EB Ramps/Mission Boulevard	Signal	34.3	34.3	C	38.0	38.0	D
49	Valley Way/Jurupa Road	AWSC	19.3	19.3	C	16.0	16.0	C
50	Armstrong Road/Sierra Avenue	Signal	60.0	60.0	E	64.6	64.6	E
51	Valley Way/SR-60 WB Off-Ramp-Granite Hill Drive	Signal	42.5	42.5	D	43.4	43.4	D
52	Valley Way/SR-60 WB On Ramp	TWSC	22.0	22.0	C	17.5	17.5	C

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	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	38.3	38.3	D	38.9	38.9	D
54	Pacific Avenue/Mission Boulevard	Signal	25.0	25.0	C	26.7	26.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.8	19.8	B	18.5	18.5	B
56	Riverview Drive/Mission Boulevard	Signal	52.0	52.0	D	61.4	61.4	E
57	Rubidoux Boulevard/Market Street	Signal	39.4	39.4	D	>100	217.7	F
58	Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street	Signal	19.2	19.2	B	20.6	20.6	C
59	Rubidoux Boulevard/SR-60 WB On-Ramp	TWSC	16.5	16.5	C	16.9	16.9	C
60	Rubidoux Boulevard/SR-60 EB Ramps	Signal	42.9	42.9	D	32.5	32.5	C
61	Rubidoux Boulevard/Mission Boulevard	Signal	54.7	54.7	D	76.4	76.4	E

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

Signalized Intersections

Mission Boulevard/SR 60 EB Off-Ramp (AM and PM peak hours)

1. Etiwanda Avenue/Limonite Avenue (AM and PM peak hours)
2. Country Village Road/SR 60 WB Ramps (AM peak hour)
3. Van Buren Boulevard/Jurupa Road (AM and PM peak hours)
4. Van Buren Boulevard/Clay Street (PM peak hour)
5. Camino Real/Jurupa Road (AM peak hour)
6. Armstrong Road/Sierra Avenue (AM and PM peak hours)
7. Riverview Drive/Mission Boulevard (PM peak hour)
8. Rubidoux Boulevard/Market Street (PM peak hour)
9. Rubidoux Boulevard/Mission Boulevard (PM peak hour)

Unsignalized Intersections

10. Wineville Road/Mission Boulevard (PM peak hour)
11. Pedley Road/SR 60 WB Ramps (AM and PM peak hours)
12. Pedley Road/Jurupa Road (AM and PM peak hours)

Figure 3-10 and *Figure 3-11* show locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service.

Existing Roadway Segment Traffic Volumes

The existing daily traffic volumes at study area roadway segments are based on traffic counts conducted by the City of Jurupa Valley between 2012 and 2014. A growth rate of 1% per year was then applied to the counts. A level of service analysis was conducted on existing roadway segments to determine roadway segment performance. Level of service and roadway capacity criteria used to evaluate roadway segments are shown in *Table 3.5.* The level of service criteria are based on the daily capacity for each street classification; the daily traffic volume represents the total vehicles (both directions) traveling on a roadway segment within 24 hours. *Table 3.6* shows the existing daily traffic volumes and levels of service at study area roadway segments.

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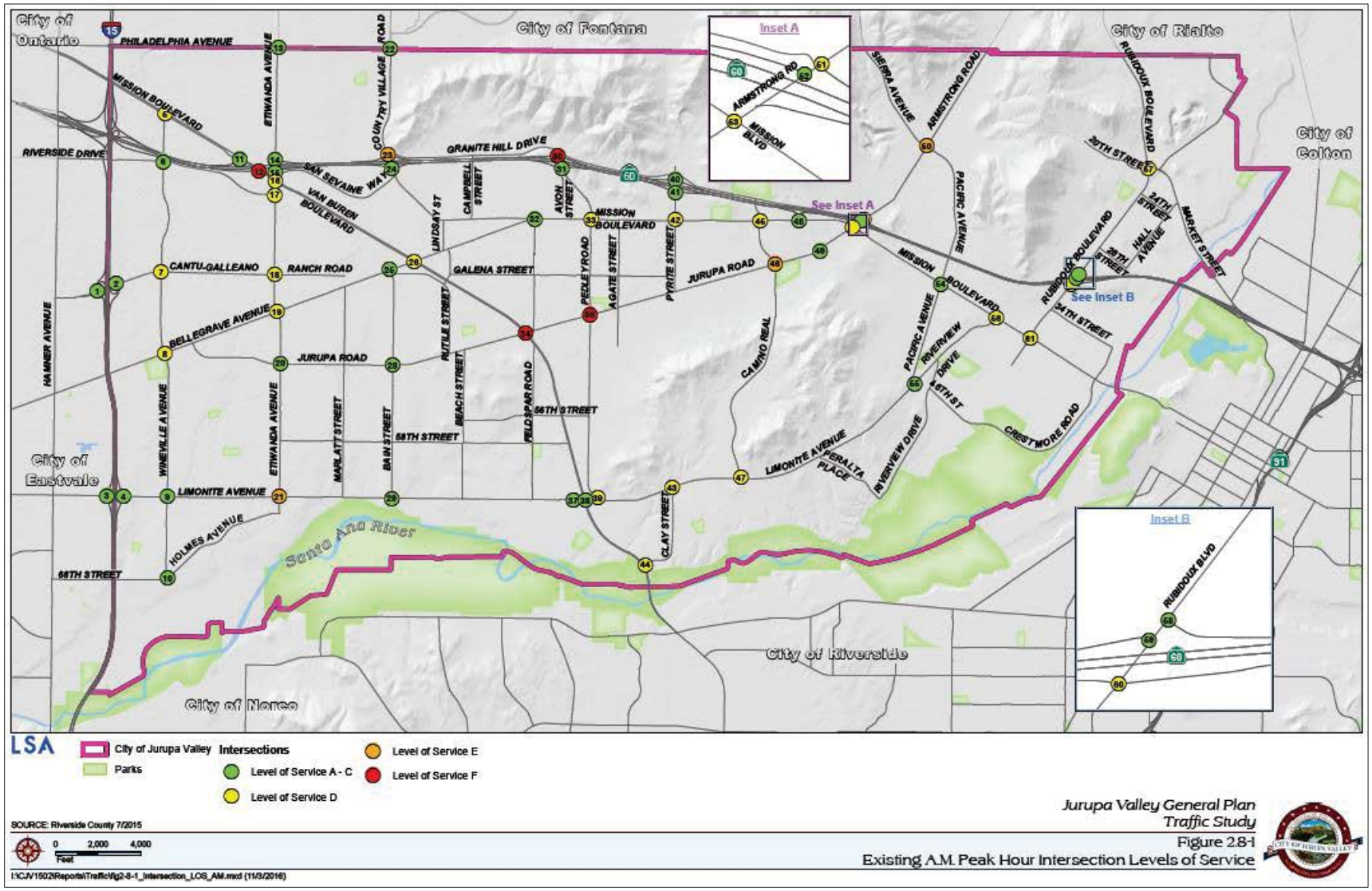

Figure 3-10: Existing Intersections Level of Service, Peak AM Hour

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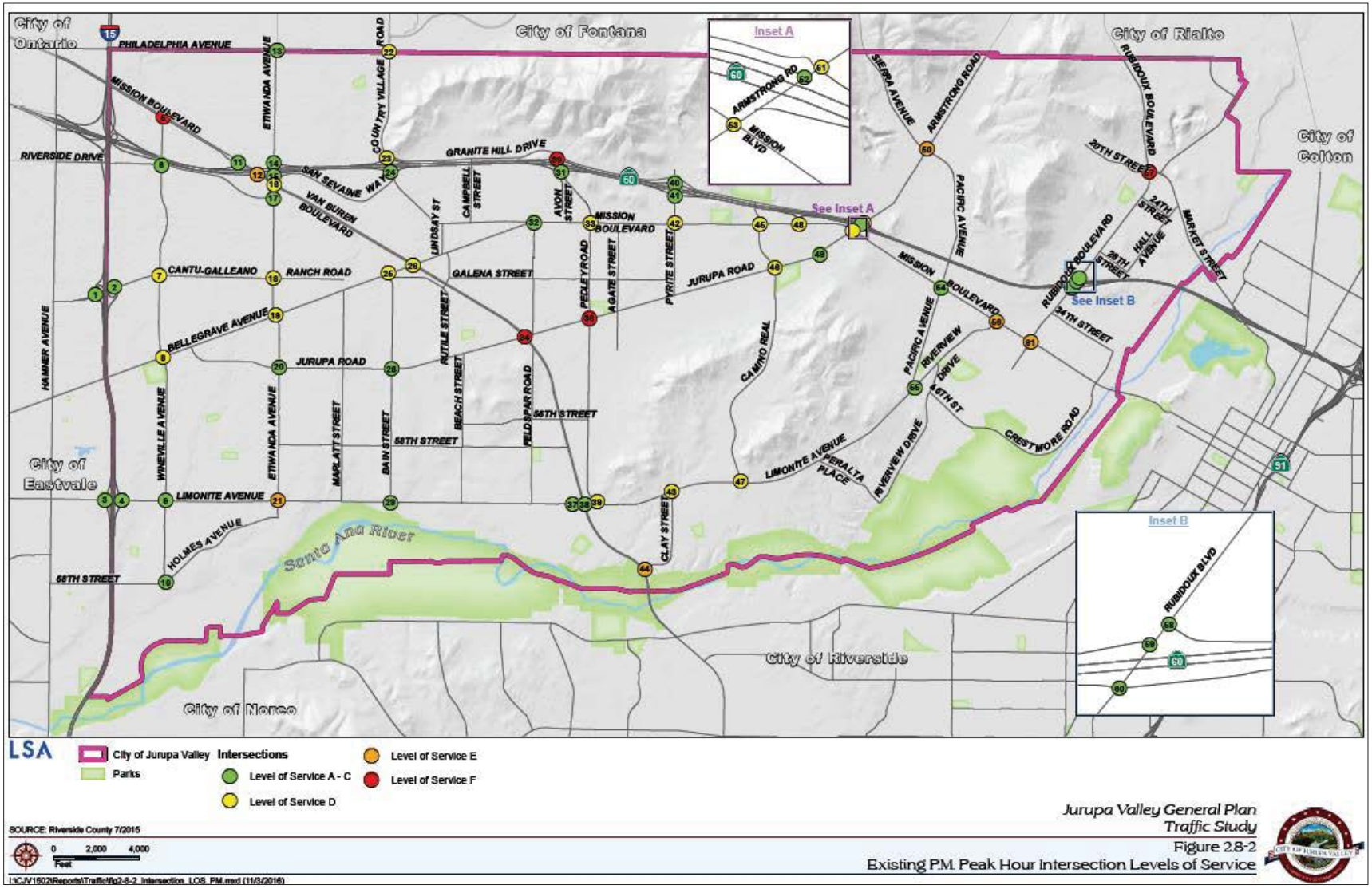

Figure 3-11: Existing Intersections Level of Service, Peak P.M. Hour

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Table 3.5: Roadway Segment Capacity and Levels of Service

Functional Classification	Number of Lanes	Maximum Two-Way Daily Traffic Volume		
		Level of Service C	Level of Service D	Level of Service E
Collector Street	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	28,700	32,300	35,900
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	6	94,000	105,800	200,600
Freeway	8	128,400	144,500	160,500

Source: Riverside County Congestion Management Program, 2011

As shown on *Table 3.6* and *Figure 3-12*, all roadway segments in the City are operating at satisfactory levels of service (C or better), with the exception of the following roadway segments:

1. Country Village Road from Philadelphia Avenue to SR 60 Westbound Ramps
2. Country Village Road from SR 60 Westbound Ramps to SR 60 Eastbound Ramps
3. Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue
4. Van Buren Boulevard from Bellegrave Avenue to Jurupa Road
5. Van Buren Boulevard from Jurupa Road to Limonite Avenue
6. Van Buren Boulevard from Limonite Avenue to Clay Street
7. Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps
8. Limonite Avenue from Etiwanda Avenue to Bain Street
9. Limonite Avenue from Bain Street to Collins Streets
10. Market Street east of Rubidoux Boulevard

Table 3.6: Existing Roadway Segment Traffic Volumes and LOS

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	4,443	0.13	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	3,995	0.15	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Secondary	4,326	0.22	C
4	Bellegrave Avenue to Limonite Avenue	3-Lane Major	4,340	0.17	C
5	Limonite Avenue to 68th Street	3-Lane Major	2,600	0.10	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	32,607	0.60	C
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	30,196	0.84	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	22,794	0.63	C
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	16,803	0.49	C
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	12,059	0.35	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Major	11,130	0.44	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	10,422	0.29	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	11,407	0.32	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	8,175	0.63	C
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	3,402	0.26	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	2,830	0.22	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	3-Lane Major	38,338	1.50	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	43,211	1.27	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	8,646	0.51	C
20	SR-60 EB Ramps to Mission Boulevard	2-Lane Major	14,121	0.83	D
21	Mission Boulevard to Jurupa Road	3-Lane Major	11,646	0.46	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	10,138	0.59	C
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	6,800	0.40	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	7,530	0.58	C
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	18,645	0.55	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	6,843	0.19	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	8,114	0.24	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	3,458	0.20	C
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Road to SR-60 WB On-Ramp	4-Lane Arterial	17,255	0.48	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	30,077	0.84	D
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	27,804	0.77	C
32	Etiwanda Avenue to Bellegrave Avenue	4-Lane Arterial	41,999	1.17	F
33	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	56,117	1.56	F
34	Jurupa Road to Limonite Avenue	4-Lane Arterial	50,795	1.41	F
35	Limonite Avenue to Clay Street	4-Lane Arterial	50,912	1.42	F
Segments on Riverside Drive					
36	Wineville Road to Etiwanda Avenue	3-Lane Major	6,353	0.25	C
Segments on Cantu-Galleano Rancho Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	10,001	0.19	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	10,172	0.19	C
39	Wineville Avenue/Road to Etiwanda Avenue	2-Lane Arterial	4,843	0.27	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	10,825	0.42	C
41	Bellegrave Avenue to Pedley Road	4-Lane Major	10,612	0.31	C

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42	Pedley Road to Pyrite Street	4-Lane Secondary	8,738	0.34	C
43	Pyrite Street to Camino Real	4-Lane Major	12,372	0.36	C
44	Camino Real to SR-60 EB Ramps	4-Lane Major	10,875	0.32	C
45	SR-60 EB Ramps to Valley Way	4-Lane Secondary	19,354	0.75	C
46	Valley Way to Riverview Drive	4-Lane Arterial	18,752	0.52	C
47	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	18,063	0.50	C
48	East of Rubidoux Boulevard	4-Lane Arterial	19,936	0.56	C
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	3-Lane Major	16,747	0.65	C
50	Wineville Avenue to Etiwanda Avenue	3-Lane Major	8,489	0.33	C
51	Etiwanda Avenue to Bain Street	4-Lane Major	10,350	0.30	C
52	Bain Street to Van Buren Boulevard	2-Lane Major	7,679	0.45	C
53	Van Buren Boulevard to Mission Boulevard	2-Lane Major	8,022	0.47	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,514	0.35	C
55	Etiwanda Avenue to Bain Street	2-Lane Collector	4,870	0.37	C
56	Bain Street to Van Buren Boulevard	2-Lane Collector	10,562	0.81	D
57	Van Buren Boulevard to Pedley Road	2-Lane Collector	11,584	0.89	D
58	Pedley Road to Camino Real	2-Lane Collector	8,499	0.65	C
59	Camino Real to Valley Way	2-Lane Collector	9,700	0.75	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	2-Lane Collector	7,721	0.59	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	31,166	0.87	D
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	30,305	0.84	D
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	27,994	0.82	D
64	North of Sierra Avenue	2-Lane Major	10,902	0.64	C
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	32,893	0.96	E
66	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	27,564	0.77	C
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	22,764	0.67	C
68	Etiwanda Avenue to Bain Street	2-Lane Major	20,765	1.22	F
69	Bain Street to Collins Street	2-Lane Major	20,418	1.20	F
70	Collins Street to Van Buren Boulevard	4-Lane Major	26,016	0.76	C
71	Van Buren Boulevard to Pedley Road	4-Lane Major	19,143	0.56	C
72	Pedley Road to Clay Street	4-Lane Arterial	19,249	0.54	C
73	Clay Street to Riverview Drive	5-Lane Urban Arterial	25,339	0.74	C
74	Riverview Drive to Mission Boulevard	4-Lane Major	14,864	0.44	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	18,500	0.54	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	19,432	0.57	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	21,309	0.62	C
78	North of Market Street	4-Lane Major	18,679	0.55	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	1,846	0.14	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Secondary	22,555	0.87	D
Segments on Market Street					
81	East of Rubidoux Boulevard	2-Lane Secondary	17,036	1.32	F
Segments on Agua Mansa Road					
82	North of Market Street	3-Lane Secondary	13,408	0.69	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

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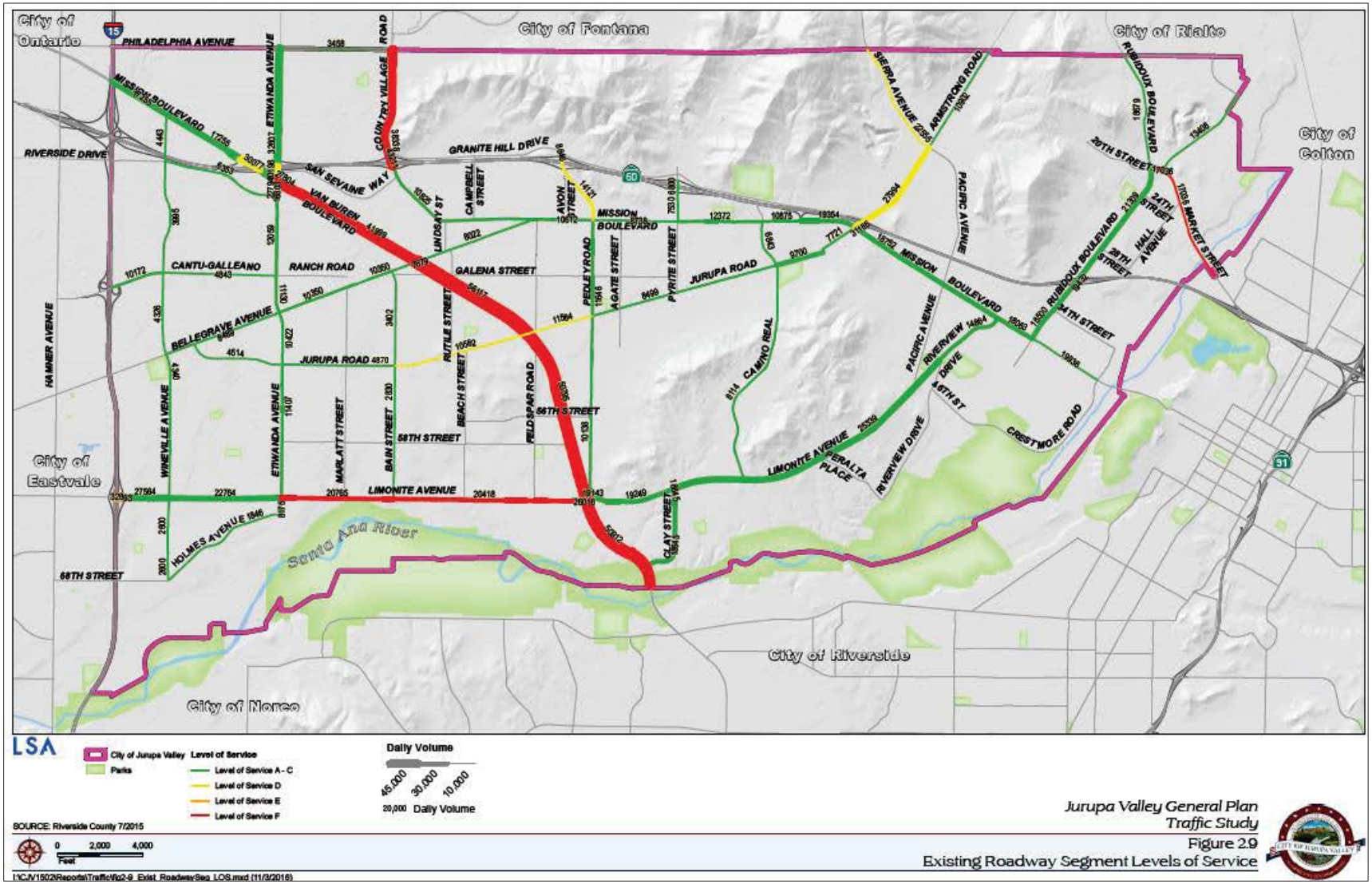

Figure 3-12: Existing Roadway Segments Levels of Service

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Pass-Through Traffic

A significant portion of Jurupa Valley's motor vehicle traffic is "pass-through" or "cut-through" traffic; that is, motor vehicle trips where the origin and destination are both outside of the City limits. Jurupa Valley streets do not connect well with streets in adjacent communities. Historically, Jurupa Valley roads followed the railroad tracks and were constrained by geography, particularly the hills and the Santa Ana River. Consequently, two of the main roads, Bellegrave Avenue and Jurupa Road, are not aligned true to north and south, but are aligned northeast to southwest. Motorists intending to travel from the I-15 to Van Buren Boulevard and the City of Riverside find it most convenient to use Limonite, resulting in significant traffic congestion in Pedley. Similarly, access to and from the SR 60 takes motorists through Rubidoux, Glen Avon and Pedley to access areas south of the Santa Ana River.

Table 3.7 shows the percentage of the future traffic volumes on major streets attributable to pass-through traffic. Up to 79% of motor vehicle trips—and in many cases almost one-half, consist of pass-through trips that use local streets and bypass the main highways I-15, SR 60 and the Van Buren expressway. These pass-through trips are largely the result of motorists seeking "shortcuts" to avoid freeway congestion or reduce travel time. This situation creates a significant challenge for the City to meet local circulation needs first—within available resources—while managing regional pass-through trips so as to reduce traffic congestion and impacts.

Generally, strategies to reduce pass-through traffic involve capital improvements to slow, divert, or dissuade motorists from traveling along particular corridors. This could, in some areas, have the initial effect of creating greater congestion until a new equilibrium is established. That new equilibrium may in fact create congestion on new routes. Road diets, chokers, speed tables, and other devices/strategies can affect vehicular traffic flow, decreasing speed and increasing congestion. Strategies to address pass-through traffic may be contradictory to a goal of mobility congestion relief. However, the objective of congestion relief and achieving LOS D conditions must be balanced with other important community objectives, such as maintaining the small town, semi-rural character of the community.

Table 3.7: Select Link Analysis for Roadway Segments Operating at LOS D, E, or F (Year 2035)

Roadway Segment	Functional Classification	Year 2035 Conditions			% of Traffic Internal to the City	% of Traffic External to the City (Cut-Thru Traffic)
		Daily Volume	V/C	LOS		
Segments on Etiwanda Avenue						
6 Philadelphia Ave to SR-60 WB Off-Ramp	**6-Lane Urban Arterial Highway**	**52,677**	**1.09**	**E ***	57%	43%
Segments on Country Village Road						
16 Philadelphia Ave to SR-60 WB Ramps	**5-Lane Urban Arterial Highway**	**50,257**	**1.24**	**F ***	46%	54%
Segments on Van Buren Boulevard-East Mission Boulevard						
32 Bellegrave Ave to Jurupa Rd	**6-Lane Expressway**	**77,031**	**1.40**	**F ***	21%	79%
Segments on Mission Boulevard						
46 Valley Way to Riverview Dr	4-Lane Arterial Highway	31,944	0.99	D	81%	19%
Segments on Bellegrave Avenue						
50 Wineville Ave to Etiwanda Ave	4-Lane Major Highway	28,633	0.93	D	60%	40%
Segments on Valley Way-Armstrong Road						
63 SR-60 WB Ramps to Sierra Ave	**4-Lane Major Highway**	**44,117**	**1.44**	**F ***	66%	34%
Segments on Limonite Avenue						
67 Wineville Ave to Etiwanda Ave	**4-Lane Urban Arterial Highway**	**41,570**	**1.29**	**F ***	58%	42%
Segments on Rubidoux Boulevard						
77 SR-60WB Ramps to Market Street	4-Lane Major Highway	28,540	0.93	D	80%	20%
Segments on Sierra Avenue						
80 West of Armstrong Rd	4-Lane Arterial Highway	29,093	0.90	D	42%	58%
Segments on Market St						
81 West of Rubidoux Blvd	**4-Lane Major Highway**	**42,364**	**1.38**	**F ***	50%	50%

Notes:

LOS = Level of Service, V/C = Volume to Capacity

Capacity based on County of Riverside Link Volume Capacities, March 2001.

* Exceeds LOS Standard

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The balance between eliminating vehicular congestion during two peak traffic periods on each weekday to accommodate pass-through traffic and the need to avoid large, urban-style multi-lane roadways is a difficult one and ultimately, must be a policy decision by the City Council which is reflected in the MPST. This General Plan outlines a strategy to help achieve that balance by: 1) managing traffic to optimize benefits to City residents, 2) maintaining communities' semi-rural character, and 3) providing future options, if the need arises.

Future Conditions and Traffic Management Strategies

Planned Roadway Network

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 10 roadway segments and 13 intersections will not meet the minimum level of service standard at General Plan buildout (2035). These intersections and roadway segments will fail gradually over the 20-year time frame of this projection. As new modes of transportation and traffic management technologies emerge, there will be ample opportunity to make adjustments along the way to manage congestion to acceptable levels and to route cut-through traffic to appropriate transportation corridors. No additional improvements are recommended other than those discussed in Anticipated Level of Service at General Plan Buildout conditions. This is due to right-of-way constraints and the City's efforts to maintain its rural character as well as to discourage pass-through traffic on local streets.

The General Plan Buildout Major Street Network, *Figure 3-13*, shows the major corridors that are planned to accommodate the existing and planned land uses, and existing and expected vehicle traffic demand. The planned network will help accomplish the City's mobility goals and minimizes the need to acquire additional street right-of-way to help maintain Jurupa Valley's semi-rural character. It will also help reduce local traffic congestion while discouraging pass-through traffic. Street improvements are anticipated to be constructed as development occurs, and where improvements are not associated with specific development, as City, County or State funding becomes available. The City has responsibility for the planning, building and maintaining local streets; the county and state have responsibility for maintaining highways and County roads that connect with Jurupa Valley's transportation corridors.

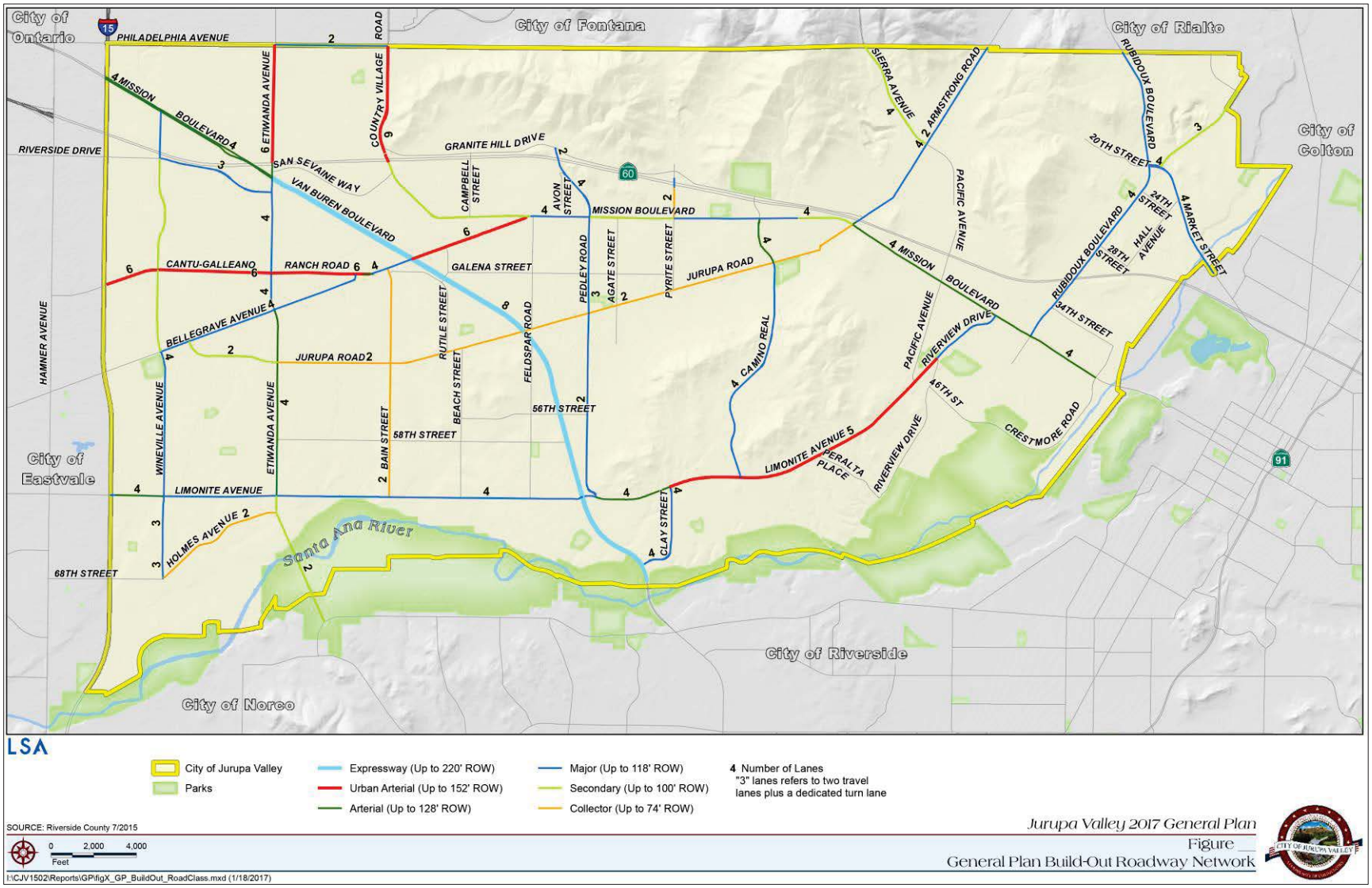

Figure 3-13: General Plan buildout - major street network

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Roadway and Intersection Improvements

The existing land uses and new uses that will be built under the 2017 General Plan will contribute additional traffic on local roadways and intersections. Much of the existing and projected future congestions is the result of "pass-through" traffic from regional (i.e., non-City) sources that will also increase in the future. The General Plan Program EIR indicates that 10 roadway segments and 13 intersections are already deficient in terms of the City's Level of Service (LOS) standard of LOS D or better during peak hours. As pass-through traffic increases due to regional growth and new land uses build out, additional traffic will be added to the local circulation network. As more roadways and intersections exceed City LOS standards, strategic modifications to the existing roadways will be needed to manage traffic and keep LOS within acceptable levels.

General Plan Buildout includes implementation of limited changes to the existing roadway network, as summarized below. These improvements are based on input from the General Plan Advisory Committee, residents and the City of Jurupa Valley and reflect the City of Jurupa Valley's Mobility goals.

Roadway Segments

1. **Etiwanda Avenue:** The roadway segment south of Limonite Avenue is proposed to include a two-lane Collector roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue. Upon implementation of this facility, motorists will be able to bypass Limonite through Pedley in order to reach the City of Riverside area south of the Santa Ana River.

2. **Van Buren Boulevard:** The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector. These improvements will facilitate pass-through traffic between the Fontana/Ontario area and the City of Riverside.

3. **Cantu-Galleano Ranch Road:** The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is

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proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road. These improvements will facilitate pass-through traffic between I-15 and Van Buren Boulevard.

4. **Bellegrave Avenue:** The roadway segment between Marlatt Street and Dodd Street is proposed to realign with Cantu-Galleano Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/ Bellegrave Avenue. This change is to be implemented concurrently with Cantu-Galleano Ranch Road improvements (No. 3 above) to facilitate pass-through traffic and reduce congestion on Mission Boulevard and Limonite Avenue.
5. **Market Street:** The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a four-lane Major Roadway. This improvement is needed to manage industrial traffic and to create an alternate route between Agua Mansa and the City of Riverside.
6. **Sierra Way:** The roadway segment north of Armstrong Road is proposed for widening from a two-lane secondary to a four-lane Major Roadway to provide enhanced regional connectivity.
7. **Country Village Road**: The number of lanes from Philadelphia Avenue to SR 60 is proposed to be increased from three- and four-lane segments to six lanes for its entire length, within the right of way existing in 2016. No added right of way is proposed.

Intersection Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 38 intersections will not meet the minimum level of service standard. To support the 2017 General Plan Land Use Element implementation, the following improvements to the intersections are planned:

1. **I-15 Southbound Ramps/Limonite Avenue**: Optimize the signal timing.
2. **I-15 Northbound Ramps/Limonite Avenue**: Optimize the signal timing.
3. **Wineville Road/Mission Boulevard**: Install a traffic signal.
4. **Wineville Road/Riverside Drive**: Install a traffic signal.
5. **Wineville Road/Cantu-Galleano Ranch Road**: Optimize the signal timing.

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6. **Mission Boulevard/SR 60 Eastbound Off-Ramp**: Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
7. **Etiwanda Avenue/Philadelphia Avenue**: Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add a second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
8. **Etiwanda Avenue/SR 60 Eastbound On-Ramp**: Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
9. **Etiwanda Avenue/Van Buren Boulevard**: Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
10. **Etiwanda Avenue/Bellegrave Avenue**: Optimize the signal timing.
11. **Etiwanda Avenue/Limonite Avenue**: Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
12. **Country Village Road/Philadelphia Avenue**: Optimize the signal timing.
13. **Country Village Road/SR 60 Westbound Ramps**: Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
14. **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue**: Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.

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15. **Van Buren Boulevard/Van Buren-Bellegrave Connector**: Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
16. **Pedley Road/SR 60 Westbound Ramps**: Install a traffic signal.
17. **Pedley Road/SR 60 Eastbound Ramps**: Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR 60 Westbound Ramps.
18. **Jurupa Road/Van Buren-Jurupa Connector**: Install a traffic signal. Add an eastbound left-turn lane.
19. **Van Buren Boulevard/Van Buren-Jurupa Connector**: Install a traffic signal. Add two northbound left-turn lanes.
20. **Pedley Road/Jurupa Road**: Install a traffic signal.
21. **Pedley Road-Morton Avenue/Limonite Avenue**: Optimize the signal timing.
22. **Pyrite Street/SR 60 Westbound Ramps**: Install a traffic signal.
23. **Pyrite Street/SR 60 Eastbound Ramps**: Install a traffic signal.
24. **Clay Street/Limonite Avenue**: Add overlap phasing to the northbound right-turn lane.
25. **Van Buren Boulevard/Clay Street**: Optimize the signal timing.
26. **Camino Real/Jurupa Road**: Add a northbound right-turn lane with overlap phasing.
27. **Camino Real/Limonite Avenue**: Add overlap phasing to the southbound right-turn lane.
28. **Byrne Road-SR 60 Eastbound Ramps/Mission Boulevard**: Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
29. **Valley Way/Jurupa Road**: Install a traffic signal. Add an eastbound left-turn lane.
30. **Armstrong Road/Sierra Avenue**: Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
31. **Valley Way/SR 60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.

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32. **Valley Way/SR 60 Westbound On-Ramp**: This intersection may be combined with Valley Way/SR 60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
33. **Valley Way/Mission Boulevard**: Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
34. **Riverview Drive/Mission Boulevard**: Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-phasing to protected phasing. No other improvements are feasible due to right-of-way constraints.
35. **Rubidoux Boulevard/Market Street**: Add overlap phasing to the northbound right-turn lane and reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
36. **Rubidoux Boulevard/SR 60 Eastbound Ramps**: Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
37. **Rubidoux Boulevard/Mission Boulevard**: Restripe the south leg to accommodate separate northbound left-turn lane and through-right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.
38. **Bellegrave Avenue/Cantu-Galleano Ranch Road**: Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

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Anticipated Level of Service at General Plan Buildout

Even with the above improvements, it is anticipated that some City streets and intersections will continue to experience significant congestion and at times, fall below acceptable LOS standards, as shown in *Figure 3-14*, *Figure 3-15*, and *Figure 3-16.* However, this outcome is not inevitable. Traffic volume projections rely on many regional and local factors that are difficult to predict. Further, the projections predict LOS failure at 20 years, providing adequate time to monitor and adjust to changing conditions. In 2017, existing rights-of-way are not wide enough to accommodate all roadway widening or improvements that may be needed in the future. Moreover, extensive street widening throughout the City would irreversibly change the semi-rural character in many areas that the City intends to preserve. Consequently, the City chooses to consider a broad range of transportation system improvements to facilitate all transportation modes and balance the needs of all users rather than rely on extensive street widening or right of way acquisition projects. A "menu" of possible transportation system improvements, including both design and operational measures, is described below.

Transportation System Improvement Options

During eight public workshops and General Plan Advisory Committee meetings, two of the most commonly expressed mobility concerns were 1) lack of safe pedestrian facilities, especially crosswalks, and 2) speeding traffic in residential areas and in areas with high pedestrian traffic (e.g., around schools). The options presented below provide a "menu" of roadway improvements that address these specific concerns while giving the City a wide range of cost-effective roadway improvements. Many can be accomplished for relatively low cost, such as high visibility crosswalk markings and bulbouts. These options are not intended as mandatory standards, but rather tools that can be applied where appropriate to suit local conditions and can enhance neighborhood character with landscaping, decorative paving and public art. All require engineering studies and analysis to determine suitability and site-specific designs.

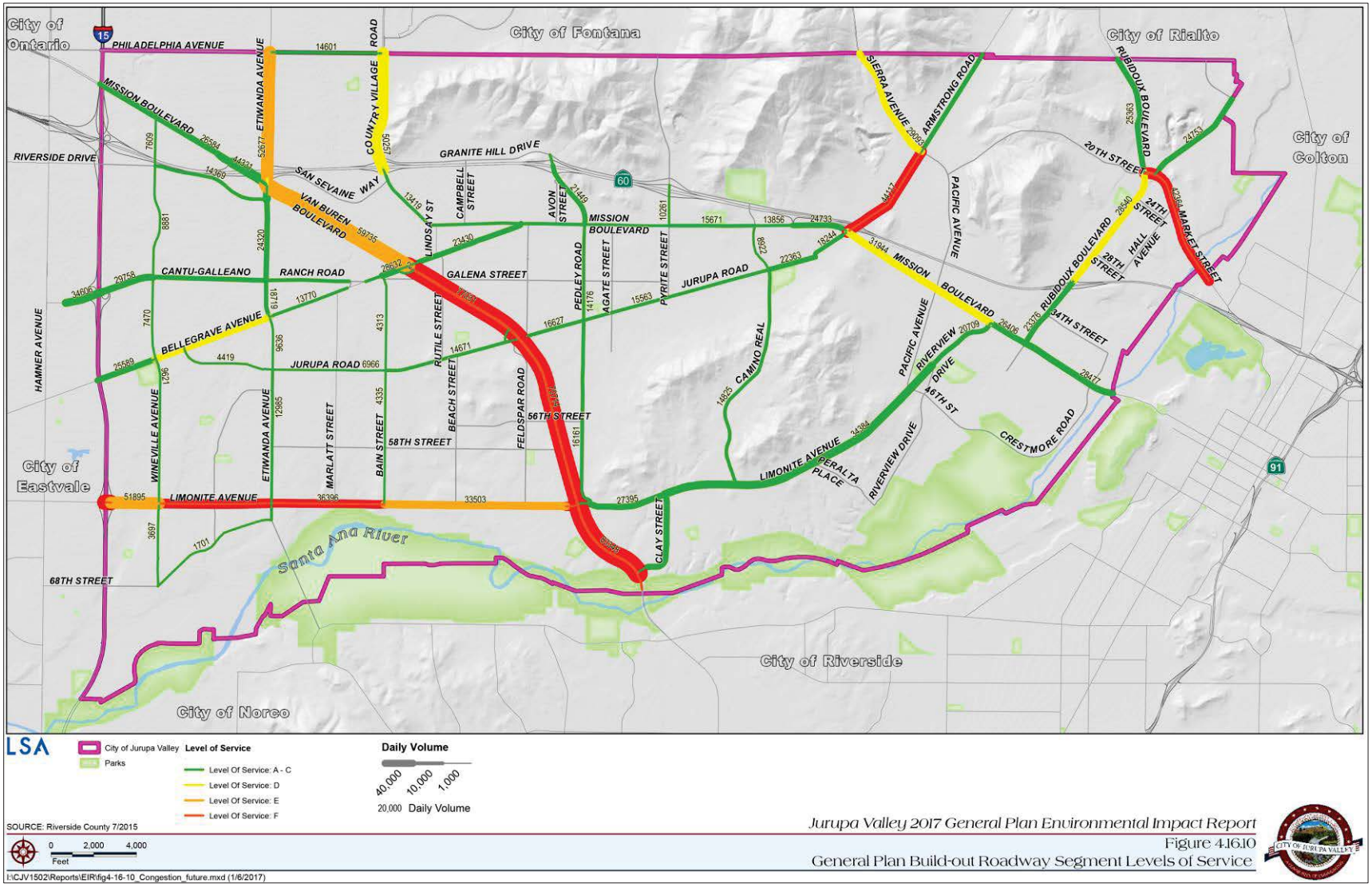

Figure 3-14: Future (2035) Roadway Segments Levels of Service with General Plan Buildout

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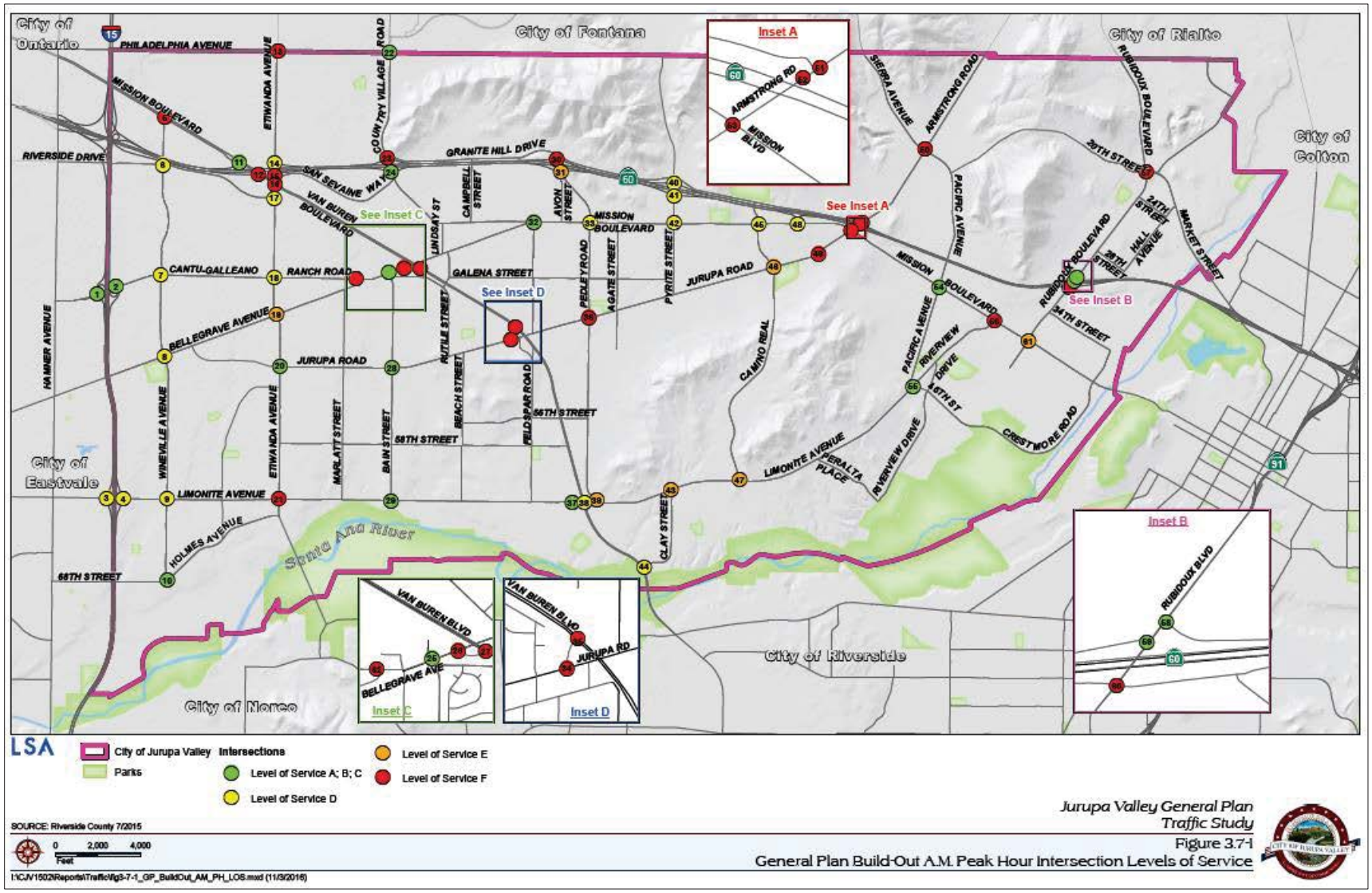

Figure 3-15: Future (2035) Intersections AM Peak Hour Levels of Service with General Plan Buildout

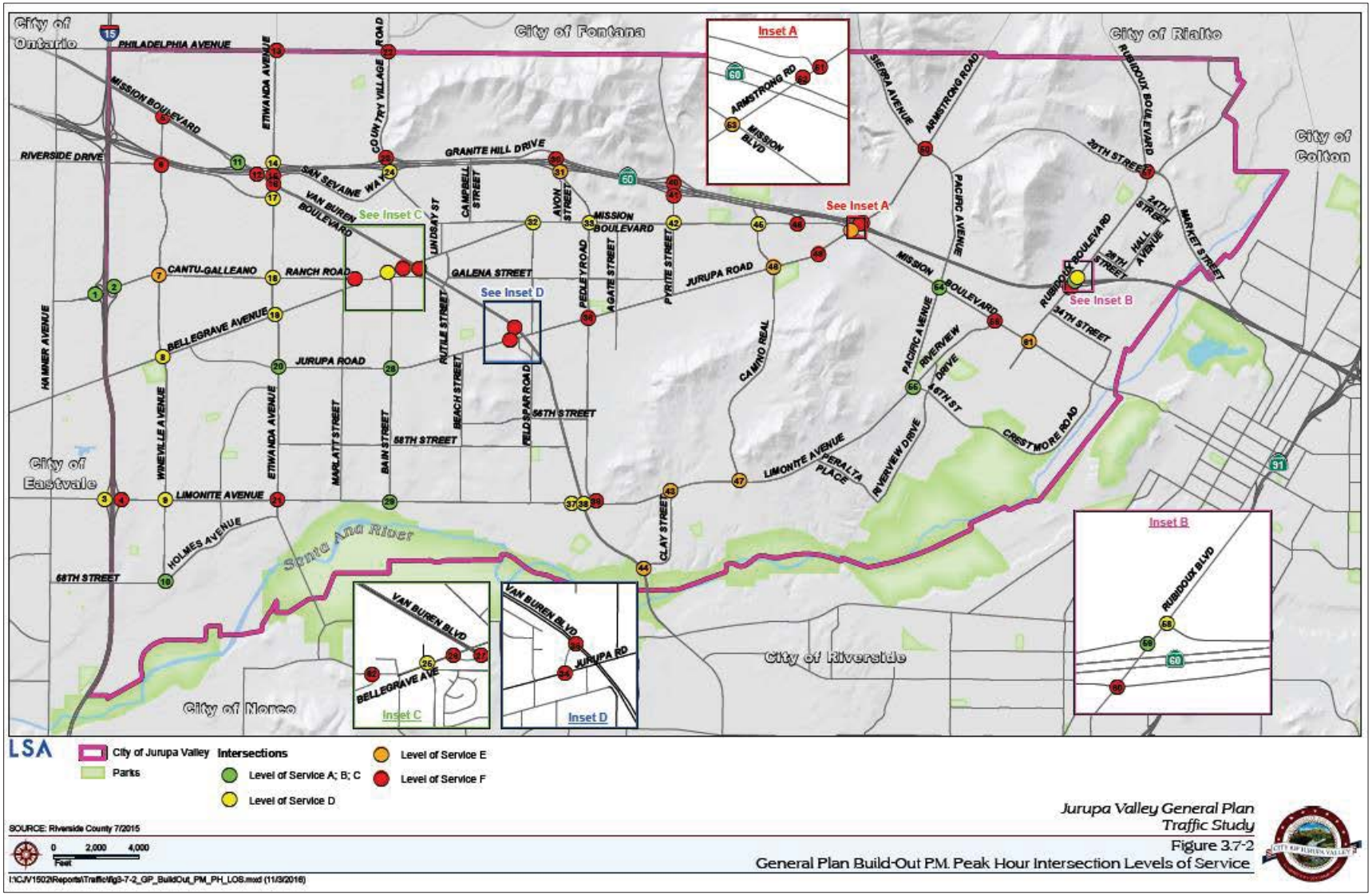

Figure 3-16: Future (2035) Intersections PM Peak Hour Levels of Service with General Plan Buildout

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One of the City's primary mobility goals is "To create a multi-modal mobility network which is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which protects Jurupa Valley's semi-rural character and lifestyle, and reduces dependence on the use of single-occupant automobiles." To augment the planned roadway system improvements, the City may also consider various innovative actions to help achieve the goal of a "multi-modal" transportation system and to better manage increased traffic and meet a wide range of other community objectives.

To achieve this goal, it is important to design and implement a multi-modal transportation system that will minimize congestion, minimize pass-through traffic, and maintain the semi-rural character of the City while accommodating a reasonable amount of growth and development. Therefore, this section describes the innovative strategies that could help reduce congestion, minimize pass-through traffic on major streets and redirect regional traffic to highways and major expressways. Traffic studies show that the benefits of street widening are often short-lived, as they both accommodate and attract higher traffic volumes, including added pass-through traffic. In addition, City residents have expressed opposition to extensive street widenings as they believe it will change the City's semi-rural, equestrian-oriented nature and adversely affect quality of life. Consequently, in Jurupa Valley, street widening is generally not a recommended option except for a limited number of high volume roadways.

The City of Jurupa Valley places high importance on maintaining its semi-rural character, promoting walking, biking and equestrian uses, and enhancing residents' quality of life. Consequently, the City seeks to avoid conventional street or intersection widening, and instead, supports using a number of innovative transportation actions, as summarized below. These options may be used singly or in combination, for potential changes or improvements to local roadways and intersections to help reduce congestion in a manner that is compatible with their surroundings. Traffic impacts and additional system improvement options are more fully discussed in the General Plan Program EIR, and in the General Plan Traffic Study, Appendix 3C.

There are a wide range of transportation improvements that provide innovative and effective alternatives to conventional street widening. Many of these improvements can be accomplished within existing rights-of-way and can be designed to complement Jurupa Valley's semi-rural character. The improvements described and pictured below are considered to have potential applications in the City, although detailed engineering studies and analysis will be

needed to determine where one or more of the options may be appropriate and to ensure their design is tailored for Jurupa Valley.

Street Design Alternatives



Figure 3-17: High visibility crosswalk

1. **High Visibility Crosswalks**. High Visibility Crosswalks include striped patterns, pavement lights, improved signing, and/or advance flashing beacons to improve the visibility of the crosswalk. They can also feature artistic colors and patterns that borrow local themes and culture. These crosswalks are applicable on local streets where speed control and pedestrian crossing designation are desired. The benefits can include discouraging cut-through traffic since they may slow traffic and increase driver awareness of crosswalks, and require minimal cost to install and maintain.



Figure 3-18: Pavement striping

2. **Pavement Striping**. Pavement Striping is used to create narrow lanes, which gives the impression of a narrow street. This makes motorists feel restricted, which helps reduce speeds. Striping can be at curb end or in the middle of the street to create a median. It is most applicable to long, wide residential streets where speeding traffic could occur. Pavement striping is easy to install and modify with relatively low cost implementation.



Figure 3-19: Gateways

3. **Gateways**. Gateways are special entrances that reduce the width of the travel way through the use of islands and are usually placed on roadways to narrow each direction of travel and interrupt the path along the center of the roadway. Gateways tend to be highly visible to motorists to notify a change in the roadway, may discourage cut-through traffic, can help slow traffic and provide attractive neighborhood or village entries by including public art and/or low maintenance landscaping.

4. **Bulbouts** can reduce traffic speed and improve pedestrian safety. They are simply intersection curb extensions that extend into parking lanes, but not into the bicycle or through lanes. Bulbouts often have high visibility pavement color, texture or other markings and provide a highly visible entry or gateway statement into activity areas or where significant numbers of pedestrians are present. Entering an area where a bulbout is present gives greater visibility to pedestrians, reduces unprotected pedestrian crossing time and tends to slow traffic.



Figure 3-20: Intersection bulbouts (City of San Luis Obispo, California)

5. **Roundabouts.** The use of roundabouts as an alternative to conventional stop and signal control intersections is becoming increasingly popular in California and the U.S. Studies conducted by the insurance industry have determined that these types of intersections result not only in a significant decrease in automobile traffic at an intersection, but also a reduction in pedestrian accidents as well. At a conventional intersection, the pedestrian faces four potential vehicle conflicts:

    - Crossing movements on red (typically high-speed, illegal);
    - Right turns on green (legal);
    - Left turns on green (legal for protected-permitted or permitted left turn phasing); and
    - Right turns on red (typically legal).

    Pedestrians at roundabouts, on the other hand, face two conflicting movements on each approach:

    - Conflict with entering vehicle; and
    - Conflict with exiting vehicle.



Figure 3-21: Roundabout (City of Bend, Oregon)

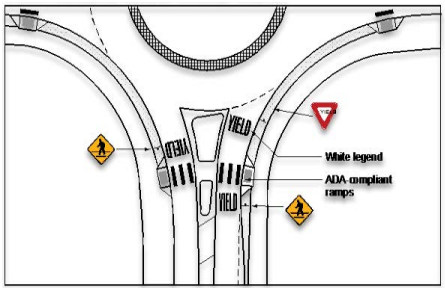

Figure 3-22: Roundabout crosswalk treatment

The crossing of the roundabout is relatively simple. The pedestrian waits for a gap in traffic and crosses from the curb to the splitter island that provides protection, and then crosses from the splitter island to the far curb when another gap in traffic occurs. Crossing in two steps halves the vehicle exposure for each segment. In addition, safety is improved because the vehicles are forced to go slower through the roundabout than at a conventional intersection.



Figure 3-23: Mid-block bulbouts

6. **Mid-Block Bulbouts**. Crossings are raised islands in the parking zone that can be detached from the curb line to allow for drainage and to provide enhanced visibility crosswalks. Mid-block bulbouts provide pedestrians with additional opportunities for crossing streets with infrequent intersections or where a direct route is needed for a popular destination, such as transit stop or shopping center. They may be most appropriate in the City's Village Plan areas as designated in the Land Use Element, where the City seeks more pedestrian-oriented development and small-scale commercial areas. Locations for mid-block crossings and related improvements require detailed engineering studies and analysis to provide maximum visibility of pedestrians to motorists and reasonable opportunities for pedestrians to cross safely.



Figure 3-24: Chicanes

7. **Chicanes** are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. To prevent drivers from taking a straight line through the feature, it is recommended to shift the alignment of at least one lane width and to have deflection angles of at least 45 degrees. This type of alignment is best applied to local streets where speed control is desired, provided the street is wide enough to accommodate the curvilinear design.



Figure 3-25: Partial street closures

8. **Partial Street Closures** are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are used in sets to make travel through neighborhoods with gridded streets circuitous rather than direct. That is, they are not lined up along a border that would preclude through movement, but instead are staggered, which leaves through movement possible but less attractive than alternative routes.

Traffic Management Alternatives

1. **Intelligent Transportation Systems (ITS)** are technology improvements that improve traffic flow and minimize disruptions to travel. ITS type projects can include sophisticated traffic signal systems designed to manage speed and enhance traffic flow, dynamic message signs, incident management cameras, weather stations, highway advisory radio, transit automatic vehicle location, and video surveillance.

2. **Adaptive Traffic Control Systems (ATCS)**. Improving traffic operations on major thoroughfares within the City of Jurupa Valley through implementation of ATCS could help alleviate traffic congestion. ATCS attempts to modify the coordination of many traffic signals to prevailing traffic conditions in real-time. All techniques rely on traffic-detection equipment and a central computer monitoring station that uses the collected data to optimize traffic signal coordination and timings to provide more efficient cycle-lengths and green-times.

   Several jurisdictions nationwide have implemented their own ATCS in recent years. The most notable implementation in Southern California is the system developed by Los Angeles Department of Transportation (LADOT) for the City of Los Angeles. The ATCS automatically adjusts traffic signal timing at 375 intersections within the City of Los Angeles in response to real-time traffic demands. The evaluation results published by LADOT show that the ATCS reduced travel time by 12.7%, decreased average stops by 31%, and lowered average delay by 21.4% (Preliminary Evaluation Study of Adaptive Traffic Control System, Banerjee, Frances T, City of Los Angeles Department of Transportation, July 2001). ATCS can be used by the City of Jurupa Valley for improvement of traffic congestion along major thoroughfares within the City.

3. **Transportation Demand Management (TDM)** is a strategy to increase the efficiency of a transportation system by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. The goal of TDM is to reduce auto trips by increasing travel options through incentives to encourage individuals to modify their travel behavior. The cumulative impact of TDM strategies can have an impact on travel behavior, system efficiency, and SOV rates. TDM programs can be implemented by employers or public agencies. Employer based TDM strategies can reduce vehicle trips by providing employees with incentives, information, and additional transportation options to commute through other modes than SOV, to commute during off-peak

times of day, or eliminate certain work trips altogether. Employer based strategies may include:

- Instituting parking charges;
- Unbundling free or subsidized parking from employee benefits;
- Providing free days of parking for employees who carpool/vanpool;
- Transit Subsidies: Provision of subsidized transit passes/vanpool fares, or shuttle services;
- Bike/Walk Facilities: Secure workplace parking for bikes, and shower and locker facilities;
- Preferred Parking for Carpools: Provision of preferred parking spaces for Carpool/Vanpool vehicles;
- Vanpools, Shuttles, and Car-sharing: Provision of free vanpool vehicles, shuttle services, or car sharing programs for employees to reduce private vehicles;
- Telecommuting: Allow employees to work from home or a non-office location one or more days a week;
- Compressed Workweek: Enabling employees to compress regularly scheduled hours into fewer work days per week; and
- Flexible Schedule: Allowing employees to offset work hours from the typical 9:00 to 5:00 standard and shift commute travel to off-peak hours.

Establishment of a trip reduction ordinance by the City could encourage non-SOV modes such as public transit, vanpools, carpools, and bicycles, rather than SOV. Also, a trip reduction ordinance could encourage alternate work hours that serve to reduce the typical peak demand upon the street network, parking facilities, and transit systems. The trip reduction ordinance could apply to large, non-residential development projects, which would be required to reserve and designate preferential parking spaces for carpool vehicles, provide employees with commuter matching services and trip reduction information, and provide bicycle parking facilities and other non-automobile enhancements.

4. **Transit Pass Programs**. A growing number of transit agencies have been teaming with employers, universities, developers, and residential neighborhoods to provide universal transit passes. These passes provide unlimited rides on local or regional transit providers for low monthly fees, often absorbed by employers, schools, or developers. This strategy could increase the number of transit ridership and reduce SOV and congestion.

5. **Safety Education Programs**. Safety education programs are an important component of a traffic calming program because they include efforts to make the public more aware of its own driving behavior and the impact it has on others. Pedestrian and bicycle safety programs alert and educate pedestrians and bicyclists on road safety. Driver safety information and education can help improve driver behavior.



Figure 3-26: Bicycle safety programs

Roadway Network Policies and Programs

General

Policies

ME 2.1 **Roadway system.** Require that the City's mobility corridors:

a. Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right-of-way wherever feasible, using multi-modal, "complete streets" design strategies.
b. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.
c. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed).
d. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in a balanced manner.
e. Be maintained in accordance with best practices and the City's Street Improvement Program.

ME 2.2 **Transportation Infrastructure.** Traffic control devices and transportation infrastructure shall operate to serve the needs of all roadway users, including motorists, public transit, pedestrians, equestrians and cyclists.

ME 2.3. **Development Project Impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA

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process and to mitigate adverse impacts to less-than-significant levels.

ME 2.4 **Transportation Options.** Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.

ME 2.5 **Public Transit Connections**. Support the development of transit connections that link the village centers located throughout the City and as identified in the Land Use Element and in the specific, community and village plans.

ME 2.6 **Efficient Use.** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

ME 2.7 **System Evaluation.** Evaluate the planned circulation system as needed to enhance the street network to respond to anticipated growth and mobility needs.

ME 2.8 **Interagency Cooperation.** Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

ME 2.9 **Project Integration.** Encourage development of projects that facilitate use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities, and bicycle facilities.

ME 2.10 **Transportation Projects**. Consider the following regional and community wide transportation projects when developing transportation improvement plans in Jurupa Valley:

a. Construct new interchanges on SR 60 at Camino Real and Sierra Avenue/Pacific Avenue.
b. Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities) to encourage the use of public transportation and ridesharing for longer distance trips.
c. Construct new grade separated interchanges on Van Buren Boulevard and parallel rail lines at Jurupa Road, Limonite Avenue and Galena/ Bellegrave Avenue.

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Programs

ME 2.1.1 **Mitigation Measures.** As necessary to mitigate potential impacts, the City will implement improvements identified as mitigation measures in the Final Environmental Impact Report for the 2017 General Plan.

ME 2.1.2 **School Planning.** Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off and other special events.

ME 2.1.3 **Sidewalks**. Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to provide a continuous safe route for pedestrians.

ME 2.1.4 **Barrier-free Access.** Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as required by State or Federal law.

ME 2.1.5 **Master Plan of Streets and Trails.** Within 2 years of adopting the 2017 General Plan, prepare a Master Plan of Streets and Trails, including specific plans for future major capital projects such as the Cantu-Galleano/Bellegrave connection, cross sections for unimproved linkages to be developed through land development, design standards for mobility corridors to address all transportation needs, including rural and local streets, industrial collector streets, etc. Phase 1 of the Plan shall address mobility corridors and major roadways and shall be prepared within one year of 2017 General Plan adoption. Phase two shall include Local Streets, Collectors and the trails network as described in Policies and Programs Sections 3.0 and 4.0. The Plan shall be consistent with this Mobility Element.

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Levels of Service

Policies

ME 2.11 **Target Levels of Service**. Until a multi-modal based metric is adopted, City will maintain the following target Levels of Service, or "LOS":

a. LOS C along all City maintained roads and conventional state highways. As an exception, LOS D may be allowed in designated areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Express ways, conventional state highways or freeway ramp intersections.
b. LOS E may be allowed in designated village centers to the extent that it would support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.

Planned Circulation Systems

Policies

ME 2.12 **Multi-Modal Level of Service.** When the City determines there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, "complete streets" perspective using Vehicle Miles Traveled (VMT), consistent with SB 743 and state guidelines.

ME 2.13 **Traffic Study Guidelines**. Apply level of service and/or VMT standards to new development, consistent with State law, based on new Traffic Study Guideline, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.

ME 2.14 **Traffic Impact Evaluation**. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

ME 2.15 **Traffic Impacts.** Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.

ME 2.16 **Impact Mitigation**. Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.

Programs

ME 2.1.6 **Traffic Study Guidelines.** City will prepare and adopt Traffic Study Guidelines to aid in the evaluation of transportation-related impacts to circulation facilities, residential neighborhoods, environmental conditions and open space, and to identify the appropriate mitigation for such impacts.

ME 2.1.7 **Planned Network Improvements.** City will evaluate and where appropriate, include the planned intersection and roadway segment improvements as described in the 2017 General Plan Mobility Element in its Capital Improvement Program. City will implement the improvements as resources allow.

3.0 – Pedestrian and Bicycle Facilities

To meet a wide range of community needs, the City's transportation system must also include facilities for bicycles, pedestrians, equestrians, rail and public transit facilities. In addition to providing more travel options, these alternative transportation modes have other significant benefits, including reduced fuel usage and emissions, health and recreation opportunities, reduced traffic congestion and an improved quality of life. Increasing the community's use of non-motorized travel modes can mean changes to long-standing habits or behaviors. Thus, it requires more effort than merely building new facilities or expanding existing ones. It requires public outreach and education to promote these modes and their safe use.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and other amenities (e.g., benches, bus shelters), among other items. These facilities are an important part of the City's non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes

of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Equestrian facilities can also include some of these features, or be designed with a more rural character, as is typical in Jurupa Valley. Equestrian facilities are discussed here due to their connections to streets and sidewalks, and also in the Conservation and Open Space Element in relationship to recreation and open space trails.

Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-n-rides. Without adequate pedestrian facilities, many commuters may be forced to utilize an automobile because of difficult or unsafe conditions that exist at their origin or destination. Pedestrian facilities within the immediate vicinity of schools and recreational facilities are important components of the non-motorized transportation system and essential to provide Safe Routes to Schools. Such facilities, typically in the form of sidewalks and trails, are provided where they are appropriate and enhance the safety of those who choose to walk to and from their destination. Pedestrian facilities may be warranted when any one or combination of the following conditions is present: any type of residential development; any type of activity center; any type of commercial center; downtown business districts; any type or combination of parks and recreation facilities; along or near transit routes and/or facilities; any type of business or office center; and, along or near any type of watercourse or body of water.

For the most part, sidewalks are installed in most urban environments when the roadway frontage is developed. Because development occurs in stages, numerous missing links can occur in the sidewalk system. Eventually these are filled in, but this can take many years.

Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

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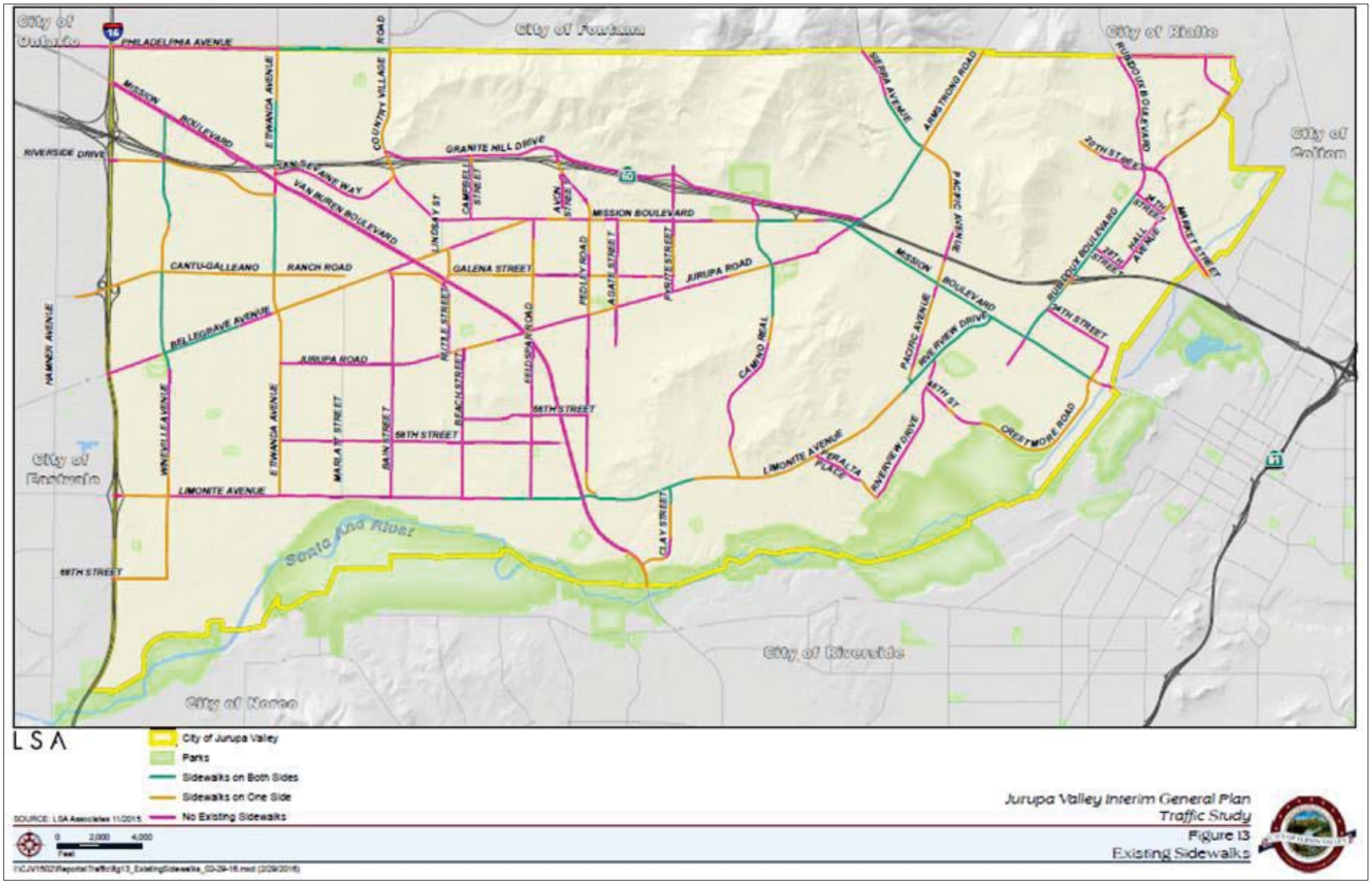

Figure 3-27: Existing sidewalks

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The typical pedestrian system could be described as a grid system of streets with sidewalks on both sides that provide easy and direct connections between the trip origin and destination. It should also provide for convenient and safe street crossings and include sidewalks separated from streets and provide shade from trees.

As part of its overall General Plan mobility studies, the City evaluated pedestrian facilities using five pedestrian measurements described below.

1. **Directness:** The directness measure represents the actual pedestrian distance from trip origin to destination. Since pedestrian trips are highly dependent on trip length, the pedestrian infrastructure's ability to provide the shortest and most direct route is critical. The ideal pedestrian network is the grid system, since curve linear street patterns add distance to the potential trip. Barriers can also affect pedestrian travel. Freeways, rivers, and railroads can divide a community and restrict direct connections between one another except at a limited number of street over/under crossings.

2. **Continuity:** Continuity measures the completeness of the pedestrian system. A continuous sidewalk system not only allows the pedestrian to make an uninterrupted trip, it may also be required for a stroller or wheelchair user to utilize the sidewalks. Gaps in continuity can come in the form of missing segments, broken or overgrown vegetation, or physical barriers such discontinuous streets or fences. Continuity is measured by the completeness of the sidewalk/walkway system and by identifying whether gaps exist. Other aspects of continuity are whether there are sidewalks along one or both sides of the street and whether there exists an overall continuity of sidewalk that provides a line of sight from block to block.

3. **Street Crossings:** The Achilles heel of pedestrian and equestrian systems is the intersections where they must cross. Intersections are where the pedestrian and equestrian must interface with automobiles, which can be especially dangerous for equestrians, since response times may be slower, which can result in safety concerns. As streets get wider and carry higher volumes of traffic, potential uses by pedestrians are avoided as safety becomes a concern. There are many factors that affect the pedestrian's real and perceived comfort and safety in crossing the street ranging from traffic control, crosswalks, number and width of travel lanes, travel speeds, and traffic volumes. Major arterial roadways can significantly affect a pedestrian's safety in crossing a street.

4. **Visual Interest and Amenities**: This measure of the pedestrian system's attractiveness and appeal is the most difficult to quantify and compare, and the most likely to change as an area matures. Some aspects of this measure are related to facilities that enhance the comfort of the user. These include elements such as shade trees, street lighting, benches, distance from sidewalk or trail to traffic lanes, relationship to buildings and street furniture, existence of curbside parking, speed of traffic, may be particularly important to pedestrians with mobility or visual impairments. To encourage pedestrian travel, sidewalk areas should be attractive and separated from the curb or roadway with landscaped parkways including canopy shade trees, especially on heavily-travelled arterial streets. Other elements that add visual appeal for pedestrians include landscape planters, trash receptacles, and public art.

5. **Pedestrian Safety and Security**: The pedestrian environment must feel like a safe place for people to walk. The key pedestrian security facility element is whether the pedestrian is clearly visible to other pedestrians or activities. Whereas this measurement is more appropriate at a site level, one can begin to identify areas where security might be an issue at the neighborhood level. Pedestrians require a sense of security, both through visual line of sight with others and separation from vehicles. Pedestrians feel safer if there is adequate distance from adjacent travel lanes, curbside parking, and minimal conflicts with vehicles exiting out of driveways. They also require well-lighted pathways. *Figure 3-27* shows the locations of the existing sidewalks within the City. There are many gaps in continuity of sidewalks that would prevent pedestrians from making uninterrupted trips in the east-west and north-south directions within the City. Also, Van Buren Boulevard, Jurupa Road, Camino Real, Limonite Avenue, and Mission Boulevard have curves that add distance to potential pedestrian trips. Major street amenities such as shade trees, low-level shielded pedestrian lighting and benches occur on few segments and have many gaps in continuity. Therefore, the City lacks a comprehensive pedestrian network that connects all areas of the City to parks, libraries, schools, and other local destinations.

Pedestrian Crossings

The following principles should be incorporated into every pedestrian crossing improvement:

1. Pedestrians must be able to cross roads safely. Cities have an obligation to provide safe and convenient crossing opportunities.

2. The safety of all street users, particularly more vulnerable groups, such as children, the elderly, and those with disabilities, and more vulnerable modes, such as walking and bicycling, must be considered when designing streets.
3. Pedestrian crossings must meet accessibility standards and guidelines.
4. Real and perceived safety must be considered when designing crosswalks—crossing must be "comfortable." A "safe" crossing that no one uses serves no purpose.
5. Crossing treatments that have the highest crash reduction factors (CRFs) should be used when designing crossings.
6. Safety should not be compromised to accommodate traffic flow.
7. Good crossings begin with appropriate speed. In general, urban arterials should be designed to a maximum of 30 mph or 35 mph (note: 30 mph is the optimal speed for moving motor vehicle traffic efficiently).
8. Every crossing is different and should be selected and designed to fit its unique environment.
9. Sidewalks should be separated from the roadway by a landscaped parkway, including canopy shade trees.



Figure 3-28: Curb extensions and median crossings make four-lane streets safer (credit: Dan Burden)

The following issues should also be considered when planning and designing street crossings:

1. Ideally, uncontrolled crossing distances should be no more than 21 feet, which allows for one 11-foot lane and one 10-foot lane. Ideally, streets wider than 40 feet should be divided (effectively creating two streets) by installing a median or two crossing islands.
2. The number of lanes should be limited to a maximum of three lanes per direction on all roads (plus a median or center turn lane).
3. There must be a safe, convenient crossing at every transit stop.
4. Double (or triple) left or right turns concurrent (permissive) with pedestrian crossings at signalized intersections must never be allowed.
5. Avoid concurrent movements of motor vehicles and pedestrians and equestrians at signalized intersections.
6. People and horses should never have to wait more than 90 seconds to cross at signalized intersections.
7. Self-actuated crossing buttons and pedestrian signals should be provided at all signalized crossings where pedestrians and equestrians are allowed.

Pedestrian Crossing Design Tools and Techniques

For improved safety, many different street design tools and techniques measures may be used successfully at a pedestrian crossing, depending on site conditions and potential users. Marked crosswalks are commonly used at intersections and sometimes at mid-block locations. Marked crosswalks are often the first measure in the toolbox followed by a series of other measures that are used to enhance and improve marked crosswalks. The decision to mark a crosswalk should not be considered in isolation, but rather in conjunction with other measures to increase awareness of pedestrians. Without additional measures, marked crosswalks alone may not increase pedestrian safety, particularly on multi-lane streets. Following are several "tools" that have been used successfully in Southern California and adapted to a wide range of community types and individual right-of-way situations. Many of these solutions would also be applicable to equestrian street crossings and should be considered for same.

Marked Crosswalks. Crosswalks are present by law at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited. At mid-block locations, crosswalks only exist where marked. At these non-intersection locations, the crosswalk markings legally establish the crosswalk. Crosswalks should be considered at mid-block locations where there is strong evidence that pedestrians want to cross there, due to origins and destinations across from each other and an overly long walking distance to the nearest controlled crossing. Marked crosswalks alert drivers to expect crossing pedestrians and direct pedestrians to desirable crossing locations. Although many motorists are unaware of their precise legal obligations at crosswalks, the California Vehicle Code requires drivers to yield to pedestrians in any crosswalk, whether marked or unmarked. Marking crosswalks at every intersection is not necessary or desirable.

Crosswalk Markings. According to the MUTCD, the minimum crosswalk marking shall consist of solid white lines. They shall not be less than 6 inches or greater than 24 inches in width. The best locations to install marked crosswalks are:

1. All signalized intersections
2. Crossings near transit locations
3. Trail crossings
4. High land use generators
5. School walking routes
6. When there is a preferred crossing location due to sight distance

7. Where needed to enable comfortable crossings of multi-lane streets between controlled crossings spaced at convenient distances

Controlled Intersections. Intersections can be controlled by traffic signals, YIELD or STOP signs. Marked crosswalks should be provided on all intersection legs controlled by traffic signals, unless the pedestrian crossing is specifically prohibited. Marked crosswalks may be considered at STOP-controlled intersections. Factors to be considered include high pedestrian volumes, high vehicle volumes, school zone location, high volume of elderly or disabled users, or other safety related criteria.

Uncontrolled Intersections and Mid-Block Crosswalks. Intersections without traffic signals or STOP signs are considered uncontrolled intersections. The decision to mark a crosswalk at an uncontrolled location should be guided by an engineering study. Factors considered in the study should include vehicular volumes and speeds, roadway width and number of lanes, stopping sight distance and triangles, distance to the next controlled crossing, night time visibility, grade, origin-destination of trips, left turning conflicts, and pedestrian volumes. The engineering study should be based on the FHWA study, Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations.

The following list provides some of the key recommendations from the study:

1. It is permissible to mark crosswalks on 2-lane roadways.
2. On multi-lane roadways, marked crosswalks alone are not recommended under the following conditions (the other tools listed in this section can be considered to enhance the crosswalk):
   - ADT > 12,000 w/o median
   - ADT > 15,000 w/ median
   - Speeds greater than 40 mph
3. Raised medians can be used to reduce risk.
4. Signals or other treatments should be considered where there are many young and/or elderly pedestrians.

Frequency of Marked Crosswalks at Uncontrolled Locations. Marked crosswalks should be spaced so people can cross at preferred locations. If people are routinely crossing streets at non-preferred locations, consideration should be given to installing a new crossing. Pedestrians need crossings with appropriate devices (islands, curb extensions, advanced yield lines, etc.) of multi-lane streets where there are strong desire lines. Along urban streets, a well-designed crossing should be provided at least every one-eighth mile.

High-Visibility Crosswalks. Because of the low approach angle at which pavement markings are viewed by drivers, the use of longitudinal stripes in addition to or in place of transverse markings can significantly increase the visibility of a crosswalk to oncoming traffic. While research has not shown a direct link between increased crosswalk visibility and increased pedestrian safety, high-visibility crosswalks have been shown to increase motorist yielding and channelization of pedestrians, leading the Federal Highway Administration to conclude that high-visibility pedestrian crosswalks have a positive effect on pedestrian and driver behavior.

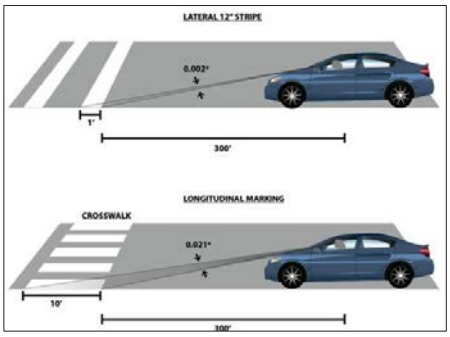

Figure 3-29: Longitudinal crosswalk markings are more visible than lateral crosswalk markings (credit: Michele Weisbart)

Colored and stamped crosswalks should only be used at controlled locations. Staggered longitudinal markings reduce maintenance since they avoid vehicle wheel paths.

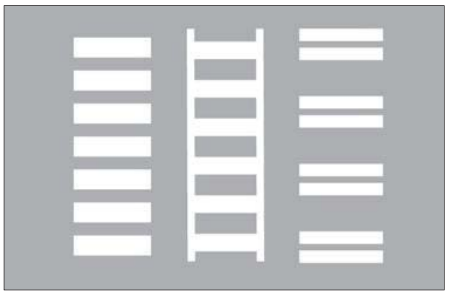

Figure 3-30: Typical crosswalk markings: Continental, Ladder, and Staggered Continental (credit: Michele Weisbart)

Raised Crossing Islands and Medians. Raised islands and medians are the most important, safest, and most adaptable engineering tool for improving street crossings. *Note on terminology: a median is a continuous raised area separating opposite flows of traffic. A crossing island is shorter and located just where a pedestrian crossing is needed.* Raised medians and crossing islands are commonly used between intersections when blocks are long (500 feet or more in downtowns) and in the following situations:

- Speeds are higher than desired
- Streets are wider than necessary for planned traffic volumes
- Traffic volumes are high
- Sight distances are poor



Figure 3-31: Staggered median crossing (credit: Marcel Schmaedick)

As a general rule, crossing islands are preferable to signal-controlled crossings due to their lower installation and maintenance cost, reduced waiting times, and their safety benefits. Crossing islands are also used with road diets, taking four-lane undivided, high-speed roads down to better performing three-lane roadways (two travel lanes and a center turn lane); portions of the center turn lane can be dedicated to crossing islands. Crossing islands can also be used with signals. Crossing islands are often used for trails, high pedestrian flow zones, transit stations, schools, work centers, and shopping districts.

Crossing Island Design. Crossing islands, like most traffic calming features, perform best with tall trees (no or minimal branching near base) and low ground cover. This greatly increases their visibility, reduces surprise, and lowers the need for a plethora of signs. When curves or hill crests complicate crossing locations, median islands are often extended over a crest or around a curve to where motorists have a clear (six second or longer) sight line of the downstream change in conditions. Lighting of median islands is essential. The suggested minimum width of a crossing island is 6 feet. When used on higher speed roads, and where there is space available, inserting a 45-degree bend to the right helps orient pedestrians to the risk they encounter from motorists during the second half of their crossing.



Figure 3-32: Raised crosswalk: University of North Carolina Campus, Chapel Hill, NC (credit: Ryan Snyder)

Raised Crosswalks. Raised crosswalks slow traffic and put pedestrians in a more visible position. These may be most appropriately used in Jurupa Valley's village centers and other areas with significant pedestrian traffic; or where motor vehicle traffic should move slowly, such as near schools, sports fields or entertainment/tourist centers. They are especially effective near elementary schools where they raise small children by a few inches and make them more visible.

They are trapezoidal in cross section and have a flat top where the pedestrians cross. The level crosswalk area must be paved with smooth materials; any texture or special pavements used for aesthetics should be placed on the beveled slopes for enhanced visibility.

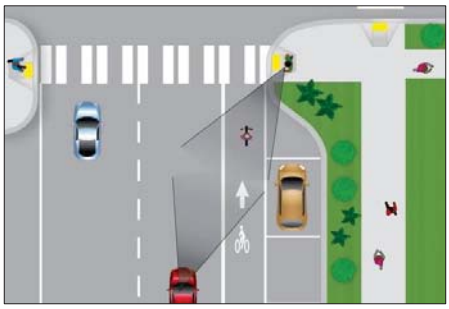

Figure 3-33: Curb extensions or "bulbouts" (credit: Michele Weisbart)

Curb Extensions or "Bulbouts". Curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Reducing street widths improves signal timing since pedestrians need less time to cross.

Motorists typically travel more slowly at intersections or mid-block locations with curb extensions, as the restricted street width sends a visual cue to slow down. Turning speeds are lower at intersections with curb extensions (curb radii should be as tight as is practicable). Curb extensions also prevent motorists from parking too close to the intersection.

Curb extensions also provide additional space for two curb ramps and for level sidewalks where existing space is limited, increase the pedestrian waiting space, and provide additional space for pedestrian push button poles, street furnishings, plantings, bike

and motorcycle parking and other amenities. A benefit for drivers is that extensions allow for more visible traffic sign placement.

Curb extensions are generally only appropriate where there is an on-street parking lane. Where street width permits, a gently tapered curb extension can reduce crossing distance at an intersection along streets without on-street parking, without creating a hazard. Curb extensions must not extend into travel lanes or bicycle lanes. Curb extensions must be designed and installed with several other aspects of roadway design and operation kept in mind:

1. May impact street drainage and require catch basin relocation
2. May impact underground utilities
3. May require loss of curbside parking, though careful planning often mitigates this potential loss, for example by relocating curbside fire hydrants, where no parking is allowed, to a curb extension
4. May complicate delivery access and garbage removal
5. May impact snow plows and street sweepers
6. May affect the turning movements of larger vehicles such as school buses and large fire trucks

Advanced Yield/Stop Lines. Stop lines are solid white lines 12 to 24 inches wide, extending across all approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal. Advance stop lines reduce vehicle encroachment into the crosswalk and improve drivers' view of pedestrians. At signalized intersections, a stop line is typically set back between 4 and 6 feet.



Figure 3-34: Advanced yield markings (credit: Sky Yim)

At uncontrolled crossings of multi-lane roads, advance yield lines can be an effective tool for preventing multiple threat vehicle and pedestrian collisions. Placing traffic stop lines 20 to 50 feet in advance of crosswalks, depending upon location-specific variables such as vehicle speeds, traffic control, street width, on-street parking, potential for visual confusion, nearby land uses with vulnerable populations, and demand for queuing space. Thirty feet is the preferred setback for effectiveness at many locations. This setback allows a pedestrian to see if a car in the second (or third) lane is stopping after a driver in the first lane has stopped.

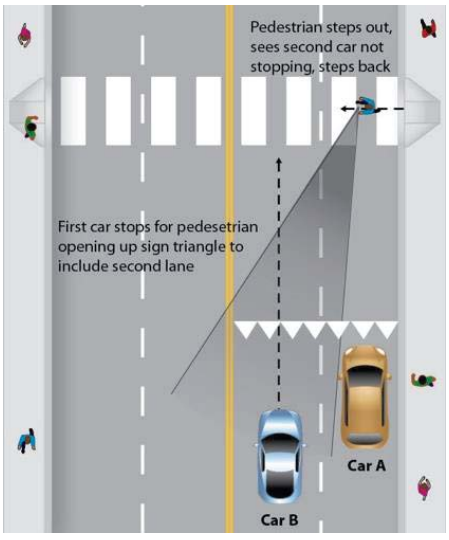

Figure 3-35: Advanced yield markings, Plan View (credit: Michele Weisbart)

Bicycle Facilities

The City of Jurupa Valley has expressed a vision that encourages choice in travel modes and accommodates those without automobiles for safe mobility and healthy outcomes. A planned bicycle route system within the City of Jurupa Valley provides an important alternative to driving an automobile. A planned system

guides the City and development on the orderly and planned implementation of the City's multi-modal transportation system.

The key to successful bicycle mobility is connectivity. Bicyclists need to be able to travel seamlessly on the bicycle network and get to where they need to go. They also need to feel secure and safe when using the facilities by having sufficient separation from vehicles. The "Three Feet for Safety Act," which was incorporated into the California Vehicle Code in September 2014, requires motorists overtaking or passing a bicycle in the same direction to leave a minimum distance of three feet between the motor vehicle and bicyclist.

Bikeway Types

Bicycle classifications include Class I bike paths, Class II bike paths, Class III bike paths and Combination Trails (Regional/Class I bike paths). Each type of facility has certain characteristics and offers varying levels of safety, perceived or otherwise. These bikeway types are shown graphically below, along with other bikeway designs that can meet specialized needs or conditions, such as Bicycle Boulevards and Shoulder Bikeways.

Class I Bikeways, or Shared Use Paths

Shared use paths are facilities separated from motor vehicle traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way. Bicyclists, pedestrians, joggers, and skaters often use these paths. Shared-use paths are appropriate in areas not well served by the street system, such as in long, relatively uninterrupted corridors like waterways, utility corridors, and rail lines. They are often elements of a community trail plan. Shared use paths may also be integrated into the street network with new subdivisions.



Figure 3-37: Shared-use path



Figure 3-36: Example of a shared-use path: Burbank, CA (credit: Ryan Snyder)

Class II, or Bike Lanes

Portions of the traveled way designated with striping, stencils, and signs for preferential use by bicyclists, bike lanes are appropriate on avenues and boulevards. They may be used on other streets where bicycle travel and demand is substantial. Where on-street parking is provided, bike lanes are striped on the left side of the parking lane. In California bike lanes are designated as Class II bikeways.



Figure 3-39: Class II Bike Lane (credit: Marty Bruinsma)



Figure 3-38: Bicyclist using bike lane (credit: Dan Burden)

Class III, or Shared Roadways

A shared roadway is a street in which bicyclists ride in the same travel lanes as other traffic. There are no specific dimensions for shared roadways. On narrow travel lanes, motorists have to cross over into the adjacent travel lane to pass a cyclist. Shared roadways work well and are common on low-volume, low-speed neighborhood residential streets, rural roads, and even many low-volume highways. In California shared roadways are known as Class III bikeways.

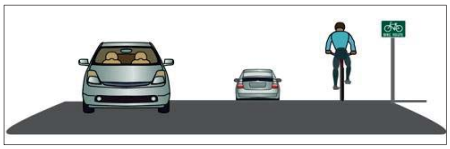

Figure 3-40: Class III Bicycle route (credit: Marty Bruinsma)

Class IV, or Separated Bikeways

A Class IV Bikeway (separated bikeway or “cycle track”) is for the exclusive use of bicycles and includes a separation required between the bikeway and through vehicle traffic, as shown in *Figure 3-41*. This separation may include grade separation, flexible posts, inflexible barriers, or on-street parking, as shown below. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. Where off-street bikeways are not feasible, separated bikeways provide bicyclists a greater sense of comfort and usability, thereby increasing the likelihood of their use.



Figure 3-41: One-way, Class IV Bikeway

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Combination Class I Bikeway/Regional Trails



Figure 3-42: Combination Class I Bikeway/Regional Trail

Regional collectors linking the urban and rural communities and major water bodies and regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips. These facilities may also include pedestrian and equestrian uses.

Bicycle Boulevards



Figure 3-43: Bicycle boulevard: Portland, OR (credit: Ryan Snyder)

A bicycle boulevard is a street that has been modified to prioritize through bicycle traffic but discourage through motor vehicle traffic. Traffic calming devices control traffic speeds and discourage through trips by automobiles. Traffic controls limit conflicts between automobiles and bicyclists and give priority to through bicycle movement at intersections.

Shoulder Bikeways

This facility accommodates bicycle travel on rural highways and country roads by providing a suitable area for bicycling and reducing conflicts with faster moving motor vehicles.

A designated bikeway network provides a system of facilities that offers enhanced bicyclist safety or priority when compared to other roadways in the City. However, all public streets should safely and comfortably accommodate bicyclists, regardless of whether the street is designated as a bikeway. Several general types of bikeways are listed below. In California, cities should follow minimum width and geometric criteria in the Highway Design Manual Chapter 1000, or follow proper procedures for exemptions and experiments. Chapter 1000 contains *minimum standards*. Some jurisdictions read this to mean exact dimension. In many circumstances, exceeding these minimums provides for a more desirable bicycling environment.

Existing Need

Based upon a recent survey of major streets, existing designated bike facilities are very limited within the City. This deficiency of bicycle facilities poses a safety concern for bicyclists because they share the road with motor vehicles without the proper separation to feel secure. Bicyclists also use sidewalks, which can increase the risk of accidents with pedestrians.

As of 2017, preparation of the City's first Comprehensive Master Plan for Bicycles and Pedestrians is underway. The Plan will help promote a safe and efficient bicycle network that provides connectivity within the City and to the networks of adjacent jurisdictions. This connectivity may be developed with bikeway "nodes" connected by paths. These nodes may include bike parking, signage, information stations, water facilities and other desirable amenities for bicyclists. Bicyclist and pedestrian safety will be key considerations of the Plan, along with public education and enforcement efforts. The Plan will also include intermediate rest points, multi-modal connections and destinations to encourage commuter travel by bicycle.

Pedestrian and Bicycle Facilities Policies and Programs

General Provisions

Policies

ME 3.1 **Bicycle and Pedestrian Trail Network.** Plan, develop and maintain a bikeway and pedestrian network according to a Bicycle and Pedestrian Plan, to be prepared following General Plan adoption. Bicycle facilities should be located off-road to the greatest extent possible, such as along flood control channels, the Santa Ana River banks, regional parks and within residential developments and greenbelts.

ME 3.2 **Bicycle- and Pedestrian-Oriented Site Design.** Encourage bicycle- and pedestrian-oriented site design in commercial areas.

ME 3.3 **Design Standards.** In determining the appropriate street or intersection design standard to apply, the City will seek to balance cyclists' and pedestrians' safety and convenience with that of other roadway users.

ME 3.4 **Intersections and Crossing Locations.** Use federal, state, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.



Figure 3-44: Santa Ana River Bicycle Trail

ME 3.5 **Grant Funding.** Pursue Federal, State, County, regional and other funding opportunities to increase non-motorized mode share percentages, improve transportation system performance, and to increase user safety

ME 3.6 **Internal Linkages**. Bicycle and pedestrian trails networks should be located and designed to link to retail and commercial centers.

ME 3.7 **External Linkages.** Link on-road and off-road bicycle and pedestrian facilities to existing and planned bicycle and pedestrian facilities in adjacent and regional jurisdictions.

ME 3.8 **Traffic Control Devices**. Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.

Program

ME 3.1.1 **Pedestrian and Bikeway Plan.** Prepare a comprehensive Master Pedestrian and Bikeway Plan within 2 years of adoption of this General Plan Update.

Pedestrian Facilities

Policies

ME 3.9 **Pedestrian Facilities.** Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design or other conditions.

ME 3.10 **Accessible Pedestrian Facilities.** All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.

ME 3.11 **Pedestrian Connectivity.** Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.

ME 3.12. **Pedestrian Facility Improvements.** As funding permits, the City will install, or require as a condition of development approval, pedestrian facility improvements such as installation of signs, signals, sidewalks, street crosswalks, proper lighting, pedestrian- and equestrian-activated signals, street trees, benches, transit shelters, trails, landscaping, and other ancillary pedestrian features.

ME 3.13 **Sidewalk Repair or Replacement.** Repair or replace substandard public sidewalks and paving in public areas, in accordance with a Sidewalk Repair Program.

ME 3.14 **Public Pedestrian Improvements.** Encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs.

ME 3.15 **Pedestrian Facilities.** Provide facilities for the safe movement of pedestrians within new developments, as specified in the General Plan and City Engineering and trail standards.

ME 3.16 **Removal of Barriers**. Maximize visibility and access and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians within and between adjacent developments, where appropriate. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

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ME 3.17 **Public Transit Connections**. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

ME 3.18 **Safe Crossings**. City will plan for and implement pedestrian access facilities improvements that are consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators or other features necessary for safe street crossing.

ME 3.19 **Safe Routes to Schools**. Collaborate with school districts and other agencies to provide and designate safe routes to schools, consisting of sidewalks, bicycle facilities or improved trails.

ME 3.20 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. City may require both the dedication and improvement of pedestrian facilities as a condition of development approval.

ME 3.21 **ADA Compliance**. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

ME 3.22 **Trail Crossings**. Require, where appropriate and feasible, the construction of overpasses or under crossings where pedestrian, bicycle, and equestrian facilities intersect freeways, expressways, urban arterials, and primary roadways.

ME 3.23 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved facilities are warranted.

Programs

(TBA)

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Bicycle Facilities

Policies

ME 3.24 **Integration of Bicycle Planning**. Integrate development of the bicycle facilities network into larger land use planning and development projects.

ME 3.25 **Bicycle-Friendly Infrastructure.** Require bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.

ME 3.26 **Bicycle Facilities.** In preparing City land use plans and applicable Capital Improvement Programs, the City will address bicycle needs, including:

a. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists, i.e., a bike station);
b. Facilities for bicycle parking within newly-built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use and non-residential sites;
c. Safe, secure, attractive and convenient bicycle parking; and
d. Wayfinding systems and traffic control signage or markings for all bicycle facilities.

ME 3.27. **Bicycle and Pedestrian Wayfinding**. Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings or other technologies.

ME 3.28 **Regional Bicycle and Pedestrian Coordination.** Coordinate regional trail and bicycle planning, acquisition and development efforts with adjacent jurisdictions.

ME 3.29. **Off-Road Trail Linkages.** Where feasible, the City connects off-road trails with the on-road transportation network.

ME 3.30. **Bicycle and Pedestrian Facility Design Standards.** City shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.

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ME 3.31. **Safety Awareness**. Encourage and support the creation of comprehensive safety awareness programs for pedestrians, equestrians, cyclists and drivers.

ME 3.32 **Improvements along Bicycle and Pedestrian Routes.** Improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.

ME 3.33 **Roadway Repairs.** When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate.

ME 3.34 **Bikeway Width.** Where feasible, design bikeways beyond the minimum required widths, but within federal, state or local standards (for example, Class 2 lanes should not exceed eight feet in width to avoid confusion with driving lanes).

ME 3.35 **Bicycle Parking.** Require convenient, secure, attractive and easy to use bicycle parking to be provided at public buildings, commercial areas, multi-family residential development projects, and at schools and parks, and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.

ME 3.36 **Bicycle Improvements Conditionally Required**. Require the construction or rehabilitation of bicycle facilities and/or "bicycle-friendly" improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.

Programs

ME 3.1.2 **Zoning Ordinance Update.** Update the Zoning Ordinance to require end of trip bicycle facilities, as appropriate to the scale and use of the project, such as bicycle parking, lockers, and showers in new or major remodels of multi-family residential and non-residential uses.

ME 3.1.3. **Class II Bike Lanes.** Identify and designate Class II bike lanes where considered appropriate and there is sufficient curb-to-curb street paveout width.

ME 3.1.4 **Education.** Promote Bicycle and Walking Safety lessons in local recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.

ME 3.1.5 **Safe Routes to Schools**. Expand the Safe Routes to School program, including City sponsorship of bicycle safety training, International Walk/Bike to School events, cyclovias and similar events and encourage all Jurupa Valley schools to get involved.

ME 3.1.6 **Bicycle-Friendly Businesses.** Establish a bicycle-friendly business program to incentivize and facilitate use of alternative modes of transportation by employees and customers.

4.0 – Equestrian and Multi-Purpose Trails Network

The City of Jurupa Valley has a strong equestrian heritage that dates back hundreds of years. In 1742, the Anza Party travelled on trails through Jurupa Valley on its historic journey to Alta California, prior to the development of California's 21 missions. Trails continue to be an important part of both the heritage, and the transportation system, of Jurupa Valley. They are part of what gives the City its unique character and help promote its casual, healthy equestrian lifestyle.



Figure 3-45: Equestrians at Mary Tyo Equestrian Staging Area

Jurupa Valley's Trail System

Jurupa Valley offers pedestrian, bicycle, equestrian and multi-purpose trails that link urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrians and others as an integral part of the County's circulation system. These trails serve both as a means of connecting the unique communities and activity centers within the City to adjacent communities, and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

The presence of trails throughout the community, particularly within the Equestrian Lifestyle Protection Overlay, as shown in General Plan Land Use Element *Figure 2-20* (page 2-51), reflects the importance of the equestrian heritage to Jurupa residents. Protection of the existing equestrian character of the community and planning for new trails is a high City priority. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for residents.

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Figure 3-46: Bain Street primary equestrian trail, along San Sevaine Flood Channel

A well-planned and built trail system can provide for an improved quality of life for City residents and visitors by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas and activity areas. Providing a safe user environment can encourage utilization of trails within commercial, office, and residential areas. The trails proposed for the City are designed to serve several different groups. They are intended for the use of equestrians, hikers, joggers, non-motorized bikers, as well as the casual walker. Depending on where the trail is located will affect the type of use the trail gets, but many trails are open to all of these uses.

Historically, the trails network was planned under the auspices of Riverside County, supplemented by the Jurupa Area Parks and Recreation District (JARPD) and mostly implemented using street rights-of-way along major streets. When new developments are constructed, they are required to fill in missing linkages along the street edge. To date, there has been no initiative by any public agency to build a true off road trails network. In 2016, JARPD prepared a plan to identify and show connectivity for the key segments in the network. This plan served as the basis for the policies and programs in the 2017 General Plan.

The City's trail network is currently planned and implemented through the City's development review process in coordination with the Jurupa Valley Community Recreation and Parks District. Existing trails in Jurupa Valley are located along the:

1. east side of Bain Street, between Bellegrave Avenue and Limonite Avenue
2. west side Etiwanda Avenue between Bellegrave Avenue and Limonite Avenue
3. north and south sides of Bellegrave Avenue, from Etiwanda Avenue to Wineville Street
4. east side of Wineville Street, between Limonite Avenue and 68th Street
5. east side of Wineville between Bellegrave Avenue and Redbud Street.
6. south side of Cantu-Galleano Boulevard between Calle Del Sol and Etiwanda
7. north side of Limonite Avenue, between Wineville Street and Etiwanda Avenue
8. south side of 68th Street between the I-15 freeway and Lucretia Street

9. east side of Lucretia Street between 66th and 68th Streets
10. south side of 66th Street between Lucretia Street and Etiwanda Avenue.

In 2017, the City has a developed trail that extends along the Santa Ana River Trail, linking Jurupa Valley with the cities of Riverside and Eastvale. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails which are built and are maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between City trails and between County trails and State and Federal trails, historic trails, and trails in other jurisdictions will be instrumental in creating a usable trail system. The City has four general types of multi-use, recreational trails:



Figure 3-47: Santa Ana River trailhead

Parkway Trails are located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.

Regional Trails - These are the main trails within the County, generally maintained and operated by the County of Riverside's Parks and Open Space District. They are designed to eventually provide linkages between areas which could be quite distant from each other. They are also designed to connect with State and Federal trails as well as trails within Jurupa Valley, other cities and unincorporated areas. Regional trails will have an easement of 14 to 20 feet wide and a trail width of 10 feet.

Community Trails - These trails are designed to link areas of a community to the regional trail system and to link areas of a community with each other, as further described below. Such trails are typically maintained and operated by a local parks and recreation district. Typically, Community Trails have an easement width of 10 to 14 feet wide and a trail width of 4 to 8 feet.

Historic Trails - These are designated historic routes that recognize the rich history of Jurupa Valley and Riverside County. In Jurupa Valley, the Juan Bautista de Anza National Historic Trail is one segment of a planned 1,200-mile trail connecting historic, cultural, and recreation sites from Nogales, Arizona to the San Francisco Bay Area. Historic Trail routes designations are graphical representations of the general location of these historic routes and do not necessarily represent a planned Regional or Community Trail. In some cases, the trails have more detailed planning

documents which describe interpretive routes for autos and/or non-motorized modes of Transportation. There generally are Regional or Community Trail designations that either follow or parallel these routes, thus providing opportunities to recognize the historic significance of these routes and allowing the possibility of developing interpretive signage and visitor facilities.

Equestrian Trail Routes

Within the Equestrian Life Style Protection Overlay and in selected areas outside the Overlay, the General Plan establishes three different types of equestrian trail routes to serve Jurupa Valley. Specific trail designs and facilities within the routes will vary, depending upon right-of-way width, sight distance, land use, existing improvements, safety and budget considerations. Specific trail locations and designs will be shown in the City's Trails Master Plan. These trail routes are generally described below:

Primary Equestrian Trail Routes connect Jurupa Valley's equestrian-oriented communities and secondary equestrian routes, and provide regional connections to surrounding communities adjacent trail systems. These routes consist of improved equestrian trails located behind a curb along one side of the public right-of-way, and typically include a compacted, all-weather trail surface (e.g., decomposed granite, compacted natural grade, gravel), three-rail running fencing, equestrian street crossings, lighting and safety signage. Primary Equestrian Trail routes generally follow major streets and designated flood control channels, such as Limonite, Bellegrave Road, Etiwanda and Pedley Road and San Sevaine Channel.

Secondary Equestrian Routes connect residential neighborhoods with the Santa Ana River, Jurupa Mountains, schools, parks, neighborhood markets, cultural facilities and other important local destinations. These routes along one side of a public right-of-way consist of mostly unimproved equestrian trails located on the unpaved shoulder and behind drainage swales or catch basins. Secondary Equestrian Routes may include low-level, downlighting (such as bollards), safety crossings and signage, and are typically located on connector streets or minor arterials, such as 58th Street, Holmes Avenue, Riverview Drive, 46th Street/Crestmore Drive, 51st Street between Beach Street and Felspar Street, and Jurupa Road.

Equestrian Streets consist of an interconnected network of local streets located within rural, large lot residential neighborhoods in the "Equestrian Lifestyle Protection Overlay", *Figure LU-20*. These streets have right-of-way widths of 60 feet or less, with asphalt paving, soft dirt shoulders, and typically lack curbs, sidewalks or

other public frontage improvements. On these streets, the entire right-of-way, including paved roadway and unimproved shoulders, serves as an equestrian route where equestrians have priority over motor vehicles. Equestrian streets are intended to maintain and protect the semi-rural, equestrian lifestyle, slower pace of life, recreational opportunities and visual character that exists in much of semi-rural Jurupa Valley, including parts of the Mira Loma, Pedley, Glen Avon, Belltown and Sunnyslope communities. Examples of Equestrian Streets include: 63rd Street between Van Buren and Downey Street, 65th Street, Scenic Drive, Troth and Marlatt Streets.

The Generalized Equestrian Trails Plan, *Figure 3-48*, guides the general location and improvement of equestrian trails in Jurupa Valley, until a more detailed Master Trails Plan is adopted by the City.

Multi-Purpose Trails Vision

Due to need for a Citywide, regionally-integrated trails system, the City intends to prepare a Master Trails Plan following General Plan adoption. This effort will involve a broad cross-section of the community, including other key agencies, such as Riverside County, JARPD, Riverside County Flood Control, and the National Park Service. It will build upon an existing vision for a citywide trails system.

A vision has been developed for a Jurupa Valley Multi-Purpose Community Trails System. The system is anticipated to be a network of pedestrian, equestrian and bicycle trails that link Jurupa Valley's eight distinct communities and its many neighborhoods with open space areas, schools, recreation facilities, regional trail connections and local landmarks (e.g., The Discovery Center, Mt. Rubidoux). This vision has been shaped by many community groups and individuals, including the GPAC, Jurupa Valley residents and property owners, the City of Jurupa Valley decision-makers and staff, Jurupa Area Recreation and Parks District (JARPD), Riverside County Regional Park and Open-Space District, Riverside County Flood Control and Water Conservation District, Inland Empire Resource Conservation District and others. This vision was initially described by the JARPD, as shown in *Appendix 16.0* and includes the following general goals as identified by the JARPD:

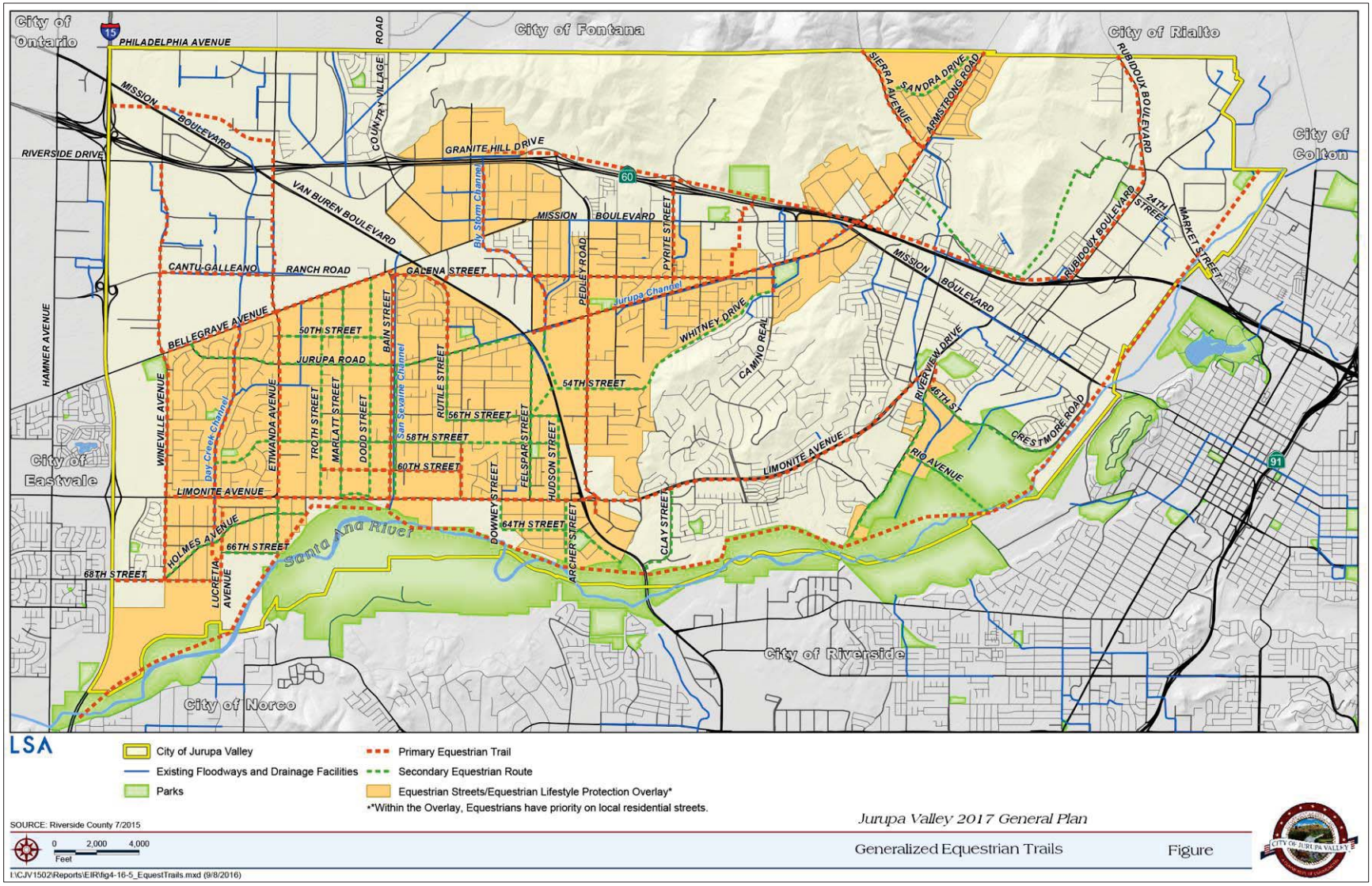

Figure 3-48: Generalized equestrian trails plan

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1. Review, maintain, and expand community multi-purpose trails system;
2. Develop a safe and interconnected area-wide network of trails that link together destinations and people both locally and regionally;
3. Develop a trails network that provides facilities and programs designed to expand and encourage active recreation and alternative transportation;
4. Enhance, protect, and preserve the environmental quality of open space, waterways, and wildlife habitats;
5. Conserve and tell the story of local culture, history, and heritage through interpretive signage;
6. Stimulate economic growth through increased tourism and real property value by developing a region-wide trails network;
7. Promote agency coordination among JARPD and the cities of Jurupa Valley and Eastvale;
8. Identify street intersections where vehicular traffic and trail user (equestrian / hiking / trail biking) conflicts are present;
9. Coordinate safety solutions for trail street crossings with City of Jurupa Valley Traffic Engineering and Planning Departments;
10. Create an “equestrian friendly” environment the maintains Jurupa Valley’s “equestrian lifestyle”;
11. Identify residential neighborhoods where streets are narrow with equestrian trails, and designate them as “equestrian routes” where horses have priority and utilize the street as a trail;
12. Designate trails as two (2) types, Recreational Use trails owned by public agencies and Equestrian Routes which are not developed trails but have been historically used as one;
13. Establish public trail designation through onsite signage program that identifies trail alignments throughout the community by posting signs for all multi-purpose trails, as appropriate;
14. Establish natural trails interpretive signage program;
15. Adopt a Community Multi-Purpose Trails Development Ordinance;
16. Create a trail maintenance and operations program; and
17. Establish a separate funding account for Multi-Purpose Community Trails development.

Equestrian and Multi-Purpose Trail Facilities

Policies



Figure 3-49: Primary equestrian trail looking north on El Camino Real

ME 4.1 **Equestrian and Multi-Purpose Trails.** Provide trails for the safe movement of pedestrians and equestrians within and between new developments where appropriate, and as specified in the General Plan and City Engineering and trail standards.

ME 4.2 **Removal of Barriers**. Maximize visibility and access and encourage the removal or modification of barriers (e.g., walls, fences, utilities, drainage ditches, refuse bins) for safe and convenient equestrian movement. Special emphasis should be placed on creating and maintaining safe and convenient trail linkages with the Equestrian Lifestyle Protection Overlay.

ME 4.3 **Development Review.** Consult the Engineering Department as part of the development review process regarding any development proposals where trail facilities or improvements may be warranted. City may require both the dedication and improvement of pedestrian and equestrian facilities as a condition of development approval.

ME 4.4 **Safe Crossings**. City will plan for and implement pedestrian and equestrian access that is consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators or other features necessary for safe street crossing.

ME 4.5 **Facility Improvements**. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new or improved facilities are warranted.

Programs

ME 4.1.1 **Equestrian and Multipurpose Trails Implementation.** Implement the Equestrian Trails Plan as shown in *Figure 3-48* (page 3-88) and implement the City Multi-Purpose Trail System Plan, to be developed.

ME 4.1.2 **Trail Linkages.** Locate and design trails to provide access to or link scenic corridors, schools, parks, and other natural areas.

ME 4.1.3 **Trail Access**. Require that all development proposals located along a planned trail or trails provide access to the trails system.

ME 4.1.4 **Gated Communities**. Ensure that existing and proposed gated communities with dedicated trails and new gated communities do not preclude trails from traversing their properties.

ME 4.1.5 **Trail Siting and Design.** Adhere to the following guidelines when siting or designing a trail:

1. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and along irrigation and flood control waterways so as to take advantage of existing rights-of-way, separate traffic and noise, and provide more services at less cost in one corridor.
2. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible.
3. Where a separate right-of-way is not feasible, maintain recreation trails within the City right-of-way.
4. Use trail design standards which will minimize maintenance due to erosion or vandalism.
5. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
6. Place all recreation trails a safe distance from the edge of active aggregate mining operations and separate them by physical barriers.
7. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public streets with high amounts of traffic.
8. Take into consideration such issues as sensitive habitat areas, flood potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and alternate land uses when designing and constructing trails.

9. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.
10. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.

ME 4.1.6 **Rail Fencing.** Install, or require the installation where appropriate, of a rail type fence separating road rights-of-way from adjacent trail easements and designed with two to three rails constructed of white PVM material

Trail Acquisition, Maintenance, and Funding

Policies

ME 4.6 **Acquisition of Right-of-Way**. To expand its trails network, the City will:

1. Promote public/private partnerships for trail acquisition.
2. Determine which public and/or private agencies have easements or existing, unused rights-of-way which could be incorporated as trail linkages. Such agencies may include the Riverside County Flood Control District, community service districts, utilities, and railroads.
3. Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open-space instead of a higher land-use category.

ME 4.7 **Alternative Trail Locations.** Examine the use of utility easements and rights-of-way for use as public trail linkages to the regional trails system and/or other open space areas. Potential corridors include the right-of-way easements for:

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1. water and wastewater mains
2. water storage project aqueducts
3. flood control channels and maintenance access ways
4. overhead utilities, and
5. unused or abandoned rail rights-of-way

ME 4.8 **Trail Maintenance.** To help maintain its trails, the City will:

1. Consider the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,
2. Discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by intended trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.

ME 4.9 **Trails Program Funding.** Consider all possible sources of funding to plan, acquire, and construct trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds from local, regional, State, and Federal government entities.

Programs

ME 4.1.7 **Grants.** Working with other agencies, the City will seek grants to help develop, operate and maintain a comprehensive trail system through Jurupa Valley's designated open spaces, trails is a priority of the City. Trails also provide connections to activity centers within the City and to adjacent communities and provide recreation and leisure opportunities for residents.

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5.0 – Public Transit



Figure 3-50: Riverside Transit Authority Bus

The City encourages the development of a safe, efficient, and economical community, intercommunity and countywide public transportation system. Public Transit includes busses, taxis, commuter rail (Metrolink), and all other forms of transportation meets public transportation needs. Due to the interrelationship of urban and rural activities (employment, housing and services), and the low average density of existing land uses, the private automobile is the dominant mode of travel within Jurupa Valley and surrounding areas.

As the population grows in Jurupa Valley and the region, the street and highway network will become increasingly congested. Hence, the City intends to encourage increased ridership on public transit systems and increased use of alternative modes of transportation, including bicycles and walking. The Riverside Transit Agency ("RTA") provides numerous public transportation opportunities for residents and visitors in Jurupa Valley. These public transportation opportunities include fixed-route transit, intercity transit, paratransit, senior transit, rural transit, and private transit services.

Fixed-Route and Demand-Response Services

Transit, paratransit, and private provider services are characterized as being either a fixed-route or demand-response systems. The Community Transit Association of America (CTAA) defines fixed-route service to include any transit service in which vehicles run along an established path at preset times. Demand-response service is any non-fixed-route system of transporting individuals that requires advanced scheduling by the customer including services provided by public entities, non-profits, and private providers.

The Riverside Transit Agency (RTA) operates fixed routes providing public transit service throughout western Riverside County and coordinates transit services throughout a 2,500-square mile service area. RTA provides local and regional services throughout the region with 35 fixed routes, eight Commuter Link routes, and Dial-A-Ride services.

Commuter Link routes provide express bus routes to Riverside, Orange, San Diego, and San Bernardino Counties and include RTA's newest generation of express buses. Dial-A-Ride is an origin to destination reservation transportation service for seniors and persons with disabilities. Dial-A-Ride vehicles travel to areas within three-quarters of a mile of an RTA local fixed-route.

Figure 3-53 illustrates the fixed-route transit services. In 2017, RTA currently provides five fixed routes that operate within and through the City on most major roadways. Adequate connectivity exists on most major roadways in the east-west and north-south directions, however, there are existing deficiencies located on Van Buren Boulevard from Limonite Avenue to the northwestern City limits, Bellegrave Avenue from the western City limits to Mission Boulevard, Jurupa Road from Van Buren Boulevard to Mission Boulevard, Camino Real from Mission Boulevard to Limonite Avenue, and Etiwanda Avenue from Jurupa Road to the northern City limits.

Commuter rail service through the City of Jurupa Valley is provided by Metrolink and is illustrated in *Figure 3-52*. The Jurupa Valley/Pedley Metrolink Station is located on Pedley Road in Jurupa Valley and connects to the Riverside-Downtown station to the east and the East Ontario station to the west. RTA fixed route 29 provides a transit connection to the Pedley Metrolink station. The Pedley Metrolink Station is served by Metrolink's Riverside Line which provides rail service from Riverside to Downtown Los Angeles.



Figure 3-51: Metrolink Station in Jurupa Valley



Figure 3-52: Metrolink Commuter Rail System

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Figure 3-53: Transit routes and commuter rail

Principles to Promote Public Transit

Public transit should be planned and designed as part of the street system. It should interface seamlessly with other modes, recognizing that successful transit depends on customers getting to the service via walking, bicycling, car, taxi, or paratransit. Transit should be planned and accommodated following these principles:



Figure 3-54: Riverside County transit shelter

1. Transit has a high priority on City streets. On some streets, transit vehicles should have higher priority than private vehicles.
2. Technology should be applied to increase average speeds of transit vehicles where appropriate.
3. Transit stops should be easily accessible, with safe and convenient crossing opportunities.
4. Transit stops should be active and attractive public spaces that attract people on a regular basis, at various times of day, and all days of the week.
5. Transit stops function as community destinations. The largest stops and stations should be designed to facilitate programming for a range of community activities and events.
6. Transit stops should include amenities for passengers waiting to board.
7. Transit stops should provide space for a variety of amenities in commercial areas, to serve residents, shoppers, and commuters alike.
8. Transit stops should be attractive and visible from a distance.
9. Transit stop placement and design influences accessibility to transit and network operations, and influences travel behavior/mode choice.
10. Zoning codes, local land use ordinances, and design guidelines around transit stations should encourage walking and a mix of land uses.
11. Streets that connect neighborhoods to transit facilities should be especially attractive, comfortable, and safe and inviting for pedestrians and bicyclists.

Access to Transit

Transit depends primarily on walking to function well; most transit users walk to and from transit stops. Sidewalks on streets served by transit and on streets that lead to transit corridors provide basic access. Bicycle-friendly streets do the same for those who access transit by bicycle. Every transit trip also requires a safe and convenient street crossing at the transit stop; a disproportionally high number of pedestrian crossing crashes occur at transit stops. Every transit stop should be evaluated for its crossing opportunities. If the crossing is deemed unsafe, mitigation can occur in two ways: a crossing should be provided at the existing

stop, or the stop can be moved to a location with a safer crossing. The following sections provide guidance for designing bus stops.

A well placed and configured transit stop offers the following characteristics:

- Clearly defines the stop as a special place
- Provides a visual cue on where to wait for a transit vehicle
- Does not block the path of travel on the adjacent sidewalk
- Allows for ease of access between the sidewalk, the transit stop, and the transit vehicle

Layout guidelines include the following:

- Consolidate streetscape elements to create a clear waiting space and minimize obstructions between the sidewalk, waiting area, and boarding area
- Consider the use of special paving treatments or curb extensions (where there is on-street parking) to distinguish transit stops from the adjacent sidewalks
- Integrate transit stops with adjacent activity centers whenever possible to create active and safe places
- Avoid locating bus stops adjacent to driveways, curb cuts, and land uses that generate a large number of automobile trips (gas stations, drive-thru restaurants, etc.)

Public Transit Policies and Programs

Policies

ME 5.1. **Transit Funding**. Support transit operator efforts to maximize revenue sources for short- and long-range transit needs, including the operators' use of federal grants, state enabling legislation, and fare box revenue, and other appropriate funding sources. This can be accomplished through the Riverside County Transportation Commission (RCTC) and development of Short- and Long-Range Transit Plans.

ME 5.2 **Transit Usage**. Support transit operators' programs to foster transit usage.

ME 5.3 **"Clean" Transit**. Demand that local and regional public transit providers operate and maintain fleet vehicles so as to not generate significant noise and air quality impacts.

ME 5.4 **Paratransit Service**. Support appropriate and cost-effective transit services for seniors, disabled persons and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit

service providers, private services, and community-based services.

ME 5.5 **Transit Right-of-Way**. Reserve sufficient right-of-way to plan for and accommodate public transit service.

ME 5.6 **Village Centers**. Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., village centers, tourist attractions and employment centers.

ME 5.7 **Street Design for Transit**. Design the physical layout of major streets and collector highways to facilitate transit operations. Locations of bus turnouts and other transit features should be considered.

ME 5.8 **Transit Oriented Development**. Consider offering developer incentives to locate new development near transit-oriented areas such as village centers, mixed use areas or along a designated transit corridor near a transit station. Incentives could include density bonuses, parking reductions or fast-track development review and/or permit processing.

ME 5.9 **Public Transit Planning**. Encourage public transit development and expanded use through higher densities where appropriate, innovative street and building design, street improvements, and right-of-way dedication.

ME 5.10 **Transit-Only Lanes**. Advocate the designation of exclusive transit-only lanes on freeways.

ME 5.11. **Transit Centers and Park-N-Rides**. Encourage the development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

ME 5.12 **Bus Shelters**. Coordinate with transit operators to ensure that bus shelters are provided along and/or near all transit routes, whenever feasible. New developments may be required to provide bus shelters due to existing or future planned transit routes, even if demand for pedestrian facilities are not immediately warranted.

ME 5.13 **Accessible Transit**. Require bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit.

ME 5.14 **Metrolink Facilities and Services**. Encourage continued improvements to the Pedley Metrolink Station facilities and services.

ME 5.15 **Linkage**. Design and improve street and trails to link all transportation modes, including public transit, with the Metrolink station, park-n-ride facilities and other transit centers.

Program

ME 5.1.1. Work with RTA to identify shelter options to ensure adequate safety and comfort for transit users and encourage RTA to provide bus shelters at all bus stops along Limonite, Mission, and Jurupa Road.

6.0 – Freight Movement and Airports

Commercial Trucks



Figure 3-55: Commercial semi-truck/trailer in Jurupa Valley

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City Streets. This has been part of an important economic stimulus in Jurupa Valley, but has also resulted in significant traffic congestion in certain areas and increased wear and damage to City streets, particularly in areas where logistics and other warehouse and industrial uses are concentrated. Most commercial truck traffic is concentrated in the northwestern and northeastern areas of the City, near the SR 60 corridor, as shown in *Figure 3-56*.

In 2017, the City does not have designated truck routes, per se. Based on information received from the City's Engineering Staff, there are, however, truck restrictions on designated roadways within the City, as shown in *Figure 3-57*. The following roadway segments restrict truck access:

- Etiwanda Avenue from Riverside Drive to Cantu-Galleano Ranch Road
- Etiwanda Avenue from Cantu-Galleano Ranch Road to Bellegrave Avenue
- Jurupa Road from Camino Real to Valley Way
- Valley Way-Armstrong Road from Jurupa Road to Mission Boulevard
- Holmes Avenue from Wineville Avenue to Etiwanda Avenue
- Etiwanda Avenue between Riverside Drive to Cantu-Galleano Ranch Road

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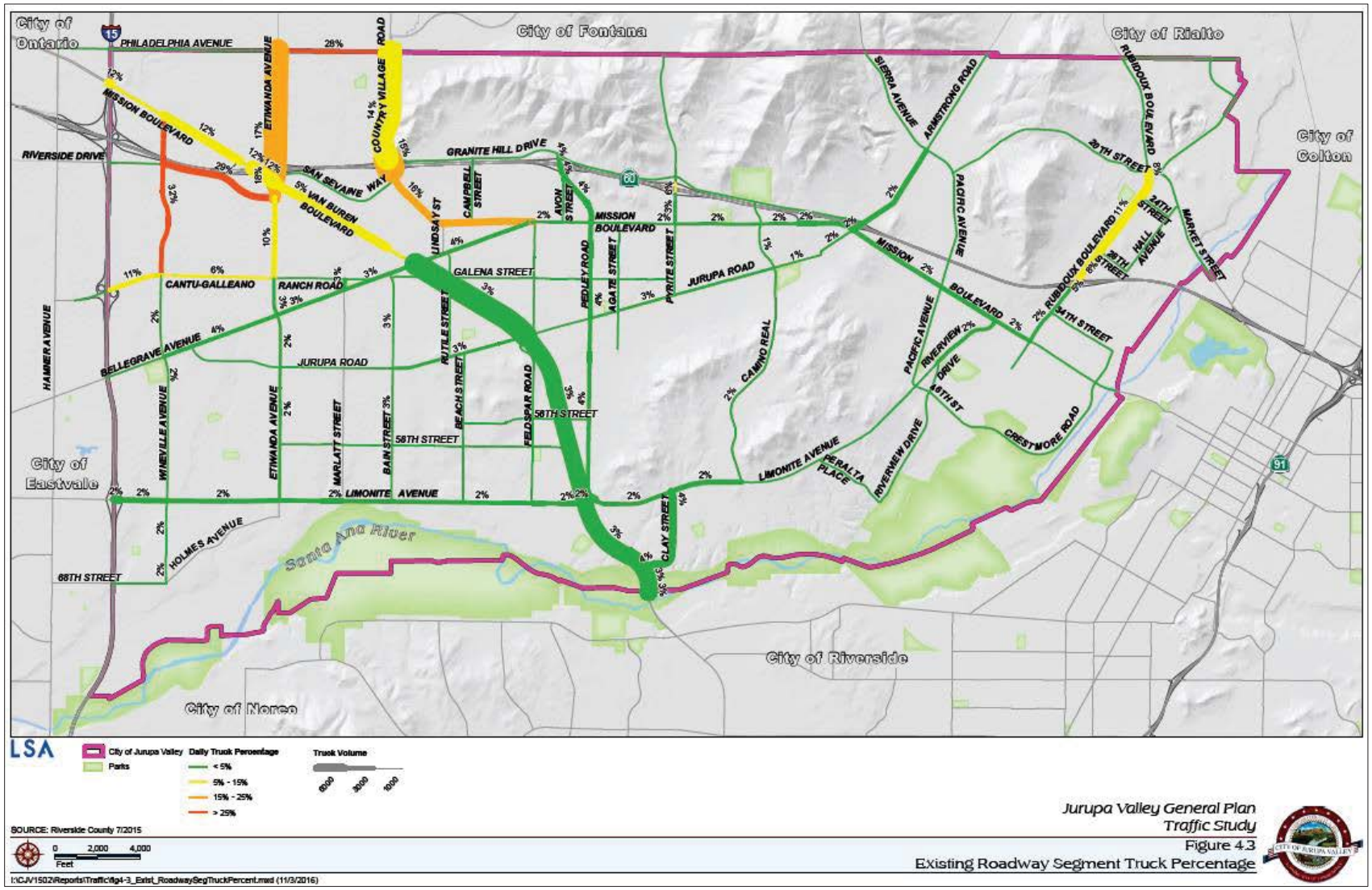

Figure 3-56: Commercial truck traffic, 2016

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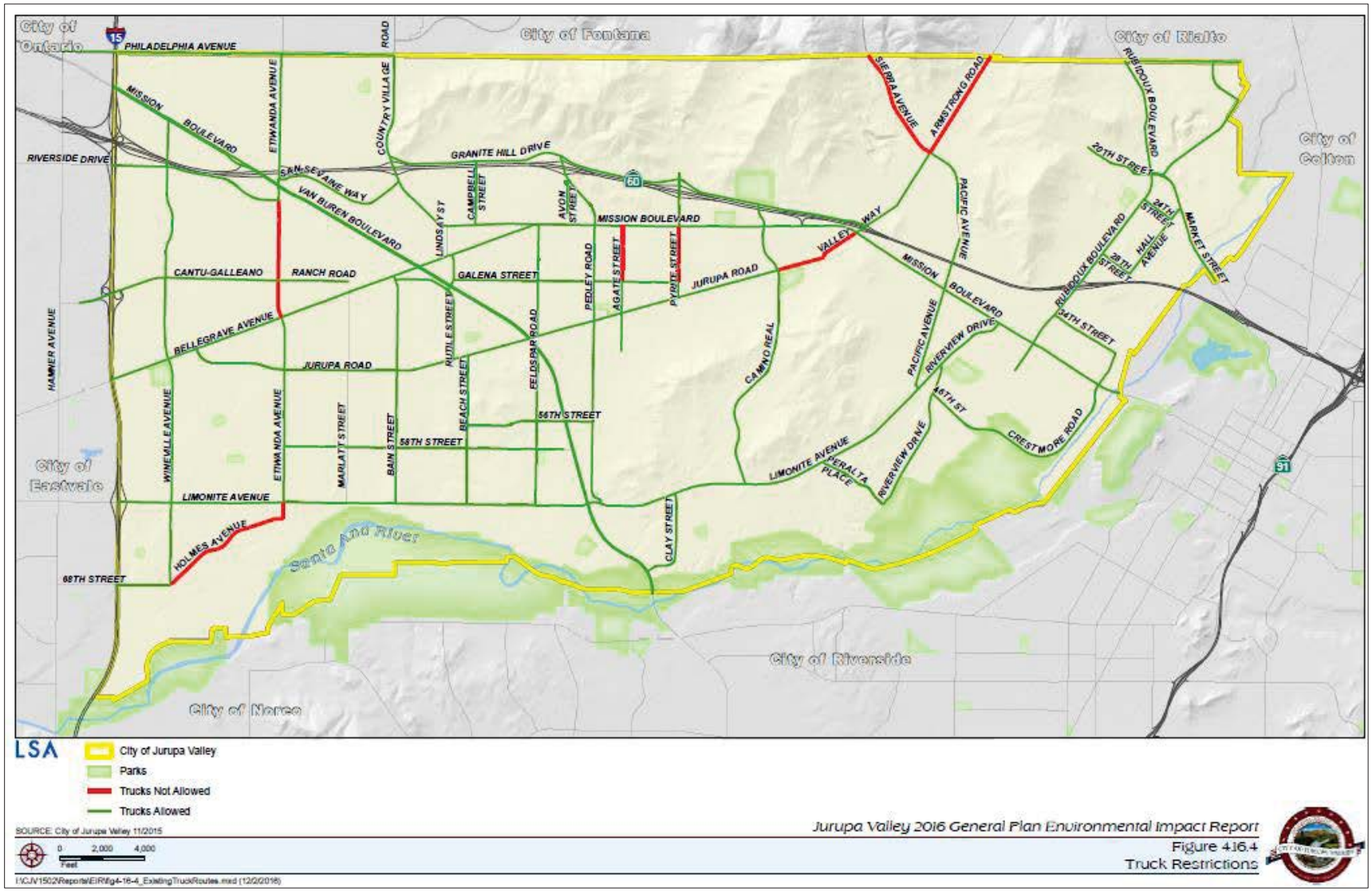

Figure 3-57: Commercial truck restrictions, 2016

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The efficient movement of goods is vital to the City and Inland Empire's economy and transportation system safety. The ability of the County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. This can be accomplished through proper planning, design, construction, and maintenance of the regional and local street and highway system. The City's industrial and commercial sectors depend on safe and efficient goods movement.

The City is responsible for maintaining an extensive network of low-volume streets and roads in industrial and semi-rural areas to accommodate the transport and delivery of goods, and to a lesser degree, agricultural products and services. Large trucks are the primary means of transporting such goods and are essential to the intra-regional distribution of consumer products.

Truck routes can provide freight haulers with a network of efficient and least impactful locations for traveling through the City. Designated truck routes can also protect residential neighborhoods from high volumes of truck traffic, and support connectivity with truck routes within the City to regional truck routes and access to freeways provides for an efficient, safe movement of goods. It is generally best practice not to include truck routes within general plans, as these routes may change and flexibility is needed to allow modifications without requiring a general plan amendment. Program *ME 6.1.2* calls for the City to adopt truck routes separately, subject to City Council approval and modification on an as-needed basis.

The City must follow sound planning principles in determining the location and design of truck routes. Truck routes shall:

1. Be compatible with land use along the route and shall not be located in areas designated by the General Plan for Residential Use or in Village areas.
2. Be located on primary transportation corridors that provide connectivity to industrial centers and to freeways and that are suitably designed and sized for the intended purpose.
3. Mitigate traffic congestion, noise, engine idling and air pollution.
4. Be located where they would not impact noise- and vibration-sensitive land uses, including but not limited to schools, public parks and sports fields, convalescent facilities, libraries and medical facilities.

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Freight Trains



Figure 3-58: Union Pacific Freight Locomotive

Commercial rail operations, while not as prevalent as they once were, are still common in Jurupa Valley. The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east. A railroad spur track traverses several large areas of Jurupa Valley and still provides valuable railroad access for a wide variety of commercial and industrial uses, there reducing dependence on trucking and air transport. With the increase of residential development in Jurupa Valley, railroad compatibility with adjacent uses is a key land use issue. Stack and rail noise, vibration and the potential for derailing calls for special planning and design considerations where development is proposed adjacent to or near railroads.

Airports

Local Aviation Facilities

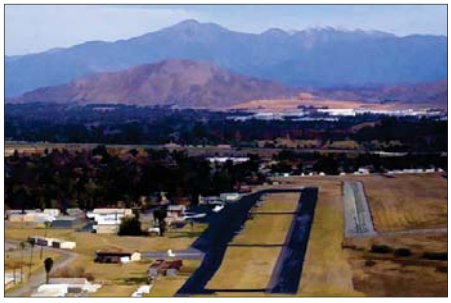

Figure 3-59: Historic Flabob Airport

The historic Flabob Airport and the nearby Riverside Municipal Airports serve primarily local commuter and recreational flying needs, and are part of the City's wider community assets and recreation opportunities. In addition, the airports can help meet emergency operation needs for law enforcement agencies and provide a valuable educational and training resource.

The availability of general aviation facilities and services that meet the needs of the residents is an important component of the City's



Figure 3-60: Historic Airliner, Flabob Airport

transportation system. To meet these needs, the City must coordinate Flabob Airport plans and land use with aviation planning conducted by the State, the West Riverside Airport Land Use Commission and other local agencies related to transportation, land use, and financing. It is necessary for the City to encourage retention of Flabob Airport for general aviation and emergency purposes, and to protect airports from encroachment of future development within areas that would be subject to extreme noise from aircraft as defined in the Noise Element.

Regional Aviation Facilities

There are five major commercial airports in southern California available to Jurupa Valley residents for passenger service: Ontario International Airport (San Bernardino City), Orange County - John Wayne Airport, Los Angeles International Airport, Palm Springs International Airport, and Lindbergh Field (San Diego City). In addition to these regional airport facilities, the March Inland Port/Air Reserve Base is located in the City of Riverside along Interstate 215 near Perris. This airport provides regional air cargo service and also continues to function as a U.S. Air Force Reserve Base.

Freight Movement and Airports Policies and Programs

Commercial Trucks

Policies

ME 6.1 **Commercial Truck Roadway Standards.** Implement commercial truck roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.

ME 6.2 **Freight Rail System.** Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.

ME 6.3 **Rail Separation.** Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads.

ME 6.4 **Intermodal Freight Facilities.** Encourage intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.

Programs

ME 6.1.1 **Identify Street Improvements.** Identify and where feasible, help Implement street and highway

improvements and maintenance projects to provide convenient and economical goods movement, particularly where heavy commercial truck traffic or congestion exists.

ME 6.1.2 **Establish Truck Routes.** Study commercial truck movements and operations in the City and establish weight-restricted truck routes away from noise-sensitive areas, where feasible.

ME 6.1.3 **Implement Truck Routes.** Limit truck traffic in residential and commercial areas to designated truck routes; limit construction and commercial truck through- traffic to designated routes; and include truck routes on City's Master Plan of Streets and Trails.

Railroad Freight Movement

Policies

ME 6.5. **Railroad Buffers.** Require sufficient buffers and physical safety barriers between railroad tracks and new noise-sensitive development, such as residential uses, schools, and public facilities.

ME 6.6 **Grade Separations and Crossings**. As resources allow, support construction of grade separations and crossings; or reconstruct existing grade separations and crossings as necessary for the smooth flow of traffic within the City, consistent with plans developed by the Western Riverside Council of Governments (WRCOG) and other responsible agencies.

ME 6.7. **Rails-To-Trails**. Reserve, where warranted, the repurposing of abandoned rail right- of-ways for public trail use or for alternative transportation purposes.

ME 6.8. **Transit Center Dedications**. Dedicate right-of-way and land for future transit centers in village centers and major activity areas (high concentrations of employment and residential uses) and away from noise-sensitive and land uses.

Programs

TBA

Airports

Policies

ME 6.9. **Interagency Coordination**. Promote coordinated long-range planning between the City, County of Riverside, Airport Land Use Commission, Flabob airport authorities, businesses and the public to meet City, County and the region's aviation needs.

ME 6.10. **Airport Land Use Planning**. Apply a variety of land use planning techniques to maintain the viability of Flabob airport. (See Land Use Element, Flabob and Riverside Municipal Airports Overlay)

ME 6.11. **Noise Reduction Measures**. Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using take-off, landing and general flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by Federal Aviation Administration regulations.

Programs

TBA

7.0 – Scenic Corridors, Street Character and Design

Streets, sidewalks, street lights and other aspects of a city's transportation network have a major, if not dominant influence on the appearance and "feel" of a community. As a young city, Jurupa Valley still retains much of the visual character of a smaller, slower-paced rural community. Moreover, the community is blessed with outstanding views of nearby mountains and Santa Ana River plain. There is deep and abiding community support for preserving Jurupa Valley's semi-rural, equestrian-oriented character. Consequently, the City's transportation facilities should be designed to enhance these qualities for the enjoyment of residents, visitors and for generations to come.



Figure 3-61: Jurupa Valley Vista

Many streets and highways in Jurupa Valley provide outstanding views of its scenic resources. Enhancing aesthetic experiences for residents and visitors to the County has a significant role in promoting tourism, which is important to the City's overall economic future. Due to the visual significance of some of these areas, several roadways have been officially recognized as either state or county designated or eligible scenic highways.

Enhancement and preservation of the City's scenic streets and byways will require careful application of scenic highway standards along designated scenic routes. The roadways designated as Local Scenic Corridors are shown in *Figure 3-62*. Policies that seek to protect and maintain resources along Scenic Corridors are incorporated into this section. Also refer to policies outlined in Section 4, – Conservation and Open Space Element and Section 2, – Land Use Element (Scenic Corridors subsection).

Scenic Corridors, Street Character and Design Goals, Policies and Programs

Scenic Corridors

Policies

ME 7.1. **Scenic Corridors Designated.** The route segments shown in *Figure 3-62* designated as Local Scenic Corridors.

ME 7.2. **Scenic Corridor Preservation**. Protect and where possible, enhance views of important scenic resources from highways, streets and roads designated as local scenic corridors, in accordance with City policies.

ME 7.3. **Development along Scenic Corridors.** Public and Private development along and within local scenic corridors shall comply with the following:

1. Public and private development projects, including noise walls, shall not wall off scenic roadways or block views of scenic resources, such as Santa Ana River or the Jurupa Mountains.
2. Development projects, including signs, visible from and located 500 feet of a scenic roadways shall be considered "sensitive" and require architectural review.
3. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.
4. Signs along scenic roadways should not obstruct or detract from scenic vistas or views.
5. Street lights should be low scale and focus light at intersections where it is needed most. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed.

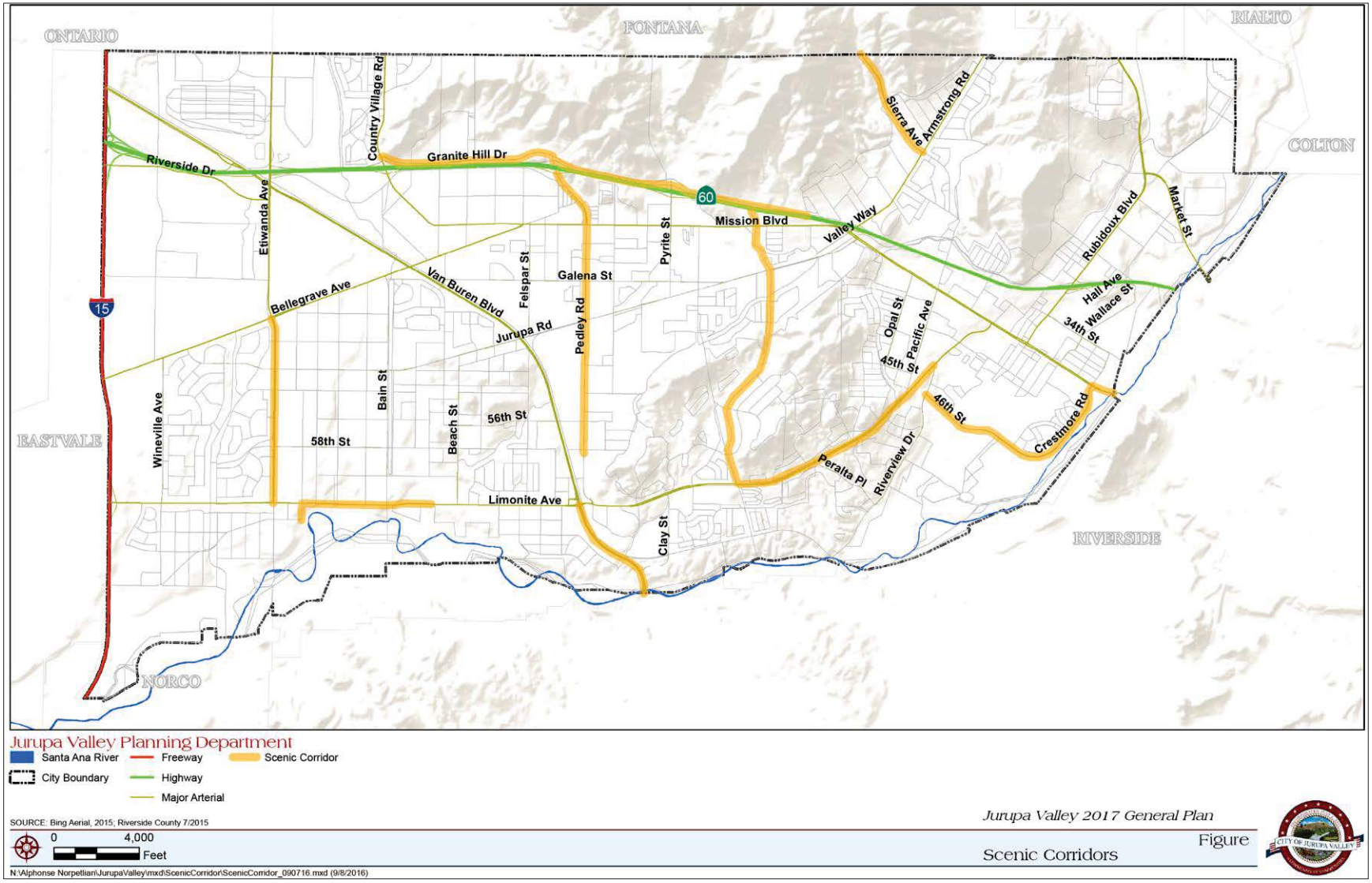

Figure 3-62: Scenic corridors

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ME 7.4. **Public Equipment and Facilities.** The City and other agencies should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards:

1. Whenever possible, signs in the public right-of-way should be consolidated onto a single low-profile standard.
2. Public utilities along scenic highways should be installed underground.
3. The placement and design of fencing, walls, landscaping and street trees should not block views of scenic resources from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.
4. Traffic signals with long mast arms should be discouraged along scenic roadways.

ME 7.5. **Creation of Scenic Highways.** The City will encourage the creation of state-designated (Caltrans) Scenic Highways within Jurupa Valley and adjoining Riverside, San Bernardino and Orange County areas when:

1. Reviewing draft county general plan elements or major revisions to them.
2. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the Southern California Association of Governments (SCAG).
3. Reviewing development projects that are referred to the city by state or county agencies and that are located along locally designated scenic routes.

Transportation System Landscaping

Landscaping plays an important role in the aesthetics and noise mitigation of highways and major streets. Landscaping softens the otherwise harsh visual impacts that a roadway can create and can be used as a buffer to protect noise sensitive areas such as residential properties.

Policies

ME 7.6 **Highway Landscaping**. Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.

ME 7.7. **Use of Native Plants and Recycled Wa**ter. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.

ME 7.8. **Landscape Buffers.** Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping and/or other effective visual screens.

Programs

TBA

8.0 – System Operation, Maintenance, and Funding

It's becoming clear that cities cannot simply build more highways or widen streets in hopes of solving all traffic safety and congestion problems. Innovative transportation solutions will be key in managing Jurupa Valley's circulation needs while addressing economic and environmental factors. One of Jurupa Valley's key transportation strategies is to design, improve and maintain its transportation systems for cost efficiency based on City Council and community priorities. The following goals, policies and programs help guide that process and identify community priorities.



Figure 3-63: City entry monument

Transportation comprises a significant part of any city's planning, operations and capital improvement program. Cities must prioritize resources to meet a wide range of community transportation needs, and safety, convenience, cost and maintenance are all issues that must be considered when a system is created. Rights-of-way need to be dedicated or otherwise acquired, typically as a condition of new development, to allow sufficient room to accommodate landscaping, utilities, pedestrian, equestrian (where appropriate) and bicycle facilities, and to accommodate eventual widening if needed for long-term traffic growth. A consistent and uniform street network that meets the needs of current and future residents can be accomplished by implementing a functional classification system as shown in *Figure ME-6*, with right-of-way and design standards and by identifying needed roadway improvements.

System Funding

One of the most important considerations to achieve a viable multi-modal transportation system is financing. Funding priorities must be developed and innovative financing must be designed to ensure that the transportation system is implemented. Discretionary

roadway improvement funds should be allocated to enhance mobility and promote convenient, safe, and efficient transport of people, goods and materials. This can be accomplished through continued development of a "Transportation Improvement Program" for local road and bridge improvements and the City's participation in voter-approved local tax measures and Regional Transportation Plans that meet state and federal guidelines.

Investment in, preservation of and expansion of the existing freeway and street network is critical to the provision of a viable transportation system necessary to sustain a healthy local economy. Innovative options, such as the application of "toll-way fares," should be explored as a means of controlling demand in critical corridors. The City and Riverside County must consider these and other innovative funding mechanisms to ensure that the future transportation system is financially supported and can be adequately maintained.

Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. A reduction in peak hour trips, overall roadway congestion, and improved air quality can be achieved through the implementation of TDM strategies. Examples of these strategies include: telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.

As the City continues to grow, transportation demand management and systems management will be necessary to preserve and increase available roadway "capacity." Level of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning local transportation system is to maintain acceptable levels of service along local streets and at intersections, and while encouraging the California Department of Transportation (Caltrans), County of Riverside and the Southern California Association of Governments (SCAG) to determine future infrastructure needs for federal and state highways.

According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips, and will supplement the traditional long-distance usage. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. In the last decade, the region's number of trips and amount

of travel have grown at a much faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper. The County has established TDM Guidelines to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people; the City may choose to adopt similar guidelines.

Driveways and System Access

Driveways and other local street access connections (driveways, freeway off-ramps and private roads) to the City's roadway system must be planned, constructed, and maintained in a manner that is consistent with the basic mobility and safety needs of the street classification to which access is being provided. For instance, streets intended to carry large volumes of traffic at high speeds should have minimal access points to reduce vehicular conflicts. Access points that are carefully located on a property can reduce the levels of conflict that can affect vehicular and non-vehicular traffic. The uniform application of access standards for the street system will contribute to its successful operation.

System Access

Policies

ME 8.1 **Dedicated Access**. All developments shall provide dedicated and recorded public access, except as provided for under the statutes of the State of California.

ME 8.2 **Driveway Location and Number**. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.

ME 8.3 **Driveways along Highways**. Discourage driveways taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if such access poses no traffic hazards or impacts to local streets.

ME 8.4 **Common Access Driveways**. Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General

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Plan designated arterial street or highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

Programs

TBA

Design, Construction and Maintenance

Policies

ME 8.5 **City Standards.** Design, construct, and maintain streets as specified in the City Street Improvement Standards and Engineering Specifications.

ME 8.6 **Facilities Maintenance.** Maintain the transportation network while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

ME 8.7 **Design Guidelines.** Develop and implement street and intersection design guidelines and update City Engineering Standards for consistency with the design guidelines.

ME 8.8 **Residential Neighborhood Streets.** Streets in residential neighborhoods shall be designed to enhance and be compatible with neighborhood character, circulation patterns and modal choices and to provide safe access to neighborhood-serving commercial uses, schools, churches, parks and recreational areas.

ME 8.9 **Equestrian Streets.** In the Equestrian Lifestyle Protection Overlay, local residential streets shall also serve as equestrian routes for the entire right-of-way width and shall be posted to require motor vehicles to yield to equestrians.

ME 8.10 **Right-of-Way Improvements.** Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other

facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.

ME 8.11 **Street Design for Heavy Trucks.** Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

ME 8.12 **Heavy Truck Restrictions in Residential Neighborhoods.** Restrict heavy truck through-traffic and parking in residential and village center areas and plan land uses so that trucks do not need to traverse these areas.

ME 8.13 **Off-Street Loading Facilities.** Design off-street loading facilities for new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on public streets, except when specifically permitted by the City Engineer.

ME 8.14 **Driveway Access.** Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater, and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.

ME 8.15 **Intersection Design.** Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians and vehicles.

ME 8.16 **Roadway Design**. Design curves and grades to permit safe movement of vehicular traffic at the road's target speed. Target speed should be consistent with and complement the character of the adjacent area.

ME 8.17 **Sight Distance.** Provide adequate sight distances for safe pedestrian, equestrian and vehicular movement at all intersections.

ME 8.18 **Additional Right-of-Way**. Require additional right-of-way or easements where needed for utilities, noise mitigation, trails, bikeways, street trees, slope landscaping or stabilization, or drainage facilities.

ME 8.19 **Right-of-Way Alignment.** Align right-of-way dedications with existing dedications along adjacent parcels and

maintain widths consistent with the ultimate design standard of the road, including required turning lanes.

ME 8.20 **Pass-Through Traffic.** To the maximum extent feasible, design and maintain roadways to direct "pass through" traffic to use Regional Routes and Highways, Highway Arterials, and Parkways, not Arterials, Collectors or Local streets.

ME 8.21 **Traffic Calming.** Consider using innovative traffic-calming techniques, such as roundabouts, road "diets", raised cross walks, stop signs, speed tables, bulbouts, planters, textured street paving, curbside parking, offset intersections and other traffic control measures designed to slow traffic speeds where appropriate to reduce speed and increase safety.

ME 8.22 **Emergency Response Routes.** Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radii and other factors as determined by the City Engineer in consultation with emergency responders.

ME 8.23 **On-Street Parking.** Design and manage on-street parking, where appropriate, to reduce traffic congestion, meet parking needs and improve pedestrian and equestrian safety.

ME 7.24 **Off-Street Parking.** Design off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities by including separated walkways, bicycle and motorcycle parking, landscaping including trees with overhead canopies, shielded down lighting for safety and other amenities, as appropriate.

ME 8.25 **Street and Highway Widening or Extensions.** Evaluate proposed street and highway extensions or widening projects for potential noise, air quality and aesthetic impacts on existing and future land uses. Require that the effects of truck routes, speed limits, and motor vehicle volumes on noise levels are evaluated and mitigated during the environmental review process.

ME 8.26 **Transportation Noise.** Control transportation noise and speeds through proper roadway design and coordination of truck and vehicle routing and speed.

ME 8.27 **Wildlife Corridors.** Design roadways to accommodate wildlife crossings or established corridors whenever necessary and physically feasible.

ME 8.28 **Dirt Roads.** Identify dirt roads serving residential areas which may be impacted by traffic from new

developments and design new developments to discouraged traffic from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.

ME 8.29 **TDM in Development Review.** Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.

Programs

TBA

Regional Coordination

Policies

ME 8.30 **Interagency Coordination**. Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Southern California Association of Governments, Riverside County Transportation Commission, Western Riverside Council of Governments, and the cities adjacent to the City of Jurupa Valley on various studies relating to freeway design, high occupancy vehicle/high occupancy toll lanes and transportation corridor planning, construction, and improvement.

ME 8.31 **Joint Funding and Improvements**. Partner with government agencies and authorities to secure funding and encourage transportation corridor improvements between Jurupa Valley and Los Angeles and Orange counties.

Programs

TBA

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System Funding

Policies

ME 8.32 **Balanced Funding.** Implement a mobility plan that balances transportation facility needs with City fiscal capabilities. Supplement City funding with grant funding whenever possible.

ME 8.33 **Spread Costs.** Develop funding tools that help equitably spread costs of transportation system improvements among the users of the systems, including developers, property owners, community service districts, City and County, State and Federal agencies.

ME 8.34 **Funding Tools.** Use annexations, redevelopment agreements, tax-increment financing, revenue-sharing agreements, tax allocation agreements and/or the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

ME 8.35 **Capital Improvement Program**. Prepare a multi-year Capital Improvement Program (CIP) that establishes improvement priorities and scheduling for transportation project construction over a period from five to ten years. The CIP will be reviewed and updated annually.

ME 8.36 **Regional Traffic Mitigation Fees**. Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.

Programs

TBA

Environmental Considerations

Policies

ME 8.37 **Tree Preservation in Rights-of-Way.** Preserve mature trees with street or highway rights-of-way that are identified as superior examples of California native species or naturalized tree species.

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ME 8.38 **Flood Protection.** Provide all roadways located within identified flood areas with adequate flood control measures and locate roadways outside identified flood plains whenever possible.

ME 8.39 **Impact Mitigation.** Control dust and mitigate other environmental impacts during all stages of roadway maintenance, repair or construction.

ME 8.40 **Noise Mitigation.** Protect residents from transportation generated noise hazards through the use of increased setbacks, landscaped berms, walls or other sound absorbing barriers, or a combination of these measures along freeways, expressways, and four-lane highways to protect adjacent noise-sensitive land uses from traffic- and rail-generated noise impacts.

ME 8.41 **Habitat Conservation Planning**. Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan into transportation plans and development proposals.

ME 8.42 **Habitat Protection.** Avoid disturbance of plant and animal communities, wildlife corridors and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

ME 8.43 **Hazardous Materials Transport.** Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.

ME 8.44 **Air Quality.** Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

ME 8.45 **Non-Motorized Transportatio**n. Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.

ME 8.46. **Runoff Control.** Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

Programs

TBA

Transportation Systems Management

Policies

ME 8.47 **TSM Strategies.** Give priority to Transportation System Management (TSM) strategies to improve level of service, particularly in areas that are fully developed.

ME 8.48 **Traffic Signal Synchronization.** Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.

ME 8.49 **Street Widening.** Consider roadway widening or extension at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective and that widening would be consistent with and contribute to the character of the community.

ME 8.50 **Turn Lanes.** Install special turning lanes whenever necessary to relieve congestion and improve safety for all users.

ME 8.51 **Bus Turnouts.** Encourage development of bus turnouts, bus stop signage and other features to improve traffic flow and safety, and to encourage use of public transit.

ME 8.52 **ITS.** Encourage the integration of Intelligent Transportation Systems (ITS), consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan, as the transportation system is improved and maintained.

Programs

ME 8.1.1 **New Interchanges on State Route 60.** Construct new interchanges on SR 60 at Camino Real and Sierra Avenue/Pacific Avenue.

ME 8.1.2 **Regional Transportation Facilities and Services.** Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities),

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which will encourage the use of public transportation and ridesharing for longer distance trips.

ME 8.1.3 **New Interchanges on Van Buren Boulevard.** Construct new interchanges on Van Buren Boulevard at Jurupa Road and Galena/Bellegrave Avenue.

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4 – CONSERVATION AND OPEN SPACE ELEMENT



Figure 4-1: Sunset over Indian Hills Reservoir

A. INTRODUCTION

State law requires that general plans include two different but complementary sections addressing natural resources: the Conservation Element and the Open Space Element. In this General Plan, these sections are combined into the Conservation and Open Space Element. Other sections that also address natural resources include the Land Use Element and the Community Safety, Services, and Facilities Elements. The Conservation and Open Space Elements are combined because they both address environmental resources. They address the conservation, development, and use of energy and natural resources, and the preservation of open space for protection of natural resources such as wildlife habitat, wetlands, recreation trails, and facilities, cultural, and historic resources. From the input received at many general plan outreach and GPAC meetings, it is clear that preserving open spaces and protecting Jurupa Valley's semi-rural, equestrian lifestyle are very important to residents. These environmental qualities attract residents and visitors, and enhance Jurupa Valley's quality of life. The importance of open space is reflected in the City's Community Values Statement.

City of Jurupa Valley Community Values Statement

Open Space and Visual Quality. We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism.

The Conservation and Open Space Element promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. Jurupa Valley contains a variety of open spaces that serve many functions—hence the often-used label of "multi-purpose." The City's quilted pattern of hills, valleys, and slopes provides a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River borders the City on its eastern and southern flanks and includes many native plant species, some of which grow only in the habitat this river provides.

Open Space is a critical part of what gives the City of Jurupa Valley its unique visual character. With Jurupa Valley poised to continue experiencing significant growth pressure in the next 10 to 15 years, protected open spaces ensure that future generations can continue to enjoy these visual and recreational amenities. In 2017, about 11%, or 6,500, acres remain undeveloped, or essentially so, in the forms of parkland, open space, and to a lesser degree, agricultural use. Thus, open space and related land uses can play a key role in maintaining distinct community boundaries or "edges" (i.e., between Sunnyslope and Belltown), and by buffering the City from adjacent, more urbanized areas. The City is literally "shaped," in terms of both geography and scenic character, by its open spaces.

Regional resource planning to protect threatened or endangered species, such as the Stephens Kangaroo Rat, has occurred in various locales for many years. Privately and publicly owned lands have served as habitat for many different species. In some cases, this method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed and adopted by the County and other jurisdictions within the County, including the City

of Jurupa Valley. The MSHCP comprises a reserve system that encompasses core habitat, habitat linkages, and wildlife corridors outside of existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

Primary Goal

Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are the following:

1. Santa Ana River and adjacent riparian corridors with natural banks and vegetation.
2. Natural and manmade creeks, lakes and other water bodies.
3. Wetlands and vernal pools.
4. Jurupa Mountains and Pedley Hills.
5. Undeveloped land within the City's limits not intended for urban uses.
6. Grassland communities and woodlands.
7. Wildlife habitat and corridors for the health and mobility of individuals and of the species.
8. Habitats of species listed as threatened or endangered by state or federal governments.
9. Prime agricultural soils and economically viable farmland.
10. Hills, ridgelines, box canyons, scenic rock outcroppings, and other significant land features.
11. Unique plant and animal communities, including "species of local concern."

Policy and Program Sections

1. *Biological Resources*
2. *Wildlife Habitat*
3. *Water Resources*
4. *Agricultural Resources*
5. *Non-Renewable Resources*
6. *Cultural and Paleontological Resources*
7. *Open Space and Recreation Resources*
8. *Scenic Resources*
9. *Dark Skies*

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B. Key Findings and Recommendations

The City's conservation and open space resources are preserved and managed to protect and enhance the quality of life for all Jurupa Valley residents. It is the City's intent to protect and, where possible, enhance natural systems and cycles. This enables the natural diversity of plants and animals to sustain themselves because of the critical relationships between them. Land areas will be preserved, set-aside for this purpose, and linked by corridors of various designs to allow wildlife movement within and between habitat areas. In addition, the public's access to the open space system is ensured through a network of public and private trails for recreation purposes, enabling a variety of active and passive recreation pursuits. Trails provide a means of recreation in themselves, as well as access for less intensive recreation. Creative and effective means of acquiring open space have enabled establishment of this system so that private property rights are respected and open space acquisition is feasible. This system also provides an effective approach that reduces conflicts over development activities because of the City's commitment to permanently preserving critical open space resources.



Figure 4-2: Headwaters of the Santa Ana River, San Bernardino Mountains

In developing conservation and open space policies, the City Council finds that:

1. Multi-purpose open space is a critical part of the City's system of public facilities and services necessary to improve the quality of life and to accommodate new residents and visitors.
2. The open space system and the methods for its acquisition, maintenance, and operation are related to how it is to be used, including its value for community vistas, visual relief, natural resource protection, habitat preservation, passive and active recreation, and protection from natural hazards, and combinations of these purposes.
3. A primary purpose of the City's open space system is the preservation of components of the ecosystem and landscape that embody the historic character and diverse landscapes of the City, even though some areas have been impacted by human-caused changes.
4. Native habitat for plants and animals endemic to Jurupa Valley must have interconnected spaces, or "corridors," that allow these natural communities to prosper and be sustained.
5. Incentive-based systems for habitat protection are available to help preserve and, where appropriate, expand open space resources, including the use of density averaging, conservation

credits, and management programs to achieve equitable sharing of costs and benefits.

6. Lands identified for habitat preservation are based on the best available scientific information regarding species and habitat requirements, and that information is updated as better methods emerge.
7. Strategies and incentives for voluntary conservation on private land are an integral part of the City's policy/ regulatory system.
8. Where natural streams and watercourses are located within designated open space areas, they are to be preserved as natural living systems. Where they pass through areas that are developed or designated for development, to the extent allowed by existing conditions, their continuity is maintained and protected as environmental corridors linking open space areas. In addition, where possible, their viability is enhanced in numerous cases by being included in publicly maintained open spaces rather than in narrow concrete channels.

C. Conservation and Open Space Element Goals, Policies and Programs

Goals

To be a good steward of Jurupa Valley's natural resources, and protect and enhance open space by:

COS 1 Working to protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

COS 2 Seeking to achieve self-sustaining populations of the native birds, fish, and other wildlife and avoid actions that remove or damage habitat for native plants and animals.

COS 3 Working with the Jurupa Community Services District (JCSD), Rubidoux Community Services District (RCSD) and other community services districts and agencies to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture, to help meet water needs including requiring conservation measures such as drought-tolerant landscaping and water-saving fixtures in new homes, and to:

a. Protect and maintain water quality in aquifers, the Santa Ana River, streams, and wetlands that help support beneficial uses, including domestic and commercial/industrial uses, agricultural uses, and wildlife habitat.
b. Protect and improve the quality of local water sources, including groundwater and the Santa Ana River.
c. Encourage JCSD and RCSD to retain and, where possible, expand the capacity of wells, aquifers, and other groundwater reserves.
d. Preserve natural floodways, floodplains, and wetlands, and avoid actions that adversely affect waterways or riparian areas, or that increase flood hazards to urban uses.

COS 4 Continuing to accommodate agricultural uses and encourage its expansion, where appropriate.

COS 5 Increasing use of sustainable energy sources such as solar, wind, and thermal energy, and reduce reliance on non-sustainable energy sources to the extent possible with available technology and resources.

COS 6 Reducing consumption of non-renewable energy sources and ensuring efficient use, development, and conservation of sustainable, non-polluting energy sources.

COS 7 Ensuring the preservation of cultural, historical, archaeological, and paleontological resources.

COS 8 Securing and maintaining a diverse network of open lands including valuable natural and recreational resources, including:

a. Santa Ana River floodway and riparian areas
b. Jurupa Mountains
c. Wetlands and vernal pools
d. Wildlife habitat and corridors, particularly for species of local concern or for species that are officially listed as threatened or endangered.
e. Parks and natural areas with significant recreational opportunities
f. Encourage public access to open space without harming the resource and without exposing the public or the property owners to unacceptable risk.
g. Preserve open space and wildlife habitat and help provide trails and other recreation opportunities where they will not harm the environment.

h. Avoid actions that will result in the loss of designated open space resources and, when feasible, require mitigation for their loss.

COS 9 Preserving the City's scenic resources, including mountains, hills, ridgelines, rock outcroppings, canyons, mature trees, the Santa Ana River and floodplain, riparian corridors, agricultural fields, and other landscape features deemed significant by the City Council.

- Preserve views of scenic resources from vista points or along scenic street or highway corridors.

COS 10 Minimizing light trespass and pollution caused by public and private structures, new development, and public facilities to ensure safety, protection of the natural environment, and preservation of dark nighttime skies.

Policies and Programs

Policies within the Conservation and Open Space section of this element seek to guide decision-making related to renewable and non-renewable resources. These types of resources require conservation—a conscious effort to consume less of scarce resources so that they can be sustained for future generations. By conserving resources, we prevent degradation of the environment through pollution or the loss of sustainable resources and environments for future generations.

COS 1 – Biological Resources



Figure 4-3: Hidden Valley Wildlife Area, school tour (Riverside County Parks)

Jurupa Valley provides diverse habitats for a variety of native plant and animal species. The pattern of hills, valleys, and river basins supports diverse vegetation, which in turn, provides varied wildlife habitats, including riparian corridors, oak woodlands, and chaparral, as shown in *Figure 4-4* and *Figure 4-5*. Examples include features such as the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. Located along Jurupa Valley's eastern and southern boundary, the Santa Ana River is a significant ecological, recreational, and visual resource. Many native and endangered species thrive there, including the least Bell's vireo, the Santa Ana River woolystar, and the San Bernardino kangaroo rat. The Santa Ana River Wildlife Area and the Jurupa Nature Center provide nature study, conservation and outdoor education, and hiking and equestrian activities. Throughout the area, interconnecting trails provide access to outstanding scenery.

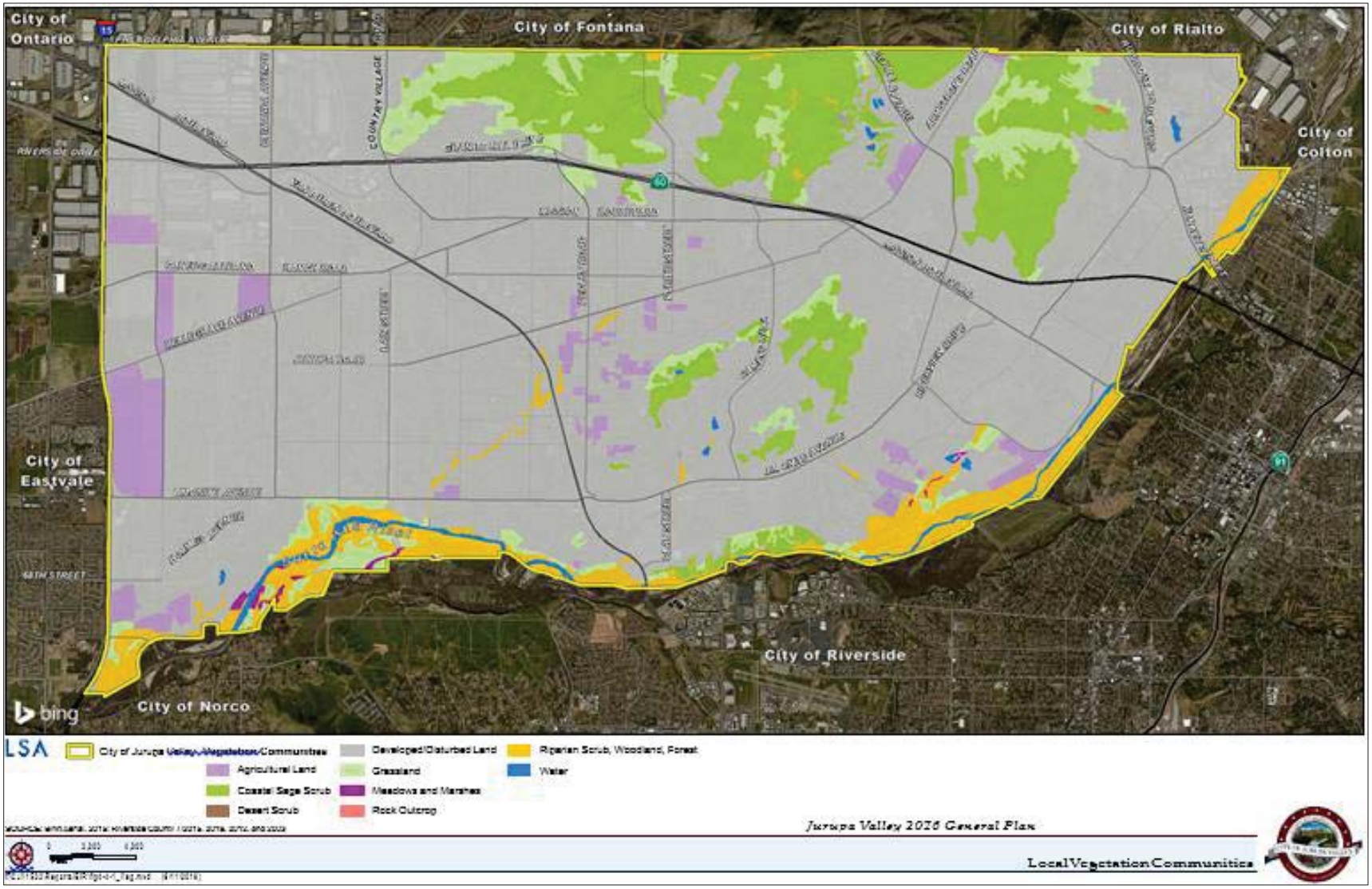

Figure 4-4: Local vegetation communities

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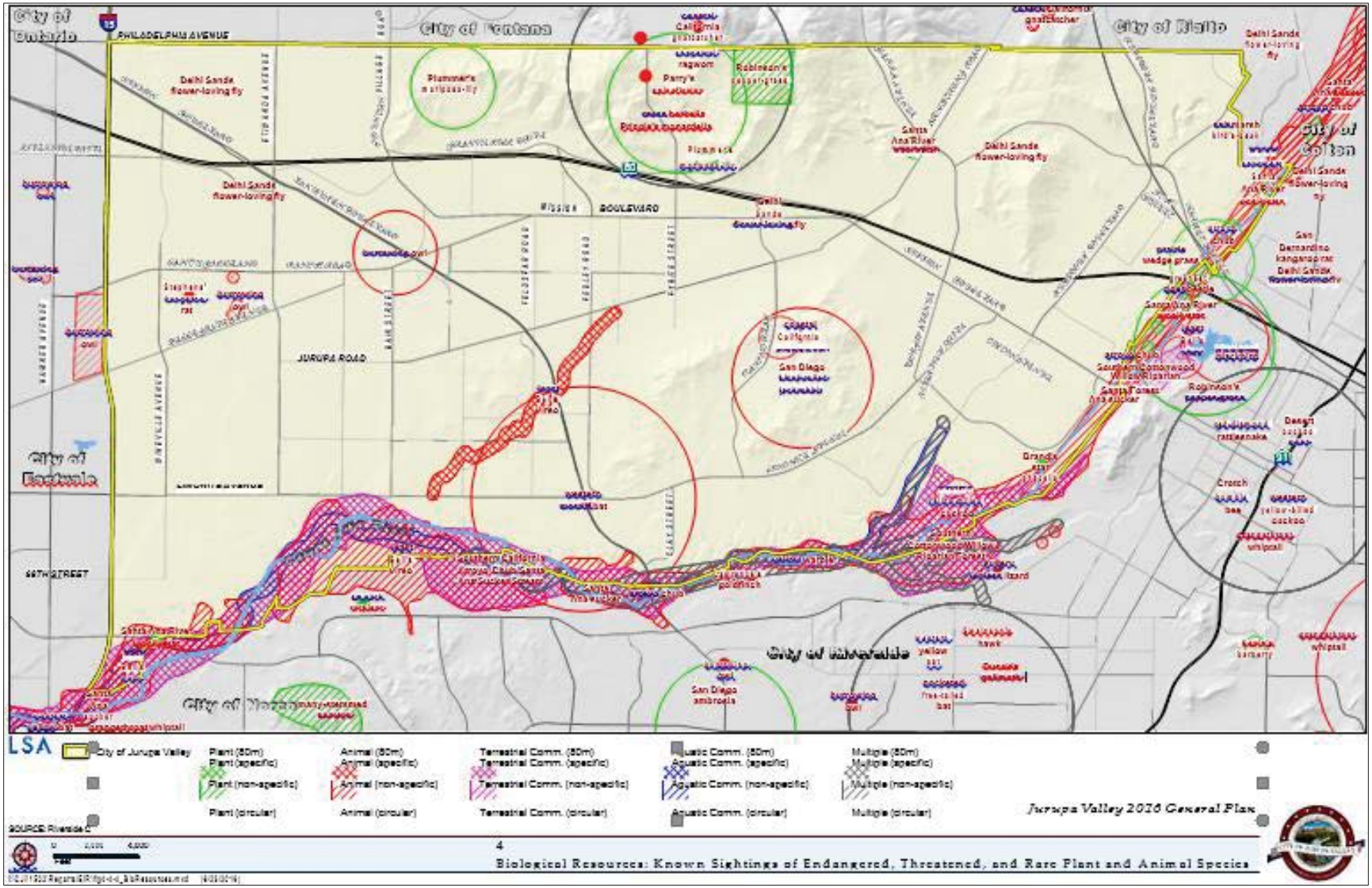

Figure 4-5: Biological resources of Jurupa Valley

The Jurupa Mountains are the dominant visual resource in the northern portion of the City. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. Substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands Flower-loving Fly. *(See Appendix 12.0.)*

The vegetation of Jurupa Valley is diverse in its size, shape, and form, yet various species share similar adaptations to climatic and environmental conditions. Further, habitat areas are associated with the dominant natural vegetation that thrives in the City. Although ecological conditions fluctuate in the various plant communities, these natural changes occur gradually, with most species adapting to the habitat and climate changes. However, with development, changes occur that can adversely affect wildlife habitats, local microclimates, water percolation, soil erosion, fires, and aesthetics quality.

To address the important issues of biological resources health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside in cooperation with state and federal agencies (*see MSHCP, Appendix 12.0)*. The Plan applies to unincorporated and incorporated Riverside County land, including Jurupa Valley west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the U.S. The Plan covers multiple species and multiple habitats within multiple jurisdictions.

The 2017 General Plan includes goals and policies that aim to protect the biological resources of Jurupa Valley in conjunction with the MSHCP. It is of the utmost importance to maintain a balance between growth and natural resources preservation throughout Jurupa Valley to preserve the ecological health and overall character of this special environment. The habitat requirements of sensitive and listed species, combined with sound habitat-management practices, help shape the following policies and guide the City's conservation efforts.

Policies

COS 1.1 **Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats:

a. Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations

of Santa Ana River woolystar (*Eriastrum densifolium sanctorum*).

b. Conserve clay soils to support key populations of many-stemmed liveforever plants (*Dudleya multicaulis*) known to occur along the Jurupa Valley portion of the Santa Ana River.
c. Conserve known populations of least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*) along the Santa Ana River.
d. Conserve large intact habitat areas consisting of coastal sage scrub, chaparral, and grasslands to support known locations of coastal California gnatcatcher (*Polioptila californica*).
e. Conserve grassland and coastal sage scrub supporting known populations of San Bernardino kangaroo rat (*Dipodomys merriami parvus*) in the Jurupa Mountains.
f. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.

COS 1.2 **Protection of Significant Trees.** Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected.

COS 1.3 **Other Significant Vegetation.** Maintain and conserve superior examples of vegetation, including: agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

COS 1.4 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance, and conserve and reuse on-site soils.

Programs

COS 1.1.1 **Riparian Corridors**. Identify and protect riparian corridors through zoning, easements, or other measures that ensure effective, long-term conservation.

COS 1.1.2 **Public Information.** Provide public information materials regarding the City's sensitive habitats, the values of watershed, biological resources, and sensitive habitats, and how to protect them.

COS 1.1.3 **Nature Trail Signage.** Working with Community Services Districts and other agencies, help create minimal and appropriate signage along major trails (e.g., Santa Ana River and Jurupa Mountains) for educational outreach about critical habitats and native plant and animal species.

COS 1.1.4 **Urban Encroachment.** Amend the Municipal Code to regulate the establishment or encroachment of non-compatible land uses or activities in habitat areas and passive open space, such as commercial uses, off-road motorized vehicle use, off-trail, non-motorized vehicle use, hang gliding, grading, or other activities that conflict with biological resource conservation goals or policies.

COS 1.1.5 **Volunteer Conservation Programs.** Working with community volunteers, conservation clubs, youth groups, and recreation and conservation agencies, help plan and support conservation activities such as habitat restoration, interpretive signage and tours, trail building, erosion control, and litter removal.

COS 1.1.6 **Tree Protection Ordinance.** Develop a Tree Protection Ordinance.

COS 2 – Wildlife Habitats

The following policies seek to preserve wildlife habitat that supports many wildlife species in Jurupa Valley, including some that are listed as threatened, endangered, and species of concern. These resources deserve special protection to ensure the continued viability of natural systems and ecological values that enhance the quality of life for all citizens.



Figure 4-6: Bobcat, Riverside County

Open space preservation serves many purposes, including the preservation and enhancement of ecological and recreational resources, and the reduction or avoidance of environmental hazards. As urbanization has spread into Western Riverside County, community development has not only involved the local land use planning process, but also required coordination with state and federal wildlife agencies to manage and protect threatened and endangered species and other wildlife species. To accomplish this, the County of Riverside, cities in Riverside County, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife prepared and

adopted the Multiple Species Habitat Conservation Plans (MSHCPs) that address local biological and ecological needs and establish appropriate mitigation for the impacts of development in Jurupa Valley and other areas within Riverside County.

Policies

COS 2.1 **MSHCP Implementation.** Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.

COS 2.2 **Wildlife Corridors.** Identify and maintain a continuous wildlife corridor along the City's northern boundary through the Jurupa Mountains and along the Santa Ana River from the northern boundary to the City's western boundary. Condition development approvals to ensure that important corridors for wildlife movement and dispersal are protected. Features of particular importance to wildlife include riparian corridors, wetlands, streams, springs, and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.

COS 2.3 **Biological Reports.** Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.

Programs

COS 2.1.1 **Preservation Incentives.** Develop and provide incentives to private landowners that will encourage the protection of significant wildlife habitat resources, such as density averaging, tax incentives, and grants.

COS 2.1.2 **Regulation and Prevention of Destructive Practices.** Develop and adopt regulations that effectively regulate dumping, camping, off-road vehicle use, illegal entry, and polluting within protected conservation areas such as the Santa Ana River corridor and the Jurupa Hills along the north City boundary.

COS 3 – Water Resources

Riverside County includes four major watershed areas in which river systems, numerous lakes and reservoirs, and natural drainage areas are located. Local water resources are shown in *Figure 4-8* below, and discussed further in the Community Safety, Services, and Facilities Element. The City's and the County's water supplies are affected by the area's arid climate, agricultural practices, projected population growth and its associated demand and development, and the dependence on low-quality imported water. Further, the availability of imported surface water has been reduced due to an extended period of drought in California, and changing regulations, despite an ever-increasing water demand. In Jurupa Valley, contamination from the Stringfellow Acid Pits, mining, and other human activities has affected groundwater quality such that its use requires treatment. Management of the amount of water available (local and imported) and its quality, is an important response to the gap between supply and demand. Policies in this section seek to protect and enhance Jurupa Valley's water resources and to meet future water needs. These policies also address broad water planning issues and their relationship to land use decisions.



Figure 4-7: Great blue heron, Santa Ana River restoration area in Jurupa Valley

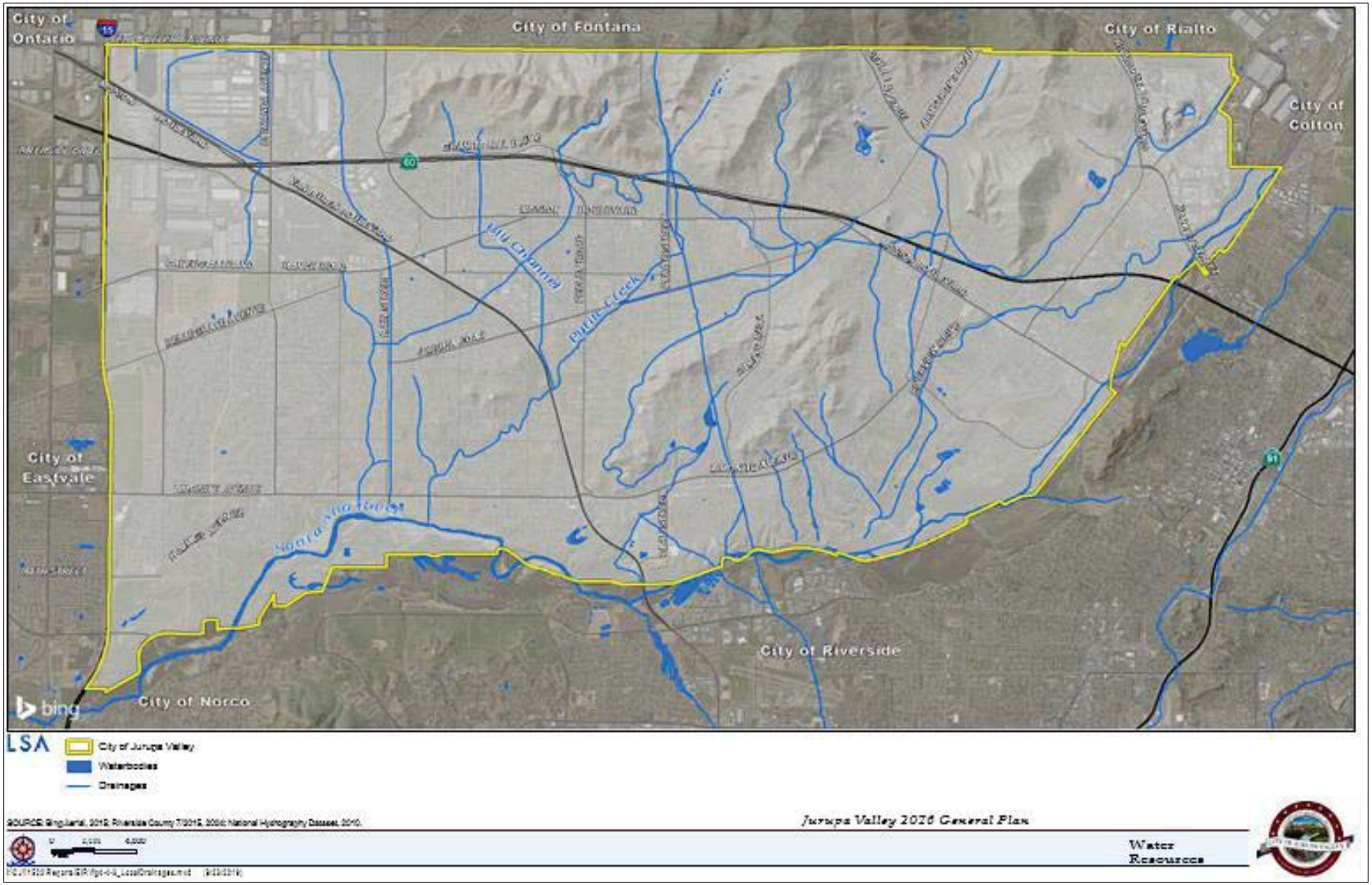

Figure 4-8: Water resources, Riverside County

Although Jurupa Valley receives all of its potable water from groundwater supplies, regional and statewide water demands and ongoing drought conditions require continued conservation efforts and careful monitoring of water supplies to ensure adequacy for future growth. The overall County water supply is uncertain for two reasons: water apportionments from northern California have been reduced as part of the CALFED Bay-Delta Program, as well as decreased supplies to California from the Colorado River. Additionally, most of the County's sources of water are currently at capacity. Water storage to meet peak demand, or a two-day to one-day supply, is provided by many local water agencies within Riverside County. However, long-term storage of large quantities of water is provided only in the Metropolitan Water District (MWD) and California Department of Water Resources (DWR) facilities. Total storage capacity in the existing reservoir system is 871,000 acre-feet (AF). Three of these storage facilities are located in Riverside County: Lake Mathews, Lake Skinner, and Lake Perris. Together, these facilities have 342,300 AF of storage capacity. Diamond Valley Lake triples this capacity with an additional 800,000 AF of storage, bringing the total storage capacity available within Riverside County to 1,142,300 AF. Even though the creation of Diamond Valley Lake has allowed for three times the current storage of water, no increase in the total amount of water available to the County can be identified.

This increase in water storage will benefit the whole South Coast region, which includes other significant jurisdictional water users, such as San Diego County, as well as Riverside County. Currently, approximately 3/8 of existing storage capacity may be used to meet seasonal demand. The remaining 5/8 is reserved for emergency needs such as severe droughts and/or use when a natural disaster, such as an earthquake, makes it impossible to meet demand through usual supply facilities. Projected 2020 water use and population levels indicate an expected water shortage for the two hydrologic regions that comprise Riverside County: the South Coast and Colorado River regions. Though these regions include most of southern California, and not just Riverside County, they are each representative of the types of supply and demand within the County. The two regions are described as follows:

- South Coast Region: Basins draining into the Pacific Ocean from the southeastern boundary of Rincon Creek Basin in western Ventura County, south to the Mexican border. Jurupa Valley is part of the South Coast Region.

- Colorado River Region: Basins south and east of the South Coast and South Lahontan regions; areas that drain into the Colorado River, the Salton Sea, and other closed basins north of the Mexican border.



Figure 4-9: Rancho Jurupa Lake

The California Department of Water Resources (DWR) produces a California Water Plan every 5 years that not only includes a statewide water budget but also regional watershed water budgets. These water budgets are based on California Department of Finance population projections and indicate clearly that demand for water will exceed supply in 2020 whether or not a drought condition exists at that time. Most of the state's regions, except for the North Coast and San Francisco Bay Regions, experience average-year and drought-year shortages now, and are forecasted to experience increased shortages in 2020. The largest average-year shortages are forecasted for the South Coast Region, which heavily relies on imported water. Future average-year shortages in the South Coast Region reflect forecasted population growth plus lower Colorado River supplies as California reduces its use of Colorado River water to the state's basic apportionment.

To help bridge the projected gap between water supply and demand, water conservation must be a priority. Following are water conservation policies and programs to help manage water supplies by promoting conservation and efficient water use.

Policies

COS 3.1 **Water Use Planning**. Adopt and strive for the most efficient available water conservation practices in the City's operations and planning, and encourage community services districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.2 **Multi-Use Consideration.** Consider, in planning, land use decisions, and municipal operations, the effects of water supply on urban growth, wildlife habitat, agriculture, and stream flows, and seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.3 **Water Quality**. Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.4 **Water Conservation Systems**. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.

COS 3.5 **Site Water Collection and Retention**. Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,

COS 3.6 **Landscaping with California Native Plants**. Encourage the use of California native plants for drought-resistant landscape planting.

COS 3.7 **Edible Landscaping.** Encourage the use of edible landscaping in residential areas, streetscapes, public spaces, and parks, including vegetable gardens, herbs, and fruit trees in lieu of large expanses of lawn or other more water-demanding plantings.

Programs

COS 3.1.1 **Public Information.** Promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits, and water-saving technologies in conjunction with water providers, Riverside County, community services districts, and other entities.

COS 3.1.2 **Regional Cooperation.** Monitor and participate in regional activities addressing water resources, groundwater. and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.

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Water Quality

Water quality problems that have occurred in Jurupa Valley have related to Stringfellow runoff, inadequate subsurface sewage disposal, waste disposal management in the Santa Ana River and floodway, and pollution due to urban storm water system runoff. The Regional Water Quality Control Board for Region 8 provides state-level water quality policy for the City and Riverside County. Further, the National Pollutant Discharge Elimination System mandates Best Management Practices to effectively minimize the adverse effects of pollution and protect water quality and groundwater resources.

Groundwater resources, or "aquifers," are defined by their quality as well as quantity. Most groundwater basins store local and imported water for later use to meet seasonal and drought-year demands. Under current groundwater recharge programs, groundwater is artificially replenished in wet years with surplus imported water. Water is then extracted during drought years or during emergencies. Groundwater recharge that may also involve the recharge of reclaimed water enhances the City's ability to meet water demand during years of short supply and increases overall local supply reliability. The following policies are intended to provide local guidance for the protection and maintenance of water quality and groundwater resources.

Policies

COS 3.8 **Wastewater Treatment.** Encourage the use of innovative and creative techniques for wastewater treatment.

COS 3.9 **Pollution Discharge.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

COS 3.10 **Regional Cooperation.** Support efforts to create additional water storage where needed, in cooperation with federal, state, community services districts, the Riverside County Flood Control District, and other water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

COS 3.11 **Aquifer Protection**. Require that aquifer water-recharge areas are preserved and protected.

COS 3.12 **Drainage Systems in Development Projects.** Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.

COS 3.13 **Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

COS 3.14 **Natural Channels.** Collaborate with the Riverside County Flood Control District to promote natural approaches to managing streams and avoid lined, non-porous channels to the maximum extent possible where groundwater recharge is likely to occur.

COS 3.15 **Water Retention Incentives.** Consider granting incentives to landowners to preserve natural ground water recharge areas, through measures such as density averaging.

Program

COS 3.1.3 **Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

a. Groundwater quality would be reduced;
b. Available groundwater aquifers are full; or
c. Rising water tables threaten the stability of existing structures.

Floodplain and Riparian Area Management

Watercourses and their floodways are usually the focus of construction and control; while fertile, flat and "reclaimed" floodplain lands are typically used for other activities, such as agriculture, commerce, and residential development. These areas form a complex physical and biological system that not only supports a variety of natural resources, but also provides natural flood and erosion control. In addition, the floodplain represents a natural filtering system, with water percolating back into the ground and replenishing groundwater. When a watercourse is separated from its floodplain with levees and other flood control facilities, natural, built-in benefits are lost, altered, or significantly reduced. The floodway fringe is that portion of the floodplain between the floodway and the limits of the existing 100-year floodplain. Floodways and drainage facilities are shown in *Figure 4-10* below.



Figure 4-10: Existing Floodways and Drainage Facilities

The City follows Riverside County's adopted methods of using the USGS "blue line stream" overlay as its major form of mapping watercourses in its boundaries. The conventional assumption that flooding can be completely eliminated has meant not only an unrealistic reliance on manufactured flood protection, but also the development of a flood control system that squeezes rivers into artificially narrow channels, adds steeply sloped levees (devoid of riparian vegetation), and eliminates historic floodplains, all in the interest of reclamation, flood protection and urban growth. Unfortunately, this highlights the fact that floods have been viewed for far too long as everything except part of the natural life cycle of rivers and floodplains.

Flooding is part of the dynamic nature of healthy rivers and ecosystems. High flows and floodwaters are needed to cleanse the channels of accumulated debris, build stream banks, import gravels for aquatic life, thin riparian forests, and create riparian habitat.



Figure 4-11: Van Buren Bridge Collapse during 1969 Santa Ana River Flooding

The open space of floodplains adjacent to rivers and streams helps store and slowly release floodwaters, thus reducing flood flow, peaks, and their subsequent impacts during small and frequent flood events. Further, riparian habitat within floodplains is of great value to resident and migratory animal species, as it provides corridors and linkages to and from the City's wildlife corridors. The following policies address floodways, the floodplain fringe, and riparian areas (also refer to the Community Safety, Services, and Facilities Element).

Wetlands typically occur in low-lying areas that receive fresh water at the edges of lakes, ponds, streams, and rivers. Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. Wetlands in Jurupa Valley may include riverbanks, vernal springs and pools, and desert washes.

Policies

COS 3.16 **Floodway Modification.** Encourage other agencies to limit floodway modification or channelization only as a "last resort," and limit the alteration to:

a. That necessary for the protection of public health and safety, only after all other options are exhausted,

b. Essential public service projects where no other feasible construction method or alternative project location exists,
c. Projects where the primary function is improvement of fish and wildlife habitat, or
d. Private development entitlements shall be required to design floodplain and river edge treatments to simulate and ultimately regenerate natural terrain and riparian habitat, using techniques such as covering and re-planting over rip-rap embankments, and utilizing gentle contoured slopes that do not exceed 8:1 slope ratio.

COS 3.17 **Environmental Mitigation.** Encourage and, where possible, require substantial modifications of a floodplain to be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

a. Stream scour
b. Erosion protection and sedimentation
c. Wildlife habitat and linkages
d. Groundwater recharge capability
e. Adjacent property
f. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle and modulating bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.

COS 3.18 **Setbacks.** Based upon site-specific study, all development shall be set back from the designated floodway boundary or top of bank, whichever is most appropriate, a distance adequate to address the following issues:

a. Public safety,
b. Erosion,
c. Riparian or wetland buffer,
d. Wildlife movement corridor or linkage, and
e. Slopes

COS 3.19 **Trails.** Consider designating floodway setbacks to accommodate greenways, trails, and recreation

opportunities and allowing such uses within floodways, where appropriate.

COS 3.20 **Riparian Area Preservation.** Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural water-courses. Zoning incentives, such as averaging of development rights, should be used to the maximum extent possible.

COS 3.21 **Ecotones.** Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.

Programs

COS 3.1.4 **Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions:

a. Encourage preparation of an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts.
b. Encourage revegetation of disturbed areas using native plants.
c. Eliminate sources of water pollutants and improper water diversions.
d. Remove invasive, non-native species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species.
e. Discourage the placement and, where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets, and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans.
f. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to wildlife movement (such as appropriately sized culverts under arterial streets, highways, and other major roads).
g. Discourage or prevent camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation.

h. Remove trash, debris, and contaminants, using methods that minimally disrupt the open-space resources.
i. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs, and responsibilities.
j. Enlist the help of volunteers, youth and service groups, and academic programs in restoring and monitoring habitat health.

COS 4 – Agricultural Resources

Agriculture was once the dominant land use and economic activity in Jurupa Valley. Over time, land use and economic changes have largely displaced farming, grazing, vineyards, dairies, orchards, and other agricultural activities with less urbanized areas. Reflecting this change, the last dairy in Jurupa Valley closed in 2015. However, the City continues to have areas in agricultural use, particularly along the I-15 corridor and near the Santa Ana River, as shown in *Figure 4-12* below. Countywide, agriculture continues to contribute significantly to the overall economy. In Jurupa Valley, agriculture continues to be important as a contributor to the local economy, a key open space resource, and a defining feature of the communities' overall visual character and rural heritage. Moreover, agriculture is fundamental to the notion of "sustainability"—it helps preserve productive soils and Jurupa Valley's capacity to grow food for local use.

Policies

COS 4.1 **Support Agricultural Uses**. Employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural uses in cooperation with individual farmers, farming organizations, farmland conservation organizations, and the County.

COS 4.2 **Agricultural Land Conversion**. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.

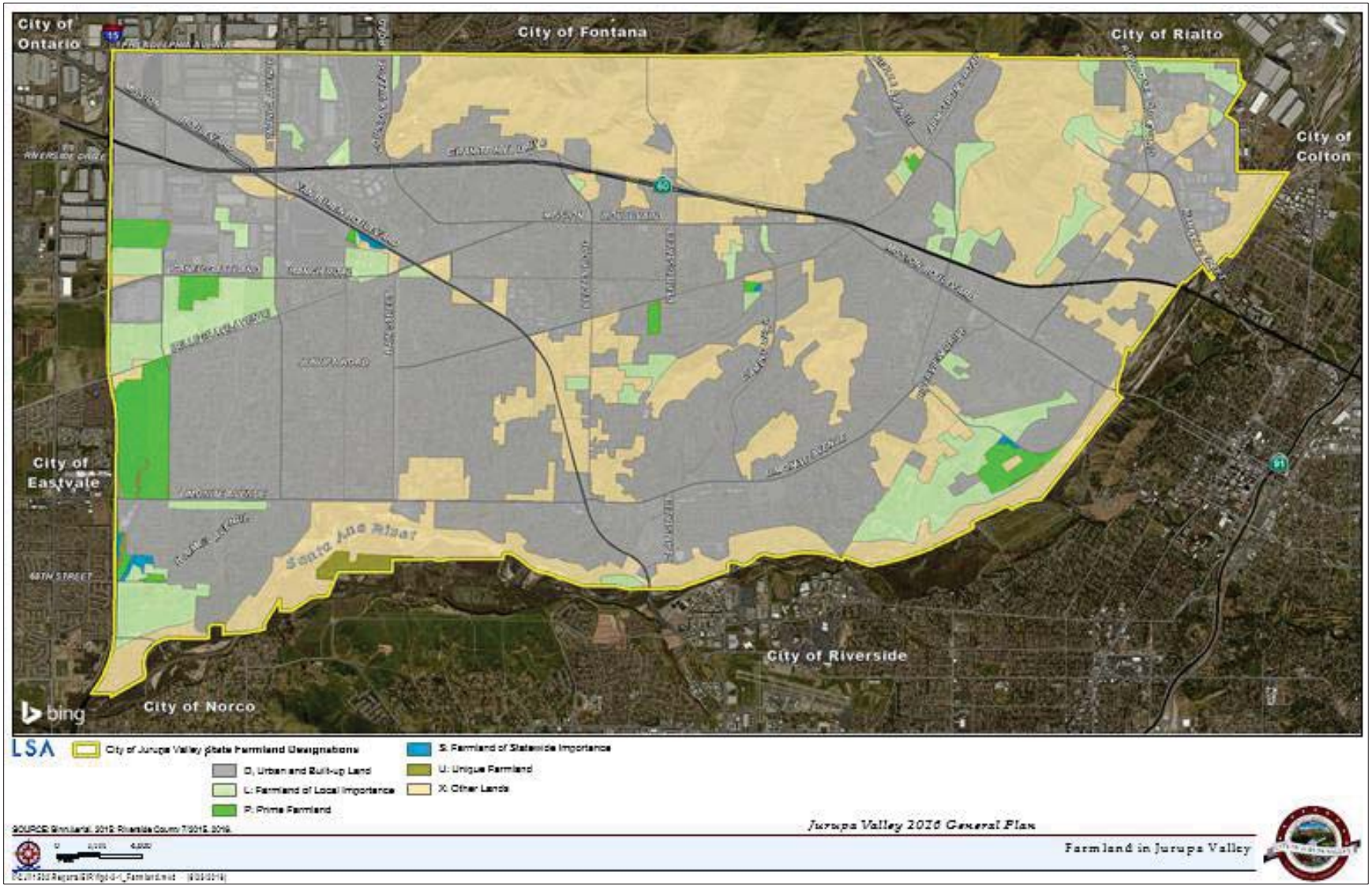

Figure 4-12: Farmland in Jurupa Valley

COS 4.3 **Compatible Uses.** Encourage the combination of agriculture with other compatible uses to help with the production of food, fiber, and support uses incidental to the on-site agricultural operation, provide an economic advantage to agriculture. In areas designated for agricultural uses, allow activities such as farm stores, retail sales of produce or wares, and related accessory uses.

Programs

COS 4.1.1 **Farmland Conservation**. Encourage individuals, non-profit agencies, and the County to seek out grants and programs that promote farmland conservation. Such measures may include land trusts, conservation easements, Williamson Act designation, Land Conservation Contracts, Farmland Security Act contracts, the Agricultural Land Stewardship Program Fund; agricultural education programs, density averaging and development standards, and/or incentives (e.g., clustering and density bonuses) to encourage conservation of productive agricultural land.

COS 4.1.2 **Sustainable Agriculture.** Encourage sustainable agricultural practices to protect the health of human and natural communities and to minimize conflicts between agriculture and urban neighbors.

COS 5 – Renewable Energy Resources

Conservation policies in this element protect the City's physical resources as well as its energy resources, including renewable energy. This category of renewable energy resources includes wind, solar, geothermal, and biomass resources. Although the use of these resources is not widespread in Jurupa Valley at the time of General Plan adoption, there is potential for their use and development, particularly solar generation. Renewable energy can be developed as a substitute for oil, natural gas, and other limited energy supplies used for electricity generation, and to reduce consumption of these supplies.

Energy Conservation

For a sustainable economy and environment, and continued quality of life, we must reduce our dependence on fossil fuels. A key strategy in that effort is to use energy more efficiently and to shift to cleaner, renewable, locally generated, and/or controlled energy sources. While local governments have made significant progress in energy conservation, more can be done through emerging technologies and increased emphasis on "sustainable" practices



Figure 4-13: Residential roof-mounted photovoltaic solar collectors

and building design in public and private development. Conservation is an important component of using energy resources in an efficient manner. Sensible energy conservation and design practices can help mitigate the "heat island" effects of urban development that increase local temperatures and result in increased energy demand. The following policies address energy conservation.

Policies

COS 5.1 **Best Available Practices.** Employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations and other agencies to do likewise. "Best available practices" means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include:

a. Space heating and cooling using earth, plantings, and/or building thermal mass to moderate temperature changes.
b. Space cooling through natural ventilation.
c. Space cooling through reflectivity and shading.
d. Indoor illumination by natural light.
e. Solar space and water heating.
f. Wind electricity generation.

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COS 5.2 **Energy-Efficient City Facilities.** Operate and maintain City facilities in the most energy-efficient manner, without reducing public safety or service levels, as budget resources allow.

COS 5.3 **Energy-efficiency improvements.** Identify energy efficiency improvement measures to the greatest extent possible, undertake all necessary steps to seek funding for their implementation, and upon securing availability of funds, implement the measures in a timely manner, as budget resources allow.

COS 5.4 **Agency Cooperation.** Cooperate with federal, state, and local governments and other appropriate entities to accomplish energy conservation objectives when consistent with the City's General Plan goals and policies.

COS 5.5 **Energy Efficiency and Green Building**. Encourage energy-efficient "green buildings" as certified by the U.S. Green Building Council's LEED® (Leadership in Energy and Environmental Design) Program or equivalent certification.

COS 5.6 **Energy Efficiency Incentives.** Support standards and incentives that encourage developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the California Building Code.

COS 5.7 **Energy Efficient Materials.** Specify and use energy-efficient materials and systems for City facilities as budget resources allow.

COS 5.8 **Reduce "Heat Island" Effect.** Encourage the conversion of asphalt and concrete paving to porous surfaces that help reduce surface runoff and the "heat island" effect.

COS 5.9 **Renewable Energy Projects**. Encourage and accommodate applications for projects that will produce renewable energy for the grid, such as solar generating stations.

Programs

COS 5.1.1 **Energy-Efficient Operations.** Budget for and manage City operations, capital improvements, and facilities for energy efficiency, including purchase and use of fleet vehicles, equipment, and materials.

COS 5.1.2 **Sustainable Design.** Incorporate sustainable design and sustainable energy sources and features in existing and new City facilities.

COS 5.1.3 **Zoning Ordinance Update.** Update the Zoning Ordinance to further the energy conservation goals, policies, and implementations actions, and reduce impediments or disincentives to it.

COS 5.1.4 **Encourage Public Information Programs.** Encourage private utility programs for public information programs and energy audits to promote energy conservation.

COS 5.1.5 **Energy Grants.** Solicit state and federal grants to implement the City's energy conservation programs as such funding becomes available.

Wind Energy

Because of its valley location and pattern of development, Jurupa Valley is generally not suitable for efficient, large-scale wind energy generation. Small-scale, non-commercial wind energy generation, and "windmotors" historically associated with agricultural uses may be appropriate in connection with residential, institutional, recreational, and agricultural uses.

Policy

COS 5.10 **Wind Energy**. Where appropriate, allow non-commercial wind energy generation in a manner that maximizes beneficial uses and minimizes detrimental effects to residents and the environment.

Solar Energy

Due to Jurupa Valley's location and climate, solar energy generation has important applications for residential, commercial, and institutional applications. Sunlight can be utilized for energy production in two ways: active solar systems involve the use of electronic and mechanical devices to convert solar energy to heat or electricity; passive solar systems utilize natural heating and cooling from the sun through building orientation and building design techniques.

Policies

COS 5.11 **Solar access.** Encourage the provision for and protection of solar access.

COS 5.12 **Solar Energy Use.** Use solar energy in City facilities and operations, as budget resources allow, and encourage the use of active and passive solar energy by homeowners, business owners, developers, government, and public agencies.

Programs

COS 5.1.6 **Update City Regulations.** Update development and subdivision standards to include clear, specific standards to ensure that desirable solar access is provided for all new development.

Biomass Resources

Biomass resources refer to organic materials—waste products, residues, or specific crops—that can be converted to energy fuel to replace conventional sources or directly used in combustion processes. Due to agricultural production in the County, resources exist that enable this technology to be more widely employed.

Policies

COS 5.13 **Biomass Conversion**. Encourage economic biomass conversion under sensible environmental controls, and where compatible with adjacent uses.

COS 6 – Non-Renewable Resources

The non-renewable resources discussed in this element are mineral resources and certain energy resources. Mineral Resources are classified under the State Mining and Reclamation Act of 1975 (SMARA). The Energy Resources section addresses petroleum resources as well as energy conservation.



Figure 4-14: Former Jensen Quarry (last active mining 1974-79); now the Oak Quarry Golf Club

Policy

COS 6.1 **Efficient Use of Non-Renewable Resources.** Utilize non-renewable resources efficiently in City buildings and facilities, services and operations, and encourage others to do the same.

Mineral Resources

Historically, mineral extraction has been an important component of Jurupa Valley's economy. Western Riverside County has extensive deposits of clay, limestone, iron, sand, and aggregates. Classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The SMGB has also established Mineral Resources Zones (MRZ) to designate lands that contain mineral deposits. The State of California has designated Aggregate Mineral Resource areas within the County. These mineral resource zones are shown in *Figure 4-15* below.

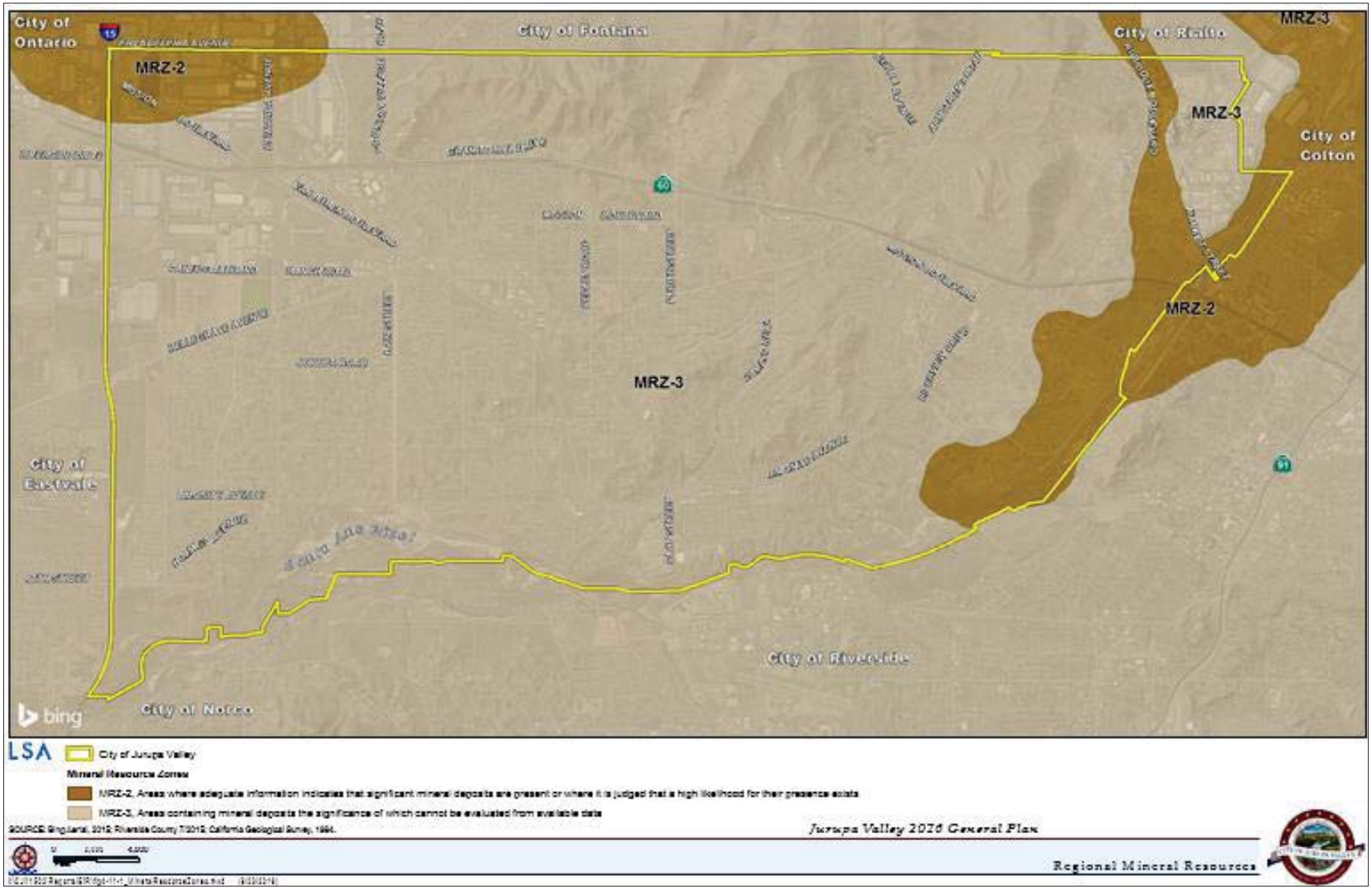

Figure 4-15: Figure COS-15: Jurupa Valley mineral resources

Mineral deposits are important to many industries, including construction, transportation, and chemical processing. The value of mineral deposits is enhanced by their proximity to urban areas. However, these mineral deposits are endangered by the same urbanization that enhances their value. The non-renewable characteristic of mineral deposits necessitates the careful and efficient development of mineral resources to prevent their premature depletion or adverse impacts due to their extraction and use.

Policies in this section seek to conserve areas identified as containing significant mineral deposits and oil and gas resources for potential future use, while promoting the reasonable, safe, and orderly operation of mining and extraction activities within areas designated for such use, where environmental, aesthetics, and adjacent land use compatibility impacts can be adequately mitigated.

Policies

COS 6.2 **Compliance with SMARA.** Require that the operation and reclamation of surface mines be consistent with the California Department of Conservation's Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.

COS 6.3 **Incompatible Uses.** Restrict incompatible land uses within the impact area of legal existing or potential surface mining uses and within areas designated in the General Plan as Open Space-Mineral Resources.

COS 6.4 **Approval Conditions.** Impose conditions as necessary on mining operations to minimize or eliminate the potential adverse impact of mining operations on surrounding properties and environmental resources.

COS 6.5 **Buffers.** Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Programs

COS 6.1.1 **Minerals Inventory.** Maintain up-to-date information regarding the location of mineral resource zones in the City.

COS 6.1.2 **City Review.** Update City ordinances to require that all proposals for mineral extraction and reclamation be reviewed by the Planning Commission and City Council.

Energy Resources

Energy resources provide the power necessary to maintain the quality of life enjoyed by City residents. Many of the energy resources used within the City are non-renewable. For example, electricity and natural gas are the primary sources of household energy, while fossil fuels are the primary source of energy for most modes of transportation. Energy conservation and the substitution of renewable resources should be encouraged if these resources are to be preserved for future generations.

Petroleum Resources

Riverside County's petroleum resources are deposited in the form of oil and gas seeps. The State Division of Oil and Gas does not report significant or active petroleum extraction in Jurupa Valley or the County. If extraction activities are undertaken in the future, the following policy provides direction for the siting of oil and gas facilities.

Policies

COS 6.6 **City Operations.** Seek ways to improve the energy efficiency of City operations to save energy, reduce consumption of non-renewable materials, reduce municipal costs, and set a positive example for the community.

COS 6.7 **City Vehicles and Equipment.** Purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use no- or low-emission sources of energy, if economically feasible.

COS 6.6 **Renewable Energy Resources.** Work with other agencies and utility providers to encourage safe, economical, and renewable energy resources, and to reduce non-renewable energy use through public education and participation in energy conservation programs.

COS 7 – Cultural and Paleontological Resources

Jurupa Valley is rich in history dating back hundreds of years. Jurupa Valley derives its name from the first inhabitants of the area, Native Americans who called "Jurupa" their home. The Jurupa Valley area

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lies at the territorial boundaries of two different Tribes, the Gabrieliño Tribe and the Serrano Tribe. Over the years, there have been various interpretations of the meaning of "Jurupa," from a greeting meaning "peace and friendship" to the first padre to visit the area, to a more widely recognized origination that "Jurupa" is believed to refer to the California sagebrush common to the area. In 1838, the area became known as Rancho Jurupa under a land grant to Señor Don Juan Bandini by the Mexican government. By the late 1800's the Jurupa Valley area began to live in the shadow of the more popular City of Riverside. Much of Jurupa Valley area has what once was a Riverside mailing address. Yet, settlement of the area in and around what is now the City of Riverside actually began in the Jurupa Valley many years before Riverside's founding.



Figure 4-16: Historic Jensen-Alvarado Ranch House, 1870

Figure 4-16 shows an historic Mexican-era style ranch house— the Historic Jensen-Alvarado Ranch House, dating from 1870. This house and the surrounding park were part of early Mexican land grants in the Jurupa Valley: Rancho Jurupa (1838) and Rancho El Rincon (1839) that pre-existed California statehood (1850) and the formation of Riverside County (1893).

Cultural resources consist of places (historic and prehistoric archaeological sites), structures, or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. The cultural history of Riverside County and Jurupa Valley can be divided chronologically into three periods: prehistory, ethno-history, and history. Native American cultures predominate in the prehistorical and ethno-historical periods.

The paleontological sensitivity of areas within Jurupa Valley is shown *Figure 4-17*. Three sensitivity classifications have been used to reflect the potential of containing historical or archaeological resources: high, undetermined, and low. Properties with high potential include those listed or determined eligible for listing in the National Register of Historic Places. The historical period includes settlement from 1774, with the expedition of Juan Bautista de Anza into the region, to 45 years before the present as defined by the California Environmental Quality Act (CEQA). Historic and Potentially Historic Resources are shown in *Figure 4-18* below and listed in *Table 4.1* (page 4-40).

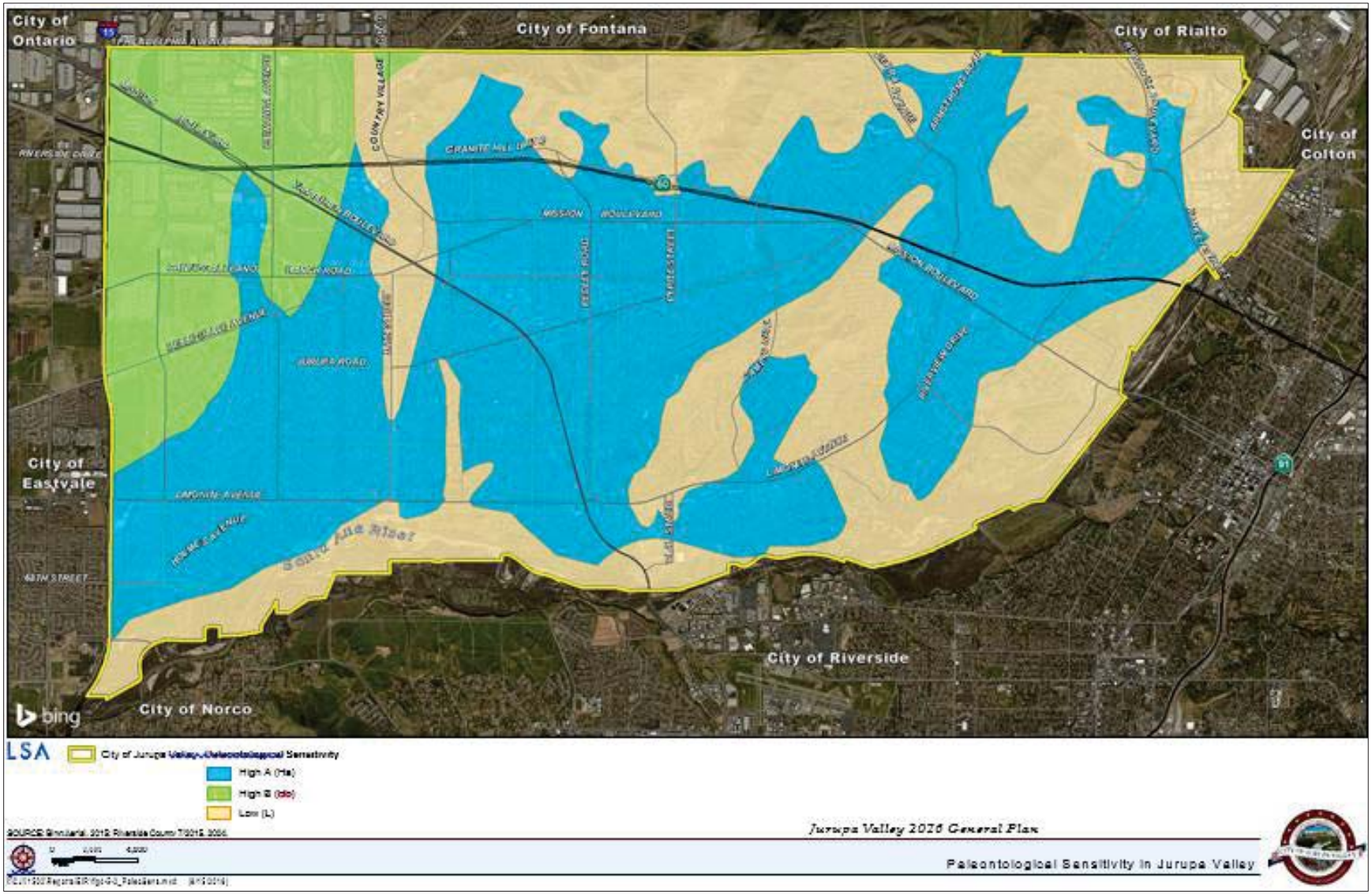

Figure 4-17: Paleontological sensitivity in Jurupa Valley

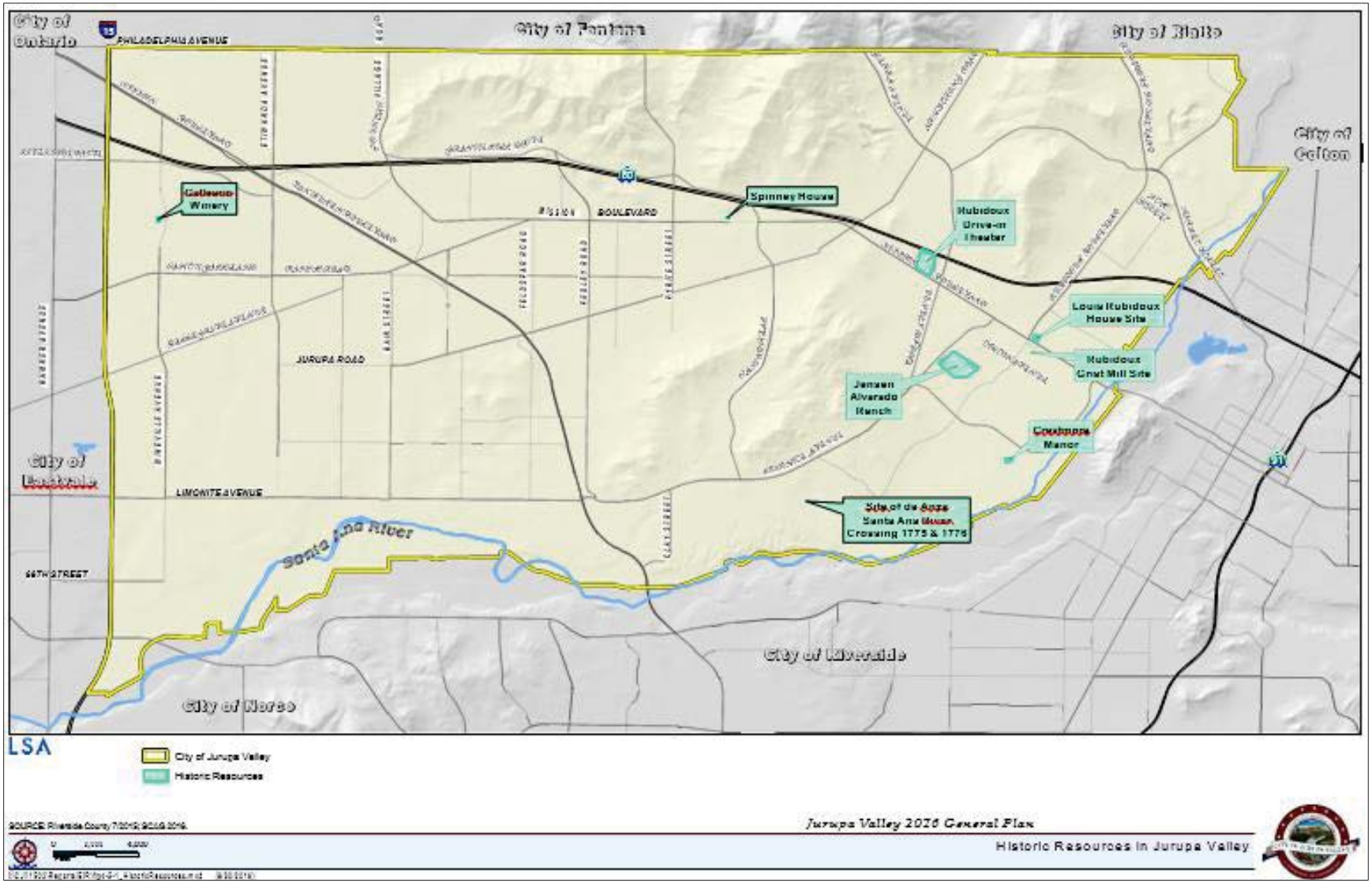

Figure 4-18: Historical resources in Jurupa Valley

The area has also been inventoried for geologic formations known potentially to contain paleontological resources. Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Lands with low, undetermined, or high potential for finding paleontological resources are mapped in *Figure 4-17* above. This map is used in the environmental assessment of development proposals and the determination of required impact mitigation. Riverside County has an extensive record of fossil life starting in Jurassic time, 150 million years ago.

Policies

COS 7.1 **Preservation of Significant Cultural Resources.** Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.

COS 7.2 **Public Information.** Encourage programs that provide public information on the City's history and cultural heritage, and participate with other agencies to help educate students about the City's rich natural and man-made environment.

COS 7.3 **Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.

COS 7.4 **Site Confidentiality.** Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.

COS 7.5 **Native American Consultation.** Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with state law.

COS 7.6 **Non-Development Activities.** Prohibit activities other than private development projects that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.

COS 7.7 **Qualified archaeologist present.** Cease construction or grading activities in and around sites where substantial archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American

cultures can determine the significance of the resource and recommend alternative mitigation measures.

COS 7.8 **Native American Monitoring.** Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.

COS 7.9 **Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.

COS 7.10 **Historically significant buildings.** Prohibit the demolition or substantial alteration in outward appearance of historically significant buildings and structures unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible. (See *Table 4.1* below for a list of Historic and Potentially Historic Structures.)

Table 4.1: Historic and Potentially Historic Resources in Jurupa Valley

Historic Name	Location	Category/Status	Significance
Jensen-Alvarado Ranch	4307 Briggs Street Jurupa Valley, CA 92509	California Historical Landmark (Cornelius and Mercedes Jensen Ranch, No. 943),https://en.wikipedia.org/wiki/Jensen_Alvarado_Ranch - cite_note-OHP-2 listed on the National Register of Historic Places on September 6, 1979.	First kiln-fired brick building built in Riverside County and the oldest non-adobe structure in the Inland Empire. Ranch house and grounds serve as an 1880s living history interpretive museum administered by Riverside County Parks
Crestmore Manor	4600 Crestmore Road Jurupa Valley, CA 92509	Potentially significant, architecture and commerce.	Crestmore Manor, a 10,830 sq. ft. colonial-style mansion, built in mid-1950s by W.W. "Tiny" Naylor, a restaurateur and the state's then second-leading thoroughbred horse breeder.
Galleano Winery	4231 Wineville Road Jurupa Valley, CA	Listed, National Register of Historic Places, architecture and commerce.	Early example of Southern California vineyard and winery.

Historic Name	Location	Category/Status	Significance
Robidoux [*sic*] Grist Mill Site	5540 Molina Way Rubidoux	California State Historic Landmark #303; marker.	One of the first grist mills in this part of Southern California, built by Jurupa Valley pioneer Louis Rubidoux on the Rancho Jurupa in 1846-47.
Site of Louis Robidoux [*sic*] House	5575 block, Mission Boulevard, Rubidoux	California State Historic Landmark and Riverside County Historic Landmark; marker.	Location of former home of Louis Rubidoux (nee' Robidoux).
Site of de Anza crossing of the Santa Ana River, 1775 and 1776.	Jurupa Hills Country Club. Site is near Union Pacific Bridge, Jurupa Heights; plaque is located between the clubhouse and No. 1 tee, Jurupa Hills Country Club Golf Course, 6161 Moraga Avenue	California State Historic Landmark; marker.	On January 1, 1776, the first party of colonists to come overland to the Pacific Coast, led by Early California explorer Juan Bautista de Anza, crossed the Santa Ana River south of this marker and camped between here and the River.
Spinney House	7811 Mission Boulevard	Potentially significant, architecture and commerce.	Two-story Victorian farmhouse, pre-1900.
Rubidoux Drive-in Theater	3770 Opal Street	Potentially significant, architecture and entertainment/cultural.	Vintage 1948 drive-in movie theatre, one of the oldest drive-in theaters in continuous operation; only about 20 drive-in theaters remaining in California.

Programs

COS 7.1.1 **Historic Resources, Districts, and Neighborhoods.** Identify historic resources, districts and neighborhoods, such as the historic city areas or Rubidoux, Glen Avon, and Pedley with the Historic Resources Overlay and protect and, where possible, enhance their historic character through appropriate district signage, public improvements, and development incentives.

COS 7.1.2 **Historical Preservation Incentives**. Consider offering preservation incentives, such as the Mills Act Tax Reduction program to encourage maintenance and restoration of historic properties.

COS 7.1.3 **Construction in Historic Districts.** Prepare (or update, where guidelines already exist) architectural design guidelines to provide specific guidance on the construction of new buildings and public improvements within areas designated in the General Plan with the Historic Resource Overlay, such as village centers, historic districts, and historic neighborhoods.

COS 7.1.4 **Public Information Programs.** Foster public awareness and appreciation of cultural resources by sponsoring educational programs or by collaborating with agencies, nonprofit organizations, and citizens groups to provide public information on cultural resources and display artifacts that illuminate the City's history. The City will encourage private development to include historical

and archaeological displays where feasible and appropriate.

COS 8 – Open Space and Recreation Resources

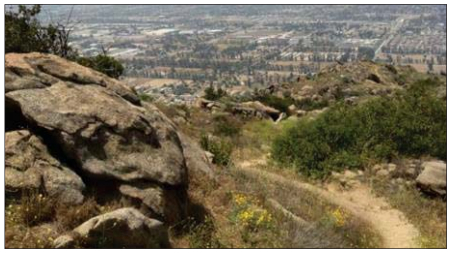

Figure 4-19: Mount Jurupa Trail overlooking Jurupa Valley

In partnership with other agencies, such as the Riverside County Regional Park and Open Space District, the Jurupa Community Services District, and the Jurupa Area Recreation and Park District, the City of Jurupa Valley offers a wide range of protected open spaces, parks, recreational areas, and trails, as shown in *Figure 4-20* below. Open space and recreation facilities provide a variety of recreational opportunities and help maintain a distinct urban boundary and buffer between the City and adjacent urbanized areas. The following policies relate to the preservation, use, and development of a comprehensive open space system consisting of passive open space areas, and parks and recreation areas that have recreational, ecological, and scenic value.

Policies

COS 8.1 **Environmental Resource Protection.** Preserve and maintain open space that protects environmental resources and protects public health and safety.

COS 8.2 **Extension of Public Facilities.** Avoid the extension of public streets, facilities, services, and utilities for urban uses into areas designated as Open Space in the General Plan.

COS 8.3 **Conversion of Recreation and Open Space Uses.** Discourage the conversion of dedicated parklands and designated open space to non-recreational or non-open space uses. Where conversion is unavoidable, require developers or responsible agencies to replace parklands that are converted to other uses with similar or improved facilities and programs, and open space with land of equivalent open space value.

COS 8.4 **Equal Access to Recreation and Open Space Resources.** Ensure that the City's open space and recreational network accommodates the needs of all residents, regardless of their income, ethnicity, physical capabilities, or age.

COS 8.5 **Parkland Implementation Strategies.** Require new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.

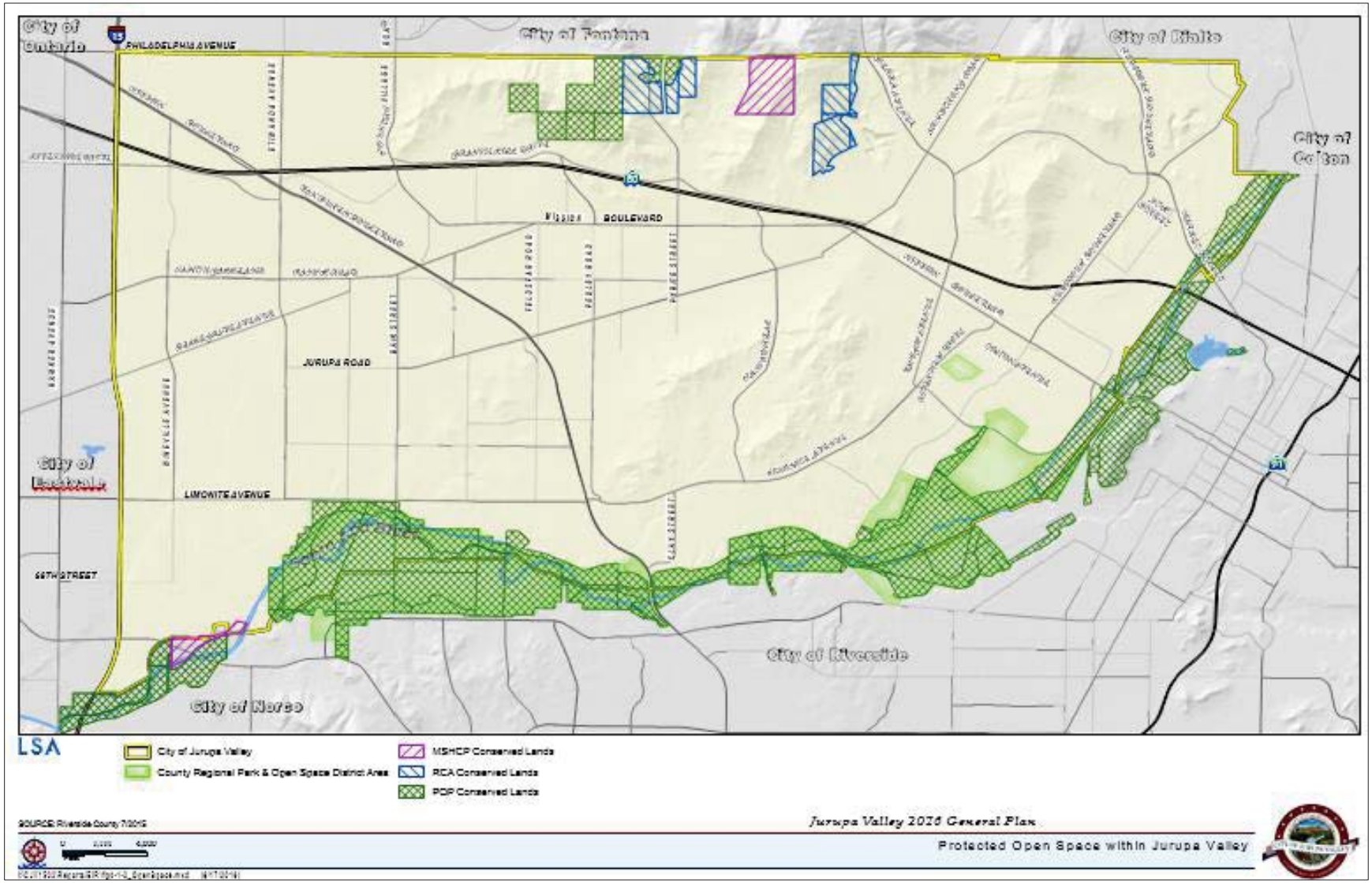

Figure 4-20: Protected Open Space in Jurupa Valley

COS 8.6 **Provision of Recreation Facilities.** Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions *(Figure 4-21)*.

COS 8.7 **Public access.** Provide public access to open space resources when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants. Access will generally be limited to non-vehicular movement, and may be restricted in sensitive areas.

COS 8.8 **Trails Network.** Establish an off-street trails network, linking residential/equestrian areas, local open space attractions, staging areas, and regional trail connections, integrating elements of the Vision for Master Trails Plan, *Figure 4-22*, as determined appropriate by the City Council.

COS 8.9 **Open Space Enhancement and Restoration**. Encourage, and, as budget resources allow, support the enhancement and restoration of permanently dedicated open space and trail easements. Enhancements may include trail clearing, erosion protection, drainage, fencing, revegetation, trash clean up, directional and interpretative signage, and other improvements the City Council determines necessary for public health and safety.

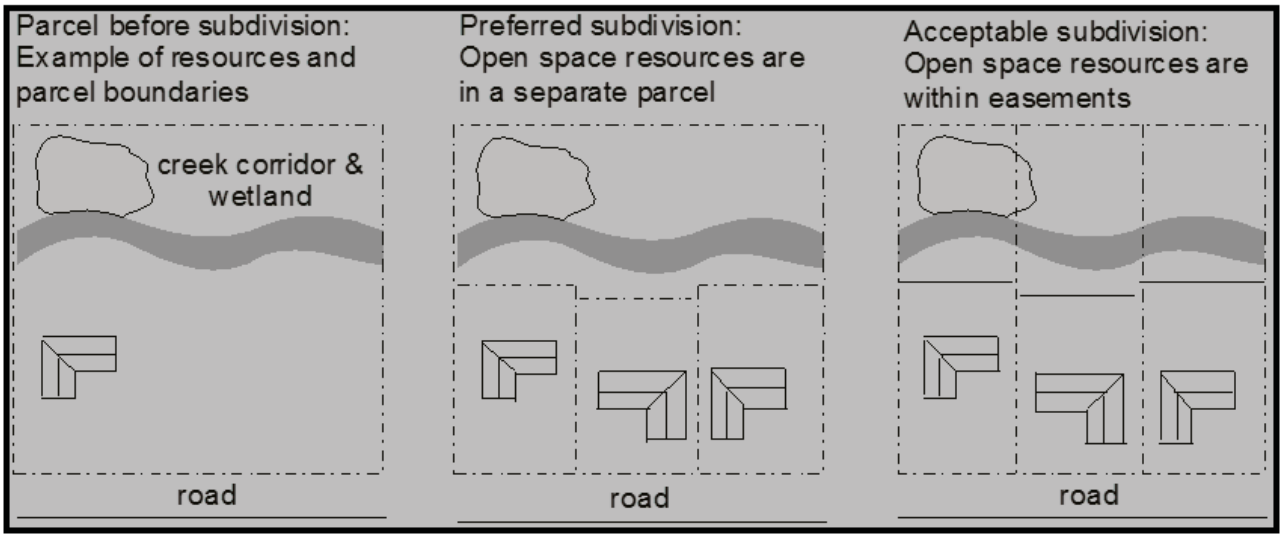

Figure 4-21: Open Space resources in a subdivision (City of San Luis Obispo, California)

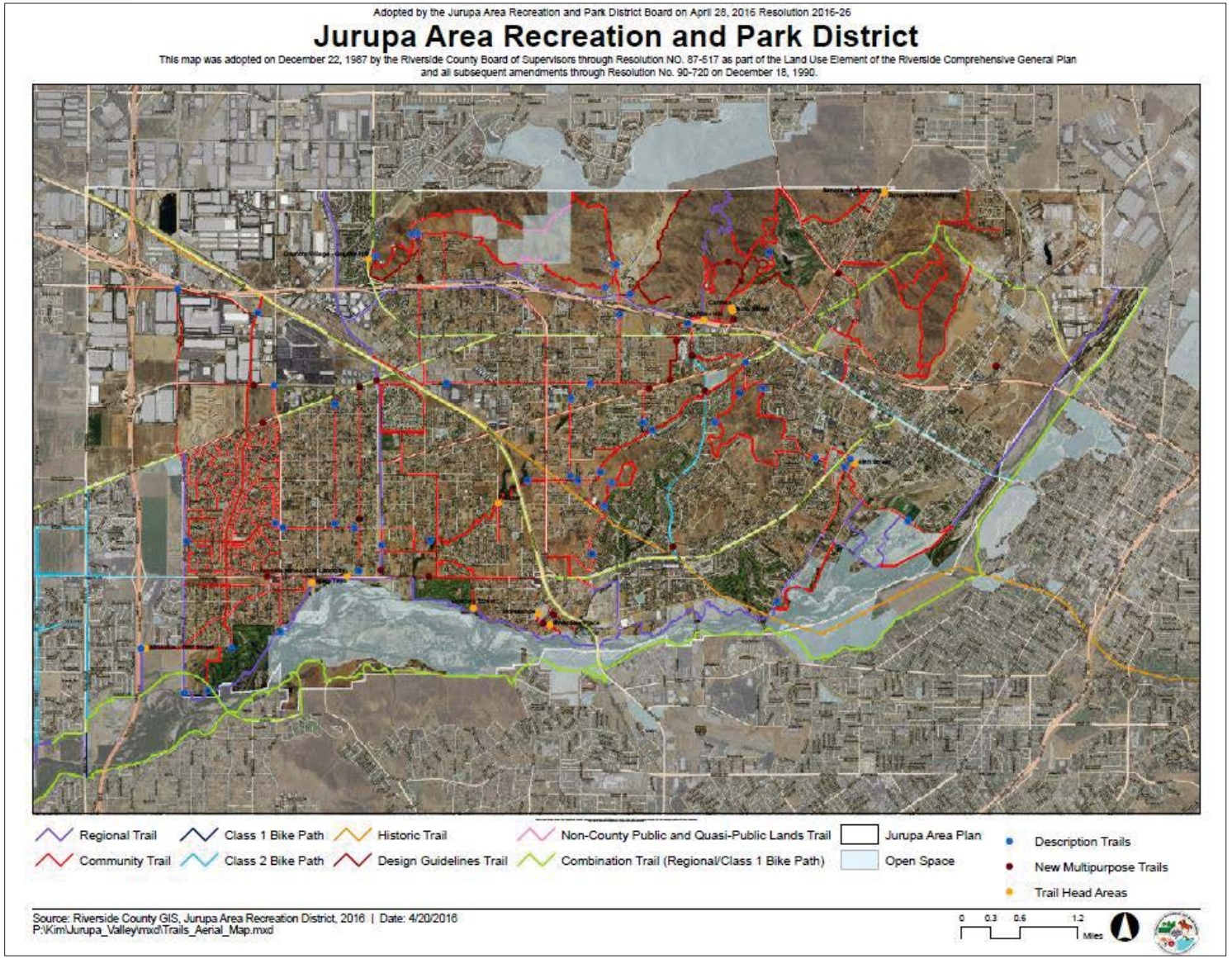

Figure 4-22: Vision for Master Trails Plan, Jurupa Area Recreation and Park District

COS 8.10 **Fire Prevention Activities**. Conduct fire prevention activities such as fuel clearance or thinning, grading, prescribed burns, or other activities pursuant to an approved Conservation Plan, and under the supervision of state and local wildlife authorities and CAL FIRE representatives, except in an emergency. Habitat preservation shall be given equal priority with fire prevention.

Programs

COS 8.1.1 **Protect Open Space Resources.** Take the following actions to protect open space, and encourage individuals, organizations, and other agencies to take the same actions within their areas of responsibility and jurisdiction:

a. **Open Space Designation.** Apply Open Space or Agriculture zoning to private property where equitable development potential is granted to the property owner for the remainder of the land, as appropriate and consistent with General Plan goals and policies.
b. **Open Space and Trails Dedication.** Preserve or enhance open space and trails resources through application of conditions of subdivision and development approvals, consistent with General Plan goals and policies, including dedications of fee ownership or easements where necessary and appropriate.
c. **Donations and Grants.** Seek and use grants, donations, other revenue sources, and long-term financing mechanisms to purchase fee ownership or easements. The City will consider allocating funding for open space acquisition and protection, and will explore all potential funding sources and other creative incentive programs, including general obligation bonds, sales tax increase, property transfer tax, assessment districts, tax incentives, and state and federal loans and grants.
d. **Interagency Cooperation.** Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection in open space areas by coordinating with other government agencies and organizations having interest or expertise in resource protection.

e. **Taxes and Fees.** Avoid imposing taxes or fees that discourage dedication, improvement and retention of open space, trails, or agricultural uses.

COS 9 – Scenic Resources

Jurupa Valley's outstanding scenic resources give the City its distinctive character and appeal, and contribute to its residents' quality of life. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways. Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. Following are policies to protect these resources and ensure that development enhances and does not obscure them or detract from their beauty.

Several roadways in Jurupa Valley provide outstanding views of surrounding scenic resources. Enhancing aesthetics experiences for residents and visitors to the City and County is essential to preserving the aesthetics qualities and character of Jurupa Valley. It may also help to promote tourism, a small but potentially significant contributor to the City's economic health. Enhancement and preservation of these scenic resources requires careful application of scenic highway standards along officially designated scenic routes. City policies that seek to protect and maintain resources in corridors along scenic highways are provided below.

Policies

COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development, and maintain those resources in their current patterns of use.



Figure 4-23: San Bernardino Mountains in snow, looking northeast from Jurupa Valley

COS 9.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually subordinate to and compatible with the dominant landscape features, colors, and textures. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines, and structures. Such development shall:

1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20%.
2. Avoid unnecessary grading, vegetation removal, and site lighting.
3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting.
4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, historical features, and rock outcroppings.

COS 9.3 **Urban development.** Implement the following aesthetic principles and encourage other agencies with jurisdiction to do so:

1. **Design Context.** Urban development should be designed to reflect its architectural, environmental, and historical context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city and within the three village centers may require certain distinctive architectural styles.
2. **Utilities and Signs.** In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equip-ment, and traffic equipment and signs should be designed and placed to not impinge upon or degrade scenic views, consistent with the primary objective of safety. New billboard signs within scenic corridors should be avoided, and existing billboard signs should be removed when possible.

3. **Streetscapes and Major Roadways.** In the acquisition, design, construction, or significant modification of major roadways (highways/ regional routes and arterial streets), the City will promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the City's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:

    - Establish streetscape design standards for major roadways.
    - Encourage the creation and maintenance of planted medians and widened parkway landscaping.
    - Retain mature trees in the public right of way.
    - Emphasize the planting and maintenance of California native tree species of sufficient height, spread, form, and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics.
    - Encourage the use of water-conserving land-scaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance streetscape appearance, comfort, and safety.
    - Encourage and, where possible, require undergrounding of overhead utility lines and structures.

COS 9.4 **View Protection in New Development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.

COS 9.5 **Views to and from Public Places, Including Scenic Corridors.** The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in *Figure 4-24* below are designated as local scenic corridors.

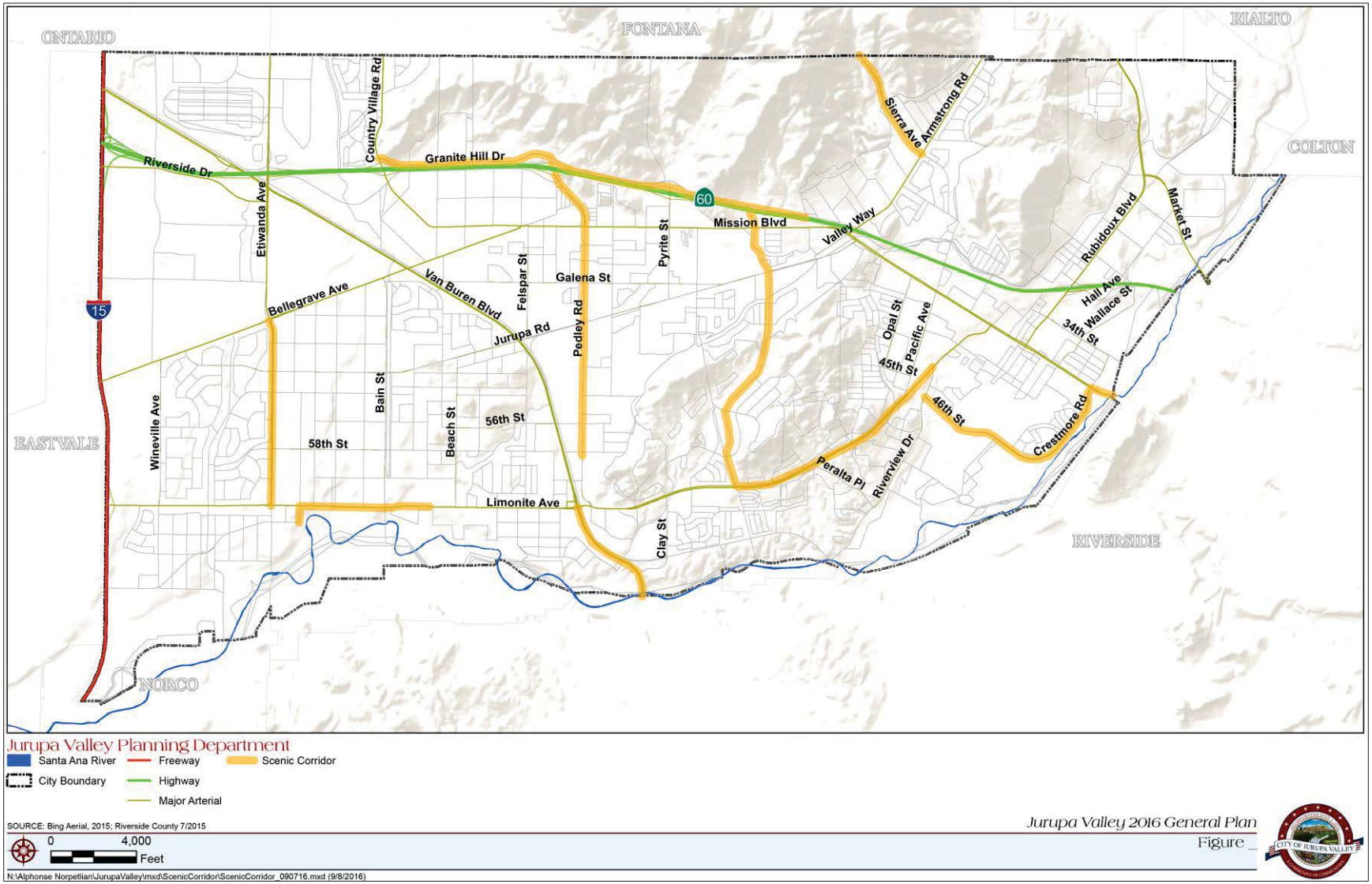

Figure 4-24: Jurupa Valley Scenic Corridors and Roadways

COS 9.6 **Scenic Corridors and Roadways.** Development projects along and within scenic corridors, including state highway projects, noise walls, and new private or public construction, shall not wall off scenic roadways and block views of scenic resources. The following measures shall be implemented:

a. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.
b. Where important vistas of distant landscape features occur along local streets, street trees shall be clustered to facilitate viewing.

Programs

COS 9.1.1 **Visual assessments**. Require evaluations and/or visual simulations for development projects that could affect scenic resources and scenic vistas.

COS 9.1.2 **Scenic Highway Designation.** Advocate state and county scenic highway designations and protective programs for highways and other roads connecting Jurupa Valley with other communities.

COS 9.1.3 **Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise.

COS 9.1.4 **Billboards.** Amend the Municipal Code as needed to discourage and, where necessary and appropriate, control the installation of new billboard signs along scenic corridors and roadways and to provide for the eventual removal of existing billboards through amortization, conditions of development approval, and grants for enhancing open space and transportation corridors. The highest priority for billboard limitations removal shall be along scenic roadways and at City gateways.

COS 9.1.5 **New Development.** Ensure that new development within designated scenic highway corridors are designed with adequate site planning, setbacks, non-structural noise buffers, and construction assemblies to avoid the need for sound attenuation walls, while balancing the objectives of maintaining scenic resources with accommodating compatible land uses.

COS 9.1.6 **Grading.** Utilize contour grading and slope rounding to gradually transition graded roads slopes, utilities, and

development sites within and adjacent to scenic highway corridors to create natural landscape forms that follow the area's natural topography.

COS 10 – Dark Skies



Figure 4-25: Dark sky preservation in Borrego Springs

A dark sky is the night sky with minimal light impact from urban land uses or structures. Light intrusion into the night sky obstructs views of astrological features, has been shown to disrupt animal behavior and natural plant cycles, and to negatively affect human health. Focusing lights where they are needed reduces light glare and light pollution, allowing the sky to be observed and enjoyed in a more natural state. Furthermore, strategies to reduce light impacts can also help conserve energy, lower energy costs and improve safety.

The International Dark Sky Association (IDA) is a nonprofit, 501(c)(3) organization with chapters forming in many parts of the world. It is one of many such organizations dedicated to reducing the environmental and health effects of unwanted light. Its mission is to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. IDA provides information and resources to communities to help them.

Improve the nighttime environment by reducing light pollution through better lighting practices that provide:

- *Energy savings resulting in economic benefits*
- *Superb nighttime ambience and quality of life*
- *Conservation of nocturnal wildlife and ecosystems*
- *Safeguarding of scientific and educational opportunities, such as astronomy*
- *Increased visibility, safety, and security at night by reducing glare*
- *Preservation of cultural heritage and inspiration for the arts*

Many cities throughout California and the U.S. have become International Dark Sky Communities, such as Borrego Springs, pictured above. An IDA International Dark Sky Community is a town, city, municipality or other legally organized community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education, and citizen support of dark skies. Dark Sky Communities excel in their efforts to promote responsible lighting and dark sky stewardship, and set good examples for surrounding communities.

Policies

COS 13.1 **Outdoor Lighting**. Avoid outdoor lighting that:

a. Operates at unnecessary locations, levels, and times
b. Spills onto areas offsite or to areas not needing or wanting illumination
c. Produces glare (intense line-of-site contrast)
d. Includes lighting frequencies (colors) that interfere with astronomical viewing

COS 13.2 **New Residential Development and Remodeling Projects.** Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.

COS 13.3 **Public Facilities, Buildings, and Streets.** Use outdoor light-shielding measures to minimize light trespass and glare while enhancing safety and aesthetics.

COS 13.4 **Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.

COS 13.5 **Public Education and Outreach.** Support programs that provide public education on the importance of dark skies and how to protect them. Collaborate with nonprofit and other public agencies to help achieve our goals.

Programs

COS 13.1.1 **Lighting Standards.** Develop lighting standards based on the International Dark-Sky Association's (IDA's) Model Lighting Ordinance, with emphasis on preserving the City's equestrian, semi-rural character.

COS 13.1.2 **Retrofit Plan.** Establish a retrofitting plan for outdoor lighting on City streets and at City facilities, and encourage community service districts to do the same.

COS 13.1.3 **Grant Funding**. Seek grant funding for City lighting upgrades, incentive programs, and new fixtures.

COS 13.1.4 **Public Awareness.** Develop a dark sky public awareness campaign (e.g., April is Dark Sky Month, dark sky page on City's website, City Council proclamation).

COS 13.1.5 **Regional Collaboration**. Collaborate with neighboring jurisdictions to identify the appropriate location and night lighting standards for a dark sky park.

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COS 13.1.6 **Engineering Standards.** Review City engineering standards for possible changes to public street lighting locations, design and spacing to reduce light pollution, improve energy efficiency and maintain safety.

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5 – HOUSING ELEMENT



Figure 5-1: New housing construction in Jurupa Valley

A. INTRODUCTION

This Housing Element identifies the housing needs and goals, policies, and programs for Jurupa Valley, and promotes expanded housing opportunities, community safety, prosperity, and quality of life for all, consistent with Jurupa Valley's adopted Community Values Statement, included in *Appendix 5.0.*

This Housing Element was prepared to establish a strategy to meet this young City's housing needs for all income levels, including affordable and market-rate housing. This Housing Element was prepared to meet the State of California's 5th Cycle Housing Element Update Planning Period from October 15, 2013 to October 15, 2021. The primary issues addressed include: 1) the provision of a decent housing in a healthy environment for all income levels, 2) affordable housing for special needs populations, 3) implementation of housing programs, 4) rehabilitation and preservation of existing affordable housing, and 5) removal of blight**.** Housing is a key part of the City's overall economic development efforts to improve and expand its housing stock, improve property values, diversify the employment base, and improve the quality of life for all residents.

This update is part of a larger effort to prepare Jurupa Valley's inaugural General Plan. The City intends to update this element no

later than October 2021, or as required by law. All elements must remain consistent when revisions to the General Plan are complete. To ensure consistency, elements to be updated will be made consistent with the Housing Element, and any needed changes will be made to this document. In addition, as portions of the 2017 General Plan are amended following adoption, the City will periodically review all the elements to ensure that internal consistency is maintained. Housing Elements are to be reviewed and updated every 7 years, or as otherwise required under state law.

Primary Goals

HE 1: Encourage and where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.

HE 2: Conserve and improve the housing stock, particularly housing affordable to lower income and special needs households.

HE 3: Promote equal housing opportunities for all persons.

HE 4: Maintain and enhance residential neighborhoods and remove blight.

HE 5: Reduce residential energy and water use.

Policy and Program Sections

1. *Introduction*
2. *What's New in This Housing Element*
3. *Background*
4. *Housing Action Plan*
5. *Quantified Housing Objectives*
6. *Housing Goals, Policies, and Programs*
7. *Community Profile*
8. *Housing Inventory and Market Conditions*
9. *Housing Needs*
10. *Housing Constraints*

Appendices

A *Evaluation of Previous Housing Element*
B *Site Inventory*

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B. What's New in This Housing Element?

The following key findings and policy recommendations address comments received from the General Plan Advisory Body (GPAC), residents and property owners, and City decision-makers:

Continuance of the Inclusionary Housing Program

Since the last Housing Element update, housing costs in western Riverside County have risen dramatically. Inclusionary housing is a policy ensuring that a portion of new housing units are reserved for working persons of modest means who already live in or wish to move to the community, such as teachers, police and fire personnel, health care workers, sales clerks, and administrative support staff. Jurupa Valley intends to continue and update an existing Inclusionary Housing Program (IHP) previously administered by the County of Riverside.

The IHP will help ensure that a portion of new housing units are affordable to working-class residents with incomes up to 80% of the area-wide median income (AMI), which is about $65,000 per year in Riverside County in 2017. This program requires that 1 out of every 25 new units (4%) be reserved for households at the 50% AMI income level. Projects of six or more units are required to participate in the program. These affordable units must be provided on-site, off-site, or through the payment of an in-lieu fee. These fees are combined with other sources of funds, such as Low Income Tax Credit funding, and are used to assist in providing additional affordable housing opportunities in the City. The program is not expected to significantly affect market rate housing projects and will, at the same time, allow the City to address its Regional Housing Needs Allocation (RHNA).

Emphasis on Incentives and Grants Rather than Regulations

Generally, incentives are preferable to regulations as the means to facilitate the production of housing for all income levels. Although state law requires cities to regulate development in many respects, this Housing Element emphasizes incentives to encourage the production of lower-cost housing. Among these possible incentives are modifications to development standards, reduced development fees, expedited permit processing and direct financial assistance from in-lieu IHP fees, non-profit housing developers, and state or federal grants.

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Neighborhood Improvements and Removal of Blight



Figure 5-2: Subdivision under construction, Jurupa Valley

Jurupa Valley includes nine distinct communities with varied settings, housing types, and housing needs. Some neighborhoods in the older communities of Rubidoux, Mira Loma, Belltown, and Glen Avon consist mostly of pre-1980s houses, many with deferred maintenance and code compliance issues; a lack of storm water drainage and other public improvements; and localized blighted areas caused by accumulated trash, illegal dumping, and graffiti. These conditions can discourage reinvestment in these areas, lower property values, and detract from neighborhoods' safety and appearance. It is a primary goal of this young city to reverse urban blight and improve residential neighborhood quality and pride through code enforcement, public and private capital investment, and heightened awareness and attention to community needs.

Reduce Homelessness

In the 2015 Point-In-Time Count conducted by Riverside County, 168 unsheltered, homeless individuals were documented in the City of Jurupa Valley. After the City of Riverside, this is the second highest number of homeless persons among incorporated and unincorporated areas in Riverside County. Most of the homeless persons are residing in and near the Santa Ana River Basin, which runs along the City's east and south boundaries. As described in *Appendix 13.0*, the causes of homelessness are varied and complex, and not readily resolved. In addition to complying with SB 2 regarding suitable zoning for a homeless shelter (the City has already set aside a zone that allows homeless shelters without discretionary review), the Housing Element includes a program calling for the City to actively work with neighboring jurisdictions to achieve regional cooperation to reduce homelessness.

Increased Emphasis on Energy-Efficient Development

In the years since the last Housing Element update, energy costs have risen dramatically, and it has become clear that we must take steps as a society to make more efficient use of our natural resources. While local governments are limited in the impact they can have in this area, there are some significant steps cities can take to support this goal. The Housing Element contains new policies encouraging sustainable design and resource conservation in both new construction and remodeling projects.

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C. BACKGROUND

The Housing Element of the General Plan is only one facet of a City's planning program. The *California Government Code* requires that General Plans contain an integrated, consistent set of goals and policies. This Housing Element helps shape and is influenced by policies contained in the other nine Elements of this General Plan; particularly the Land Use Element, which establishes the location, type, intensity, and distribution of land uses throughout the City, and by the Mobility Element, which establishes policies for the movement of people, goods, and services throughout the City.

State Housing Element Requirements

State law requires the preparation of a Housing Element as part of a jurisdiction's General Plan (*California Government Code* §65302(c)). It is the primary planning guide for local jurisdictions to identify and prioritize housing needs and to determine ways to meet these needs best while balancing community objectives and resources. The 2017 Housing Element consists of ten sections, including: 1) Introduction, 2) Housing Inventory and Market Conditions, 3) Housing Needs, 4) Housing Constraints, and 5) Housing Action Plan. In addition, the evaluation of the previous Housing Element is found in Appendix A to this Housing Element, while Appendix B in this Housing Element contains background details regarding the City's inventory of sites for housing development.

The California State Housing Law (*California Health and Safety Code*, Division 13, Part 1.5) and guidelines adopted by the Department of Housing and Community Development (HCD), were used in the preparation of the element (*California Government Code* §65585). Periodic review of the element is required to evaluate 1) the appropriateness of its goals, objectives, and policies in contributing to the attainment of the state housing goals, 2) its effectiveness in attaining the City's housing goals and objectives and 3) the progress of its implementation (*California Government Code* §65588).

The preparation of the Housing Element is regulated by Title 7, Chapter 3, Article 10.6, §65580 through §65589.8 of the *California Government Code*. The law governing the contents of Housing Elements is among the most detailed of all elements of the General Plan. According to Section 65583 of the *Government Code*, "The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of

housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

Consistency with Other Elements of the General Plan

This Housing Element builds upon the other General Plan elements and is consistent with the policies and proposals set forth in them. By law, general plans must be internally consistent. Therefore, proposed amendments to any element must be evaluated against the other General Plan elements to ensure that no conflicts occur.

The Housing Element was last updated as part of the Riverside County General Plan in 2008. When the City of Jurupa Valley incorporated in 2011, the new City adopted the County's General Plan, including the Housing Element. The 2017 Housing Element is the City's first locally prepared housing element and is being developed as part of its new 2017 General Plan.

Housing must be viewed in a context that includes more than the availability of adequate shelter. External factors affecting the adequacy of housing include the quality of public services, aesthetics and visual characteristics, and proximity to related land uses. For example, the location of housing often determines the extent of school, park, library, police, fire, and other services associated with housing.

Housing Element Organization

The Housing Element is divided into ten sections. The first two sections provide an overview of the contents, scope, and purpose of the Housing Element. The third and fourth sections summarize the City's Action Plan to address housing needs and issues and lay out the City's housing construction objectives. The fifth section contains the City's housing goals and policies and the programs to implement these goals and policies. The sixth and seventh sections contain the Community profile and the Housing Inventory and Profile, which provides an overview of population, employment, and housing characteristics in Jurupa Valley. The eighth and ninth sections describe the City's housing needs, opportunities, and constraints.

In addition, this element addresses the mandatory housing element sections required under state law, as summarized below. A review of the previous element's goals, policies, and programs is included in the Appendix.

- A review of the previous element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element. *(Appendix A of this Housing Element)*
- An assessment of housing needs and an inventory of resources and constraints related to meeting these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.
- A program that sets forth a 5-year schedule of actions that the City is undertaking, or intends to undertake, in implementing the policies set forth in the Housing Element.

Public Participation

Public participation was an essential part of the preparation of the Housing Element update. The update process provided residents and other interested parties numerous opportunities for review and comment. During preparation of this element, public participation and input was actively encouraged in a number of ways. The outreach effort included:



Figure 5-3: Community planning meeting

- Early in the update process, the City held eight public workshops to solicit community ideas, concerns, and perspectives on planning issues in Jurupa Valley, including housing. Workshops were held throughout the City at various times to reach a wide audience, and a broad cross section of residents was represented. A summary of the input received is included in *Appendix 7.0*.
- The City Council appointed an ad hoc General Plan Advisory Committee (GPAC) to work with staff and consultants in developing the 2017 General Plan. During that 1-year-long effort, the 31-member Committee reviewed a wide range of general plan issues, including housing—during its monthly public meetings. The Final Report of GPAC's findings and recommendations is included as *Appendix 5.0*.
- The Planning Commission conducted a study session to review existing policies in the 2011 Housing Element and identified those that should remain, should be modified, or were no longer relevant to the City and should be deleted.
- On February 18, 2016, the City Council and the Planning Commission held a joint study session on the Housing Element. The public meeting included an introduction to the Housing Element and key housing issues in Jurupa

Valley. Minutes from the meeting are included as *Appendix 14.0*.

- A public workshop on the City's housing conditions, issues, and needs was held on March 10, 2016. Over 150 housing agencies, advocates, non-profits, business and real estate groups, and interested citizens received direct mail notice. A summary of topics discussed and input received is included as *Appendix 14.0.*

Announcements of all Housing Element committee meetings and public hearing notices were published in the local newspaper in advance of each meeting, typically in Spanish and English, as well as posting the notices on the City's website. The draft Housing Element was made available for review at City Hall, and posted on the City's website. The document was also circulated to housing advocates and nonprofit organizations representing the interests of lower-income persons and special needs groups. After receiving comments on the draft Housing Element from the California Department of Housing and Community Development a proposed final Housing Element was prepared and made available for public review prior to adoption by the City Council.

D. Housing Action Plan

Goals, Policies, Programs and Quantified Housing Objectives



Figure 5-4: Housing construction in Jurupa Valley

An important component of the Housing Element is the City's description of what it hopes to achieve during the current planning period. This is accomplished with a statement of goals, policies, actions, and quantified objectives on the maintenance, preservation, improvement, and development of housing to help meet the housing needs of all residents. The legislative requirements for what must be included in the Action Plan are as follows:

- Improvement and conservation of housing, including affordable housing stock [§65583(b) and §65583(c)(4)];
- Production of housing as set forth in the goals and quantified objectives [§ 65583(b)];
- Assist in the development of housing to meet the needs of very low, low and moderate income households [§65583(c)(2)];
- Address, and where possible, remove governmental constraints [§65583(c)(3)];
- Adequate sites for housing [§65583(c)(1)];

- Adequate provision of housing for existing and projected needs, including regional share, for all economic segments of the community [§65583(c)];
- Promotion of equal housing opportunities for all persons [§65583 (c)(6)];
- Preserve assisted housing at risk of converting to non-low income uses [§65583(c)(6).

This section of the Housing Element presents the City's Housing Action Plan for the period 2014-2021. The objectives and actions described in *Table 5.2* below reflect the assessment of the City's housing needs and summarize Housing Element programs, responsible parties, and anticipated time frames for their implementation.

It is the City's overarching objective to ensure that all residents have decent, safe, sanitary, and affordable housing, regardless of income, and that their neighborhoods are protected from conditions that lead to blight. This element's goals, policies, and programs are the City's primary tools to help meet housing and neighborhood quality needs and to achieve the City's Quantified Objectives – 2014-2021 (*Table 5.1 below*).

E. Quantified Housing Objectives

The City's quantified objectives for new construction, rehabilitation and conservation are presented in *Table 5.1*.

Table 5.1: Quantified Objectives – 2014-2021

Category	Income Category					
	Ex. Low	V. Low	Low	Mod	Upper	Totals
New Construction*	10	126	103	116	239	584
Rehabilitation	30	30	20			80
Conservation	30	30				60

*Quantified objective for new construction is for the period 1/1/2014 - 10/1/2021 per the RHNA

Table 5.2: Housing Action Plan Summary

Objective	Action	Responsible Party	Time Frame
Goal HE 1: Encourage and where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.			
1. Ensure that the General Plan and Zoning Ordinance and Map designate sufficient land at appropriate densities and in appropriate locations to accommodate the City's fair share of regional housing needs.	HE 1.1.1. General Plan and Zoning Amendments. Amend General Plan and Zoning Ordinance and Map to designate at least 32.4 acres for residential use at HHDR density (up to 25 du/A) to help meet Lower Income RHNA needs. The Land Use Map will be amended concurrently with the 2016 General Plan update. Zoning Ordinance amendments shall be initiated within one year of adopting the new General Plan.	Planning Department Advanced Planning	2016-2017
2. Provide incentives to encourage development of Opportunity Sites and adaptive reuse of properties in all Residential Zones, with emphasis on Medium-High, High, Very High, and Highest Density Residential zones.	HE 1.1.2. Housing Authority Coordination. Coordinate with the Riverside County Housing Authority to pursue grant funding and other incentives to promote and assist the non-profit and/or private production of housing affordable to lower income households. Utilize public financing tools when available, including revenue bonds, Community Development Block Grant (CDBG), HOME, and Low-Income Housing Tax Credit (LIHTC) program funds. HE 1.1.3. Tax-exempt Bonds. Consider using tax-exempt revenue bonds to help finance new multi-family construction. HE 1.1.4. Mobile Homeowner Assistance. As resources allow, use federal and state grant funds, when available, to assist seniors, veterans and other lower income households purchase and/or improve mobile homes. HE 1.1.5. Affordable Housing Incentives. Consider establishing incentives for developers of new housing that is affordable to lower income households and special needs groups, such as: fast track/priority application and permit processing, density bonuses and/or fee waivers, assist affordable housing developers with right-of-way acquisition, off-site infrastructure improvements and other development costs, and assist in securing federal or state housing financing resources. Incentives should be considered for new housing developments of 100 or more units in which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).		2016-2021

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Objective	Action	Responsible Party	Time Frame
	HE 1.1.6. Density Provisions. Update the Jurupa Valley Municipal Code and General Plan density provisions to ensure consistency with State law and apply density bonuses where necessary to assist in the production of affordable housing, particularly in Village Centers and in higher density, mixed-use and other areas where appropriate and compatible with adjacent development. HE 1.1.7. City Development Fees. Develop a sliding scale Fee Assistance program where the amount and type of City development fees may be waived by the City Council based on the number of affordable units proposed (i.e., as the number of affordable units increases, the amount of fee waiver increases). HE 1.1.8. CDBG and HOME Funds. When available, use CDBG; HOME and other grant or housing trust funds to write down costs of acquiring sites and to offset infrastructure and construction costs for residential developments in which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI). HE 1.1.9. Site Identification. Work with public, private and non-profit housing entities to identify candidate sites for new construction of rental housing for seniors and other special housing needs, and take all actions necessary to expedite processing and approval of such projects. HE 1.1.10. Residential Incentive Zone (R-6). Update and continue to encourage development of affordable housing in the R-6 zone, and other multi-family residential zones, where appropriate... Utilize incentives for development as established in Ordinance 348, or in the 2016 General Plan. HE 1.1.11. Updated Land Use Inventory and Map. Establish and maintain a Land Use Inventory and map which provide a mechanism to monitor a) acreage and location by General Plan designation, b) vacant and underutilized land, and c) build-out of approved projects utilizing the City's GIS system and supported by mapping. Maintain the Land Use Inventory on a regular basis, as frequently as budget allows. HE 1.1.12. Candidate Sites. Encourage developers to identify vacant and underutilized properties as candidate sites for affordable or mixed market rate/affordable housing development and identify them in the Land Use Inventory.		

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Objective	Action	Responsible Party	Time Frame
	HE 1.1.13. Homeless Shelter. In cooperation with non-profit organizations, adjacent cities, and with Riverside County, encourage the development of a homeless shelter to meet Jurupa Valley's and adjacent communities' homeless shelter needs. HE 1.1.14. Homelessness Strategy. Until a permanent shelter or shelters can be established, City shall work with Riverside County and local housing agencies to help prepare a homelessness strategy to address immediate needs dealing with safety, health and sanitation, environmental health, temporary housing and access to homeless services. HE 1.1.15. Creative Housing Solutions. Consider supporting a range of creative housing types to accommodate homeless persons and other extremely low-income populations, such as single room occupancy dwelling (SROs), pre-fabricated housing, so-called "tiny houses," and other emerging housing products. HE 1.1.16. Coordination with Non-Profit Housing Providers. Continue to work with non-profit organizations, such as National Community Renaissance, Mary Erickson Housing and Habitat for Humanity, in the production of affordable and self-help housing for Moderate and Lower Income households. HE 1.1.17. Flexible Standards. Continue to provide for flexibility in the design of residential development through the processing of planned unit developments (PUDs), area and specific plans, and village plans, and through the application of Zoning Ordinance provisions allowing flexible lot sizes and development standards. HE 1.1.18. Second Dwelling Units. Maintain Municipal Code provisions that allow second dwelling units or "granny flats" under specific conditions. HE 1.1.19. Mobile and Manufactured Homes. Continue to allow mobile homes, modular and manufactured homes in single-family residential zones "by right," and mobile home parks subject to a CUP, and encourage construction of new mobile home parks and manufactured housing to increase the supply of affordable dwelling units, where appropriate. HE 1.1.20. Mixed Housing Types and Densities. Encourage residential development proposals to provide a range of housing types and densities for all income levels, including market rate housing, using creative planning concepts such as traditional neighborhood design, planned unit developments, area and specific plans and mixed-use development.		

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Objective	Action	Responsible Party	Time Frame
	HE 1.1.21. Accessible Housing for Disabled Persons. Encourage single- and multi-family housing developers to designate accessible and/or adaptable units already required by law to be affordable to persons with disabilities or persons with special needs. HE 1.1.22. Universal Design. Encourage "universal design" features in new dwellings, such as level entries, wider paths of travel, larger bathrooms, and lower kitchen countertops to accommodate persons with disabilities. HE 1.1.23. Affordable Housing for Disabled Persons. Encourage, and as budget allows, help support programs providing increased opportunities for disabled persons in affordable residential units rehabilitated or constructed through City or County programs.		
GOAL HE 2: Conserve and improve the housing stock, particularly housing affordable to lower income and special housing needs households.			
Objective: Maintain and improve the overall quality, safety and appearance of Jurupa Valley's housing stock.	HE 2.1.1. Infrastructure. As budget allows, City shall include sufficient resources for adequate maintenance of public facilities such as streets, sidewalks, and drainage in the City's capital improvement program and encourage community services districts to do likewise.	Engineering and Public Works Community Services Districts	2016-2021
	HE 2.1.2. Adaptive Housing Strategies. Support creative strategies for the rehabilitation and adaptive reuse of residential, commercial, and industrial structures for housing, if appropriate.		2016-2021
	HE 2.1.3. Code Enforcement. Ensure that housing is maintained through code enforcement activities. Continue to administer the Code Enforcement Program to eliminate unsafe, illegal, and substandard conditions in residential neighborhoods and residential properties.	Building and Code Enforcement	2016-2021
	HE 2.1.4. Affordable Mobile Homes Conservation. Conserve affordable mobile home housing stock to bring such housing up to code through mobile home loan and improvement grants funded by CDBG and other funds, as available.		2016-2021
	HE 2.1.5. Bilingual Outreach. As resources allow, provide bilingual outreach materials and activities to educate and inform the community about available housing rehabilitation programs and resources.		2016-2021
	HE 2.1.6. Monitor Assisted Units. Help ensure that affordable housing assisted with public funds remains affordable for the required time through maintenance of an inventory of assisted units which is monitored for expiration of assisted housing.		2016-2021

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Objective	Action	Responsible Party	Time Frame
	HE 2.1.7. At-risk Housing Preservation. Support efforts to generate and/or preserve grant-assisted, bond financed, density bonus or other types of affordable units at risk of conversion to market rate during the planning period by 1) working with the Riverside County Housing Authority or a non-profit housing organization to encourage purchase of the units, 2) assisting with low or no interest loans for rehabilitation as budget allows, 3) supporting bond refinancing, and 4) referring the project sponsor to other federal or local sources of below-market financing.		2016-2021
	HE 2.1.8 Affordability Covenants. As a condition of project approval, require new affordable housing projects to remain affordable for a specific time, consistent with and as required by the funding program(s) in which they participate, through covenants with the project proponent, Housing Authority or other housing agency.		2016-2021
GOAL HE 3: Promote equal housing opportunities for all persons.			
Objective: Help ensure that all persons are treated fairly and have access to housing which meets their needs and budget.	HE 3.1.1. Fair Housing Council. Utilize the services of the Fair Housing Council of Riverside County to implement a number of programs, including: 1) audits of lending institutions and rental establishments, 2) education and training of City staff, and 3) fair housing outreach and education regarding fair housing laws and resources.	Planning	2016-2021
	HE 3.1.2. Education and Outreach. Continue to use the services of the Fair Housing Council to provide education and outreach services to the public in both Spanish and English (Also see 3.1d).		
	HE 3.1.3. Public Housing and Rental Assistance. Encourage Riverside County to continue to maintain 300+ public housing units and continue to assist very low-income recipients in Jurupa Valley with Section 8 rental assistance vouchers.		
	HE 3.1.4. First-Time Homebuyers Assistance. Explore the feasibility of developing a new First Time Home Buyer Down Payment Assistance Program, utilizing tax-exempt mortgage revenue bonds to finance mortgages and down payment assistance for single family homes for very low and low income first time homebuyers.		

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Objective	Action	Responsible Party	Time Frame
	HE 3.1.5. Lease/Purchase Home Ownership Program. Encourage the Housing Authority to continue the Lease/Purchase Home Ownership Assistance Program, which assists potential homeowners in leasing a property while moving towards ownership at the end of 3 years.		
Objective: Accommodate new market rate housing in order to diversify the housing stock, increase property values, increase median income and create the elements for prosperity for all households.	HE 3.1.6. Housing Variety. Facilitate new market rate residential projects that provide a variety of housing types and densities		Ongoing
Objective: Provide safe pedestrian, equestrian and bicycle linkages between neighborhoods; promote walkability.	HE 3.1.7. Neighborhood Connectivity. Require new residential neighborhoods to interconnect with existing neighborhoods to provide for social interaction, assure pedestrian-friendly connectivity and minimize vehicle trips.		Ongoing
Objective: Ensure new housing to meet the same standards for all income levels.	HE 3.1.8. Multi-Family Dwellings Standards. Establish standards for multiple-family dwellings that will achieve comparable recreation and open space opportunities, protection from sources of noise and degraded air quality, adequate access to public services and facilities and parking that apply to single-family housing.		
GOAL HE 4: Maintain and enhance residential neighborhoods and remove blight.			
Objective: Enhance the quality of life in all residential area and promote residents' active involvement in neighborhood pride and improvement activities.	HE 4.1.1. Neighborhood Participation. Implement varied strategies to ensure residents are aware of and able to participate in planning decisions affecting their neighborhoods early in the planning process, such as neighborhood meetings, City Council member visits, and town hall meetings.	Planning	2016-2021
	HE 4.1.2. Neighborhood Needs. Identify specific neighborhood needs, problems, trends, and opportunities for improvements. Work directly with neighborhood groups and individuals to address concerns.		
	HE 4.1.3. Neighborhood Improvements. As budget allows, help fund neighborhood improvements, such as street paving or repairs, sidewalks, pedestrian and equestrian trails, crosswalks, parkways, street trees and other public facilities to improve aesthetics, safety, and accessibility.		

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Objective	Action	Responsible Party	Time Frame
Objective: To establish a pro-active code enforcement program to identify housing in need of repair and make owners aware of resources for financial assistance	HE 4.1.4. Neighborhood Pride. Working with Riverside County, CSDs and non-profit housing entities, develop and promote a Neighborhood Pride Program including cooperative projects with Code Enforcement staff, and Public Works projects in target areas, as funding allows.	Planning Code Enforcement Public Works	2018-2021
GOAL HE 5: Reduce residential energy and water use.			
Objectives: Conserve resources, reuse and recycle solid waste, and improve environmental sustainability.	HE 5.1.1. Incentives. Consider establishing incentives for energy conservation above and beyond the requirements of Title 24, such as priority permit processing or reduced permit fees on a sliding scale Fee Assistance Program, as budget allows.	Building, Planning and Engineering	2016-2021
	HE 5.1.2. Energy Programs for Lower Income Households. Encourage and participate in Riverside County's and utility providers' programs to reduce maintenance and energy costs for households with low incomes, and increase efforts to inform the public about available cost-saving, energy conservation programs.		
	HE 5.1.3. Energy Conservation Grants. Pursue grant funds for energy rehab costs and consumer education.		
	HE 5.1.4. City Requests for Proposals. City RFPs, contracts, and bidding procedures capital projects and programs shall incorporate energy conservation and sustainability measures.		
	HE 5.1.5. City Facilities. Utilize energy/water saving measures in City-owned buildings and facilities, including landscaping, to meet industry sustainable design standards.		
	HE 5.1.6. Sustainable Design. Adopt sustainable design policies, standards and codes that result in attractive, energy efficient, neighborhoods.		

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F. Housing Goals, Policies, and Programs

The condition, availability, and cost of Jurupa Valley's housing stock are of vital importance to its residents and employers, and the City's economy as a whole. The primary housing goals are meeting housing needs for all income groups, including market rate housing needs, housing conservation and improvement, equal housing opportunity, neighborhood improvement and removal of blight, energy conservation, and housing policy implementation. Policies and programs for each goal are described below.

Goals

HE 1 Encourage and, where possible, assist in the development of quality housing to meet the City's share of the region's housing needs for all income levels and for special needs populations.

HE 2 Conserve and improve the housing stock, particularly housing affordable to lower income and special housing needs households.

HE 3 Promote equal housing opportunities for all persons.

HE 4 Maintain and enhance residential neighborhoods and remove blight.

HE 5 Reduce residential energy and water use.

HE 6 Accommodate and facilitate the development of new market rate housing of varying densities to diversify the City's housing stock.

Policies and Programs

HE 1 – Encourage Development of Quality Housing That Meets the City's Affordable Housing Needs

Policies

HE 1.1 **Regional Housing Needs Allocation.** Changes to the General Plan and the Zoning Ordinance and Map shall provide and/or maintain sufficient land at appropriate densities to meet the City's Regional Housing Needs Allocation for the 2014-2021 Planning Period.

HE 1.2 **Affordable Housing.** To encourage affordable residential development on sites zoned to allow multi-family residential uses and identified in the vacant land inventory, the City will adopt development incentives and standards to encourage lot consolidation and to

allow residential development at a density of up to 25 dwelling units per acre in the Highest Density Residential (HHDR) designation, where appropriate.

HE 1.3 **Preservation of Affordable Housing.** All residential development projects that receive City financial incentives shall be required to remain affordable, in compliance with the specific requirements of the program in which they participate.

HE 1.4 **Availability of Suitable Sites.** Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including special needs populations.

HE 1.5 **Housing for Mentally Disabled.** Encourage the development of additional housing for the mentally disabled.

HE 1.6 **Housing for Homeless Persons.** In cooperation with other cities and/or the County of Riverside, assist in the development of emergency, transitional, and permanent supportive housing for homeless persons and families.

HE 1.7 **Self-Help Housing.** City will promote self-help housing programs (e.g., Habitat for Humanity) and, as budget allows, provide financial assistance

HE 1.8 **Innovative Housing.** Encourage innovative housing, site plan design, and construction techniques to promote new affordable housing, improve energy efficiency, and reduce housing costs.

Programs

HE 1.1.1 **RHNA Needs.** The City will amend the General Plan Land Use Map and the Zoning Map to designate at least 32.4 acres of land for residential use at 25 dwelling units per acre (Highest Density Residential) to help meet RHNA Lower Income housing needs. The Land Use Map amendment shall be amended concurrently with the 2017 General Plan update, and the rezoning will be accomplished within 1 year of adopting the new General Plan.

HE 1.1.2 **Housing Authority Coordination.** Through coordination with the Riverside County Housing Authority, pursue grant funding and other incentives to promote and assist the nonprofit and/or private production of housing affordable to lower income households. Utilize public financing tools when available, including but not limited to: multi-family revenue bonds, the Community

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Development Block Grant (CDBG) Housing Loan Fund, HOME funds, and, where feasible, leverage other state and federal financing obtained by the developer (e.g., Low-Income Housing Tax Credits (LIHTC), California Housing Finance Agency (CHFA) multi-family housing assistance programs, Department of Housing and Community Development (HCD) Multi-family Housing Loans), and other financing tools.

HE 1.1.3 **Tax Exempt Bonds.** Consider utilizing tax-exempt revenue bonds to help finance new multi-family construction.

HE 1.1.4 **Mobile Homeowner Assistance.** As resources allow, use federal and state funds, when available, to assist lower income households to purchase or improve mobile homes.

HE 1.1.5 **Affordable Housing Incentives.** Consider offering the following incentives to developers of new housing that is affordable to lower income households and special needs groups: fast track/priority application and permit processing, density bonuses and/or fee waivers, assist affordable housing developers with right of way acquisition, off-site infrastructure improvements and other development costs, and assist in securing federal or state housing financing resources. Incentives should be considered for new housing developments of at least 100 units in which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).

HE 1.1.6 **Density Bonus.** Update the Municipal Code and the General Plan to ensure consistency with state law and apply density bonuses where necessary to assist in the production of affordable housing, particularly in Village Centers and in higher density, mixed-use, and other areas where appropriate and compatible with adjacent development.

HE 1.1.7 **City Development Fees.** Develop a sliding scale Fee Assistance program where the amount and type of City fees may be waived by the City Council based on the number of affordable units proposed (i.e., as the number of affordable units increases, the amount of fee subsidy or waiver increases).

HE 1.1.8 **CDBG and HOME Funds.** When available, use CDBG; HOME, and other grant or housing trust funds to write down costs of acquiring sites and to offset infrastructure and construction costs for residential developments in

which at least 15% of total units are sold or rented at prices affordable to households with incomes below 80% of the Riverside County Area Median Income (AMI).

HE 1.1.9 **Site Identification.** Work with public, private and non-profit housing entities to identify candidate sites for new construction of rental housing for seniors and other special housing needs, and take all actions necessary to expedite processing and approval of such projects.

HE 1.1.10 **Residential Incentive Zone (R-6).** Update and continue to encourage development of affordable housing in the R-6 zone. Utilize incentives for development within this zone as established in Ordinance 348, or in the 2016 General Plan.

HE 1.1.11 **Updated Land Use Inventory and Map.** Establish and maintain a Land Use Inventory and map which provide a mechanism to monitor a) acreage and location by General Plan designation, b) vacant and underutilized land, and c) build-out of approved projects utilizing the City's GIS system and supported by mapping. Maintain the Land Use Inventory on a regular basis, as frequently as budget allows.

HE 1.1.12 **Candidate Sites.** Encourage developers to identify vacant and underutilized properties as candidate sites for affordable or mixed market rate/affordable housing development and refer them to the Land Use Inventory.

HE 1.1.13 **Homeless Shelter.** In cooperation with nonprofit organizations and adjacent cities, and with Riverside County, support the development of a homeless shelter to meet Jurupa Valley's and adjacent communities' homeless shelter needs.

HE 1.1.14 **Homelessness Strategy.** Until a permanent shelter or shelters can be established, the City shall work with Riverside County and local housing agencies to prepare a homelessness strategy to address immediate needs dealing with safety, health and sanitation, environmental health, temporary housing, and access to homeless services.

HE 1.1.15 **Creative Housing Solutions.** Prepare and consider supporting a range of creative housing types to accommodate homeless persons and other extremely low-income populations, such as single room occupancy dwelling (SROs), pre-fabricated housing, so-called "tiny houses," and other emerging housing products.

HE 1.1.16 **Coordination with Non-Profit Housing Providers.** Continue to work with nonprofit organizations, such as

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National Community Renaissance, Mary Erickson Housing, and Habitat for Humanity, in the production of affordable and self-help housing for Moderate and Lower Income households.

HE 1.1.17 **Flexible Standards.** Continue to provide for flexibility in the design of residential development through the processing of planned unit developments (PUDs), area and specific plans, and village plans, and through the application of Zoning Ordinance provisions allowing flexible lot sizes and development standards for residential districts.

HE 1.1.18 **Second Dwelling Units.** Maintain provisions of County of Riverside Zoning Ordinance No. 348, as amended, that allow second dwelling units or "granny flats."

HE 1.1.19 **Mobile and Manufactured Homes.** Continue to allow mobile homes, modular and manufactured homes in single-family residential zones "by right," and mobile home parks subject to a Conditional Use Permit (CUP), and encourage construction of new mobile home parks and manufactured housing to increase the supply of affordable dwelling units.

HE 1.1.20 **Mixed Housing Types and Densities.** Encourage residential development proposals to provide a range of housing types and densities for all income levels, including market rate housing, using creative planning concepts such as traditional neighborhood design, planned unit developments, area and specific plans, and mixed-use development.

HE 1.1.21 **Accessible Housing for Disabled Persons.** Encourage single- and multi-family housing developers to designate accessible and/or adaptable units already required by law to be affordable to persons with disabilities or persons with special needs.

HE 1.1.22 **Universal Design.** Encourage "universal design" features in new dwellings, such as level entries, wider paths of travel, larger bathrooms, and lower kitchen countertops to accommodate persons with disabilities.

HE 1.1.23 **Affordable Housing for Disabled Persons.** Encourage, and as budget allows, help support programs providing increased opportunities in affordable residential units rehabilitated or constructed through City or County programs.

HE 2 – Conserve and Improve the Housing Stock, Particularly Housing Affordable to

Policies

HE 2.1 **Retain Housing.** Where feasible and appropriate, older, sound housing should be retained, rehabilitated, and maintained as a significant part of the City's affordable housing stock, rather than demolishing it. Demolition of non-historic housing may be permitted where conservation of existing housing would preclude the achievement of other housing objectives or adopted City goals.

HE 2.2 **Removal of Affordable Housing.** Discourage the removal or replacement of sound housing that is affordable to extremely low, very-low, low- and moderate income households, and avoid discretionary approvals or other municipal actions that remove or adversely impact such housing unless: 1) it can be demonstrated that rehabilitation of lower-cost units at risk of replacement is financially or physically infeasible, or 2) an equivalent number of new units comparable or better in affordability and amenities to those being replaced is provided, or 3) the project will remove substandard, blighted, or unsafe housing.

HE 2.3 **Public Housing.** Encourage the Riverside County Housing Authority to pursue federal and state funds to modernize public housing affordable to very low and low-income households.

HE 2.4 **Tax-Exempt Bonds.** Consider using tax-exempt private activity bonds for the financing of multi-family housing rehabilitation.

HE 2.5 **Historic Residential Properties.** Consider adopting incentives for the preservation of historic residential structures, such as the Mills Act Program, which provides property tax relief for rehabilitation of historic properties, as well as grants for the identification of historic structures.

HE 2.6 **Housing Rehabilitation Funding.** Pursue all available federal, state, and local funds to assist housing rehabilitation.

HE 2.7 **Neighborhood Quality.** The condition and quality of residential neighborhoods is a key measure of a community's housing health. The City will consider and promote the safety, appearance, and quality of residential neighborhoods by preserving the fabric,

amenities, spacing (i.e., building heights and setbacks), and overall character and quality of life in established neighborhoods.

HE 2.8 **At-Risk Housing Preservation.** Work with Riverside County Housing Authority and other housing agencies to help preserve the affordability of federal, state, and County-subsidized units or other affordable housing resources at risk of conversion to market rate housing, as budget allows.

Programs

HE 2.1.1 **Infrastructure.** As budget allows, the City shall include sufficient resources for adequate maintenance of public facilities such as streets, sidewalks, and drainage in the City's capital improvement program, and encourage community services districts to do likewise.

HE 2.1.2 **Adaptive Housing Strategies.** Support creative strategies for the rehabilitation and adaptive reuse of residential, commercial, and industrial structures for housing, if appropriate.

HE 2.1.3 **Code Enforcement.** Ensure that housing is maintained through code enforcement activities. Continue to administer the Code Enforcement Program to eliminate unsafe, illegal, and substandard conditions in residential neighborhoods and residential properties.

HE 2.1.4 **Affordable Mobile Homes Conservation**. Conserve affordable mobile home housing stock to bring such housing up to code through mobile home loan and improvement grants funded by CDBG, and other funds as available.

HE 2.1.5 **Bilingual Outreach.** As resources allow, provide bilingual outreach materials and activities to educate and inform the community about available housing rehabilitation programs and resources.

HE 2.1.6 **Monitor Assisted Units**. Help ensure that affordable housing assisted with public funds remains affordable for the required time through maintenance of an inventory of assisted units which is monitored for expiration of assisted units.

HE 2.1.7 **At-Risk Housing Units.** Support efforts to generate and/or preserve grant-assisted, bond-financed, density bonus or other types of affordable units at risk of conversion to market rate during the planning period by 1) working with the Riverside County Housing Authority or a nonprofit housing organization to encourage

purchase of the units, 2) assisting with low or no interest loans for rehabilitation as budget allows, 3) supporting bond refinancing, and 4) referring the project sponsor to other federal or local sources of below-market financing.

HE 2.1.8 **Affordability Covenants.** As a condition of project approval, require new affordable housing projects to remain affordable for a specific time, consistent with and as required by the funding program(s) in which they participate, through covenants with the project proponent, the Housing Authority or other housing agency.

HE 3 – Promote Equal Housing Opportunities for All Persons

Policies

HE 3.1 **Fair Housing Program.** Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

HE 3.2 **Housing Information.** Provide referrals to low-income households and households with special housing needs on how to obtain housing counseling, financing, and other housing information.

HE 3.3 **Housing Opportunities for Seniors, Disabled Persons and Veterans.** Encourage and, as budget allows, help support programs and activities that promote affordable housing opportunities for seniors, disabled persons, and veterans.

Programs

HE 3.1.1 **Fair Housing Council.** Utilize the services of the Fair Housing Council of Riverside County to implement a number of programs, including: 1) audits of lending institutions and rental establishments, 2) education and training of City staff, and 3) fair housing outreach and education regarding fair housing laws and resources.

HE 3.1.2 **Education and Outreach.** Continue to use the services of the Fair Housing Council to provide education and outreach services to the public in both Spanish and English (also see HE 3.1.1 above).

HE 3.1.3 **Public Housing and Rental Assistance.** Encourage Riverside County to continue to maintain 300+ public housing units as provided by the previous Housing Element, and continue to assist very low-income

recipients in Jurupa Valley with Section 8 rental assistance vouchers.

HE 3.1.4 **First-Time Homebuyers Assistance.** Explore the feasibility of developing a new First Time Home Buyer Down Payment Assistance Program, utilizing tax-exempt mortgage revenue bonds to finance mortgages and down payment assistance for single-family homes for very low and low income first time homebuyers.

HE 3.1.5 **Lease/Purchase Home Ownership Program.** Encourage the Housing Authority to continue the Lease/Purchase Home Ownership Assistance Program, which assists potential homeowners in leasing a property while moving towards ownership at the end of 3 years.

HE 3.16 **Housing Variety.** Facilitate new market rate residential projects that provide a variety of housing types and densities.

HE 3.17 **Neighborhood Connectivity**. Require new residential neighborhoods to interconnect with existing neighborhoods to provide for social interaction, assure pedestrian-friendly connectivity, and minimize vehicle trips.

HE 3.18 **Multi-Family Dwellings Standards.** Establish standards for multiple-family dwellings that will achieve comparable recreation and open space opportunities, protection from sources of noise, and degraded air quality, adequate access to public services and facilities, and parking that apply to single-family housing.

HE 4 – Maintain and Enhance Residential Neighborhoods and Remove Blight

Policies

HE 4.1 **Removal of Blight.** As part of development approvals, City budget and Capital Improvement Plan (CIP) program and other municipal actions, give high priority to removing and reversing the effects of blight, particularly in residential neighborhoods and highly visible locations along major street and highway corridors. Within established neighborhoods, new residential development shall be of a character, scale, and quality that preserve the neighborhood character and maintain the quality of life for existing and future residents.

HE 4.2 **Design Compatibility.** Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible

enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.

HE 4.3 **Neighborhood Integration.** New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks and shopping.

Programs

HE 4.1.1 **Neighborhood Participation.** Implement varied strategies to ensure that residents are aware of and able to participate in planning decisions affecting their neighborhoods early in the planning process, such as neighborhood meetings, City Council member visits, and town hall meetings.

HE 4.1.2 **Neighborhood Needs.** Identify specific neighborhood needs, problems, trends, and opportunities for improvements. Work directly with neighborhood groups and individuals to address concerns.

HE 4.1.3 **Neighborhood Improvements.** As budget allows, help fund neighborhood improvements, such as street paving or repairs, sidewalks, pedestrian and equestrian trails, crosswalks, parkways, street trees, and other public facilities to improve aesthetics, safety, and accessibility.

HE 4.1.4. **Neighborhood Pride.** Working with Riverside County, community services districts, and nonprofit housing entities, develop and promote a Neighborhood Pride Program including cooperative projects with Code Enforcement staff, and Public Works projects in target areas, as funding allows.

HE 5 – Reduce Residential Energy and Water Use

Policies

HE 5.1 **New Construction.** Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.

HE 5.2 **Sustainable Design.** Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following:

a. Maximize use of renewable, recycled-content and recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts.
b. Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling.
c. Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading.
d. Avoid building materials that may contribute to health problems through the release of gases or glass fibers into indoor air.
e. Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks, and industrial uses.
f. Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials.
g. Help inform residents, staff, and builders of the advantages and methods of sustainable design, and thereby develop consumer demand for sustainable housing.
h. Consider adopting a sustainable development rating system, such as the LEED® or Green Globes program.

HE 5.3 **Site and Neighborhood Design.** Residential site, subdivision, and neighborhood designs should consider sustainability. Some ways to do this include:

a. Design subdivisions to maximize solar access for each dwelling and site.
b. Design sites so residents have usable outdoor space with access to sun and shade.
c. Streets and access ways should minimize pavement devoted to vehicular use.
d. Use multi-purpose neighborhood “pocket parks”/ retention basins to purify street runoff prior to its entering creeks. Retention basins shall be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided.
e. Encourage cluster developments with dwellings grouped around significantly sized, shared open

space in return for City approval of smaller individual lots.

f. Treat public streets as landscaped parkways, using continuous plantings at least 6 feet wide and, where feasible, median planters to enhance, define, and buffer residential neighborhoods of all densities from the effects of vehicle traffic.

Programs

HE 5.1.1 **Incentives.** Consider establishing incentives for energy conservation above and beyond the requirements of Title 24, such as priority permit processing or reduced permit fees on a sliding scale Fee Assistance Program, as budget allows.

HE 5.1.2 **Energy Programs for Lower Income Households.** Encourage and participate in Riverside County's and utility providers' programs to reduce maintenance and energy costs for households with low incomes, and increase efforts to inform the public about available cost-saving, energy conservation programs.

HE 5.1.3 **Energy Conservation Grants.** Pursue grant funds for energy rehab costs and consumer education.

HE 5.1.4 **City Requests for Proposals.** City RFPs, contracts, and bidding procedures capital projects and programs shall incorporate energy conservation and sustainability measures.

HE 5.1.5 **City Facilities**. Utilize energy/water-saving measures in City-owned buildings and facilities, including land-scaping, to meet industry sustainable design standards.

HE 5.1.6 **Sustainable Design.** Adopt sustainable design policies, standards, and codes that result in attractive, energy efficient, neighborhoods.

G. Community Profile

This section analyzes demographic and housing characteristics that influence the demand for and availability of housing in the City of Jurupa Valley. These analyses form a foundation for community-based housing programs.

Data and Methodology

The 2013-2021 Housing Element is the first Housing Element prepared for the City of Jurupa Valley since its incorporation. Preparation of this Housing Element requires the assemblage and presentation of relevant demographic and housing data for Jurupa Valley as an individual jurisdiction. The following key data sources

were used to complete this Housing Element. Sources of specific information are identified in the text, tables, and figures.

- Census data (2000-2010) and American Community Surveys
- California Department of Finance (2015)
- U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) Data, 2008-2012

The City of Jurupa Valley was incorporated on July 1, 2011, after the 2010 Census had been conducted. As such, the City of Jurupa Valley was not identified as a city in the decennial censuses. While the City was not recognized as an incorporated city in the decennial census, demographic and housing data for Jurupa Valley is extracted from the decennial censuses (2000 and 2010 U.S. Census) by retrieving the data for the block groups and census tracts that generally describe the boundaries of the City of Jurupa Valley. See Appendix 3.0 for the 2000 and 2010 Census Tracts and Block Groups, and 2009-2013 American Community Survey Census Tracts and Block Groups.

Another method of compiling decennial census data for the City of Jurupa Valley is using data for the Census Designated Places (CDPs) that comprise the City of Jurupa Valley. Six CDPs generally form the boundaries of Jurupa Valley, Crestmore Heights, Glen Avon, Mira Loma, Pedley, Rubidoux, and Sunnyslope.

Since the 2010 Census, the Bureau of Census has been conducting sample surveys, known as the American Community Surveys (ACS), on specific demographic and housing variables. ACSs are conducted every 1, 3, or 5 years, depending on the specific variables in question and the population size of the community. Some ACSs do contain data for the City of Jurupa Valley as an incorporated city. Therefore, by necessity, this report draws from multiple ACS data sets that depend upon the availability of data for the City. The ACS data gives us an opportunity to analyze demographic and housing data in the City as recent as 2012. When data is not available at the city-level, this report applies the same method used above for retrieving data from the decennial censuses, and extracts data at the block-group or tract-level.

Population Trends and Characteristics

Housing needs are influenced by population and employment trends. This section provides a summary of the changes to the population size, age, and racial/ethnic composition of the City of Jurupa Valley since 2000.

Historical, Existing, and Forecast Growth

The City of Jurupa Valley is a recently incorporated city in Riverside County. The City covers a 44-square-mile area and encompasses the

neighborhoods of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux.

Jurupa Valley is located in a region that, since 1990, has experienced robust population growth. According to the U.S. Census, Riverside County had a population of just over 2.1 million persons in 2010. Overall, the County has experienced steady population growth over the last two decades, with the total number of residents increasing by 87% since 1990. *Table 5.3* compares the population of Riverside County with neighboring counties.

Table 5.3: Regional Population Trends (1990-2010)

County	1990	2000	2010	Percent Change 1990-2000	Percent Change 2000-2010
Riverside	1,170,413	1,545,387	2,189,641	32.0	41.7
San Bernardino	1,418,380	1,709,434	2,035,210	20.5	19.1
Imperial	109,303	142,361	174,528	30.2	22.6

Source: Bureau of the Census, 1990 - 2010

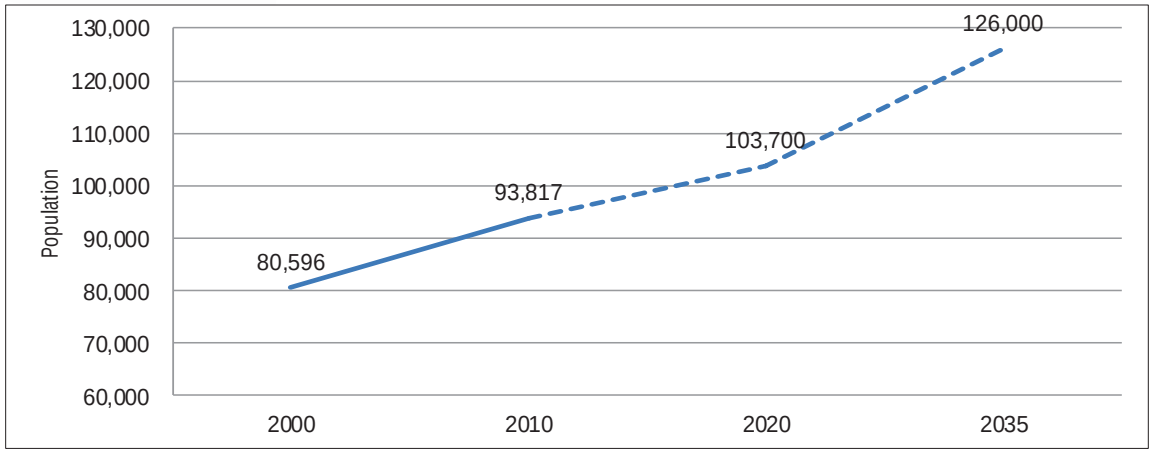
According to the U.S. Census, Jurupa Valley experienced a 16% population increase between 2000 and 2010. During the same period, Riverside County's population increased by more than 40%% (*Table 5.4*). Compared with other larger CDPs (more than 10,000 in population in 2010), growth in Jurupa Valley was also considered moderate.

In 2010, the population of Jurupa Valley accounted for 4% of Riverside County's population. As indicated in *Figure 5-5*. SCAG forecasts steady population growth for Jurupa Valley during the next 20 years with a projected population of approximately 126,000 persons by 2035, as shown in *Figure 5-5*.

Table 5.4: Population Growth in Unincorporated Areas

City [1]/ Unincorporated Area[2]	2000	2010	2013	Percent Change 2000-2010	Percent Change 2010-2013
Jurupa Valley	80,596	93,817	95,679	16.4	2.0
French Valley CDP	--	23,067	24,746	--	7.3
Temescal Valley CDP	--	22,535	23,397	--	3.8
Mead Valley CDP	--	18,510	18,751	--	1.3
East Hemet CDP	14,823	17,418	17,684	17.5	1.5
Valle Vista CDP	10,488	14,578	15,131	38.9	3.8
Woodcrest CPD	2,624	14,347	16,559	446.8	15.4
El Sobrante CPD	4,803	12,723	13,900	164.9	9.3
Home Gardens CPD	2,365	11,570	11,151	389.2	-3.6
Lakeland Village CPD	2,185	11,541	11,393	428.2	-1.3
Riverside County	1,545,387	2,189,641	2,204,724	41.7	0.7

1 Jurupa Valley: 2000 and 2010 Census data aggregated at the census tract level; ACS 2009-2013 data aggregated at census tract level.
2 Data for Census Designated Places (CDPs) aggregated at the CDP level.
3 "–" = data not available
Source: Bureau of the Census, 2000 and 2010 (DP1); American Community Survey 2009-2013 (B01003)



Note: Jurupa Valley city-level data available from the California Department of Finance and SCAG.
Source: California Department of Finance, 1850-2010 Historical US Census Populations of Counties and Incorporated Cities/Towns in California, and SCAG 2012-2035 Regional Growth Forecast.

Figure 5-5: Population Growth Forecast (2000-2035), City of Jurupa Valley

Age Composition

To estimate the age profile of Jurupa Valley residents, census tract level data from the 2000 and 2010 Census was used. *Table 5.5* presents the median age for those Census Designated Places (CDPs) within the City of Jurupa Valley. Between 2000 and 2010, the Jurupa Valley population experienced growth in all age groups, but overall, the City's population is getting older. The "prime working" population, residents between the ages of 25 and 54 years, remains the largest age group in the City. The "school age" population, those between the ages of 5 and 17 years, makes up the next largest segment of the City's residents. The percentage of residents over age 45 increased during the previous decade, while the City's younger population decreased proportionally. The State of California, Riverside County, and most CDPs comprising the City of Jurupa Valley saw slight increases in median age from 2000 to 2010, as shown in *Table 5.6*.

Table 5.5: Median Age by Community, County, and State (2000-2010)

Jurisdiction	Median Age	
	2000	2010
Crestmore Heights CDP[1]	--	33.7
Glen Avon CDP	33.3	31.7
Mira Loma CDP	30.3	30.4
Pedley CDP	31.7	33.4
Rubidoux CDP	27.9	29.2
Sunnyslope CDP	30.7	31.1
Riverside County	33.1	33.7
California	33.3	35.2

Table 5.6: Age Distribution (2000-2010), Percent of Total Population

Age Group	2000		2010	
	City of Jurupa Valley[1]	Riverside County[2]	City of Jurupa Valley[1]	Riverside County[2]
0 - 4 Years	8.2	7.9	8.0	7.4
5 - 17 Years	29.2	25.4	26.2	24.3
18 - 24 Years	6.5	6.2	8.0	7.1
25 - 44 Years	29.0	28.9	26.5	26.3
45 - 54 Years	12.4	11.4	13.4	13.4
55 - 64 Years	7.2	7.5	9.6	9.8
65+	7.6	12.7	8.3	11.8
Total	100	100	100	100

[1]Jurupa Valley: 2000 and 2010 Census data aggregated at the census tract level.
[2]Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census, 2000 and 2010 (DP1).

Ethnicity/Cultural Identity

In terms of ethnicity and cultural identity, most Jurupa Valley residents are Hispanic. As of 2010, 67% of Jurupa Valley residents were of Hispanic origin (*Table 5.7*). Between 2000 and 2010, the Non-Hispanic White population of Jurupa Valley declined by almost 16%, while persons of Hispanic origin increased by 18%. The Black/African American population represented the third largest ethnic group in the City (3% in 2010).

Table 5.7: Racial and Ethnic Composition (2000-2010)

Ethnic Group	2000				2010			
	City of Jurupa Valley[1]		Riverside County[2]		City of Jurupa Valley[1]		Riverside County[2]	
	#	%	#	%	#	%	#	%
Non-Hispanic White	33,684	41.8	788,831	51.1	24,488	26.1	869,068	39.7
Black/African American	3,577	4.4	92,403	6.0	3,079	3.3	130,823	6.0
Hispanic or Latino	39,416	49.0	559,575	36.2	62,376	66.5	995,257	45.4
Am. Indian or Alaska Native	507	0.6	10,135	0.6	311	0.3	10,931	0.5
Asian/Pacific Island	1,805	2. %	58,483	3.8	2,286	2.4	131,770	6.0
Other	96	0.1	2,425	0.1	136	0.2	3,682	0.2
Two or more races	1,511	1.9	33,535	2.2	1,141	1.2	48,110	2.2
Total Population	80,596	100	1,545,387	100	93,817	100	2,189,641	100

[1]Jurupa Valley: 2000 Census data aggregated at the block group level; 2010 Census data aggregated at the census tract level.
[2]Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census, 2000 (P004) and 2010 (DP1)

Employment Trends

Housing needs are influenced by employment trends. Significant employment opportunities within the City can lead to growth in demand for housing in proximity to jobs. The quality (including job security, and stability) and/or pay of available employment can determine the need for various housing types and prices.

As shown in *Table 5.8*, between 2009 and 2013, over 16% of Jurupa Valley's residents were employed in educational, health, and social services industries. About 14% were employed in retail trade; 13% were employed in manufacturing; 10% were employed in construction; 9% were employed in arts, entertainment, recreation, accommodation and food services; and another 9% were employed in professional, scientific, management, administrative, and waste management services. There is no data to show that these percentages are based on job sectors within the City of Jurupa Valley.

Table 5.8: Employment by Industry (2009-2013)

	Jurupa Valley*		Riverside County	
Industry	Employees	%	Employees	%
Agriculture, Forestry, Fishing and Hunting, and Mining	606	1.6	13,722	1.6
Construction	3,813	10.0	72,017	8.2
Manufacturing	5,040	13.2	81,173	9.3
Wholesale Trade	2,066	5.4	29,676	3.4
Retail Trade	5,311	13.9	114,208	13.0
Transportation and Warehousing, and Utilities	3,103	8.1	47,094	5.4
Information	299	0.8	14,384	1.6
Finance, Insurance, Real Estate, and Rental & Leasing	1,305	3.4	47,236	5.4
Professional, Scientific, Management, Administrative, and Waste Management Services	3,391	8.9	87,990	10.0
Educational, Health and Social Services	6,214	16.3	181,003	20.6
Arts, Entertainment, Recreation, Accommodation and Food Services	3,419	8.9	96,865	11.1
Other Services (except Public Administration)	2,047	5.4	45,966	5.2
Public Administration	1,584	4.1	45,696	5.2
Total	38,198	100	877,030	100

Data indicates the occupations held by Jurupa Valley/Riverside County residents; the location of the related workplace is not indicated by this data.
*Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level.
Source: American Community Survey, 2009-2013 (DP03).

Table 5.9 shows Jurupa Valley's labor force, which increased from 45,200 in 2000 to 45,900 in 2014. According to the California Employment Development Department (EDD), the unemployment rate in Jurupa Valley has steadily declined since 2010. In 2014, the City's unemployment rate was recorded at 10.7%, higher than the County's unemployment rate of 8.1%.

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Table 5.9: Labor Force Trends in the City, County and State (2010-2014)

Year	Persons in Labor Force	Employed Persons	Unemployed Persons	Unemployment Rate, % of Labor Force
Jurupa Valley				
2010	45,200	37,200	8,000	17.6
2011	45,200	37,600	7,600	16.8
2012	45,500	38,700	6,800	14.9
2013	45,600	39,800	5,800	12.8
2014	45,900	41,000	4,900	10.7
Riverside County				
2010	976,200	841,100	135,200	13.8
2011	978,200	849,400	128,800	13.2
2012	989,100	873,900	115,200	11.6
2013	998,600	899,800	98,800	9.9
2014	1,010,700	927,300	83,400	8.2
California				
2010	18,336,300	16,091,900	2,244,300	12.2
2011	18,419,500	16,260,100	2,159,400	11.7
2012	18,554,800	16,630,100	1,924,700	10.4
2013	18,671,600	17,002,900	1,668,700	8.9
2014	18,811,400	17,397,100	1,414,300	7.5

Source: State of California Employment Development Department (EDD), 2015.

Household Characteristics

This section describes Jurupa Valley's household characteristics. The Census Bureau defines a household as all persons living in a single housing unit, whether or not they are related. One person living alone is considered a household, as is a group of unrelated people living in a single housing unit.

Household Growth

In 2010, the Census reported 24,787 households in Jurupa Valley, an 11% increase from 2000, as shown in *Table 5.10*. According to the Census, however, the number of households in Jurupa Valley is growing at a significantly slower pace than Riverside County, but at a rate similar to the State of California overall. Between 2000 and 2010, the total number of households in Riverside County increased by 36%, more than triple the rate of increase in Jurupa Valley (11%) and almost four times the rate in California (9%). During the same period, the number of dwelling units in the City grew by almost 11%, as shown in *Table 5.10*.

Table 5.10: Total Households and Household Growth (2000-2010)

Area	2000	2010	Percent Increase 2000-2000
Jurupa Valley[1]	22,411	24,787	10.6
Riverside County[2]	506,218	686,260	35.6
California	11,502,870	12,577,498	9.3

[1]Jurupa Valley: 2000 and 2010 Census data aggregated at the block group level.
[2]Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census, 2000 and 2010 (H16)

Household Characteristics and Size

As shown in *Table 5.11*, the majority of households in Jurupa Valley in 2010 were family households (81%), at a higher proportion than the County as a whole (74%). About 41% of all households in the City were families with children and more than 23% of households had at least one elderly member (65+ years). About 6% of all households were made up of an elderly person living alone.

Table 5.11: Household Characteristics, Percent of Total

	City of Jurupa Valley[1]	Riverside County[2]	California
Household Type			
Families	80.5	74.4	68.7
Families with Children	41.2	37.5	33.0%
Married Families with Children	30.3	27.0	23.4
Male Headed Families with Children	4.2	3.2	2.8
Female Headed Families with Children	6.9	7.3	6.8
Non-Family Households	19.5	25.6	31.3
Senior Living Alone	6.2	8.7	8.1
Households with Elderly (65+ years)	23.2	27.3	24.7
Household Size			
Large Households (5+)	33.0	21.3	16.4
Large Households - Owners	22.0	13.5	9.0
Large Households - Renters	11.0	7.8	7.4

[1]Jurupa Valley: 2000 and 2010 Census data aggregated at the census tract and block group level.
[2]Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census, 2000 and 2010 (DP1, H16, QTH2)

The average household size for each Census Designated Place (CDP) within Jurupa Valley is listed below in *Table 5.12*. In 2010, all of these CDPs had a larger average household size than Riverside County (3.14 persons per household) and the state (2.90 persons per household).

Table 5.12: Average Household Size by CDP

	Average Household Size, Number of Persons Per Household					
	Owner Households		Renter Households		Total Households	
	2000	2010	2000	2010	2000	2010
Crestmore Heights CDP*	--	3.49	--	3.27	--	3.43
Glen Avon CDP	3.62	3.95	2.43	2.95	3.11	3.49
Mira Loma CDP	3.79	4.05	4.05	4.42	3.84	4.15
Pedley CDP	3.46	3.54	3.56	3.89	3.48	3.62
Rubidoux CDP	3.58	3.78	3.65	3.84	3.60	3.80
Sunnyslope CDP	3.95	4.14	4.04	4.61	3.96	4.23
County of Riverside						3.14
State of California						2.90

*2000 Census data not available
Source: Bureau of the Census, 2000 and 2010 (DP1)

Tenure

Tenure refers to whether housing is rented or owned. Housing tenure is, in turn related to household income, composition (household size

and relationships), and age of the householder. Communities need to have an adequate supply of units available both for rent and for sale to accommodate a range of households with varying incomes, family sizes, composition (individuals living together and their relationships to one another), and life styles. Approximately 67% of Jurupa Valley households owned their homes, and 33% of households rented their homes in 2010. As shown in *Table 5.13*, the homeownership rate in Jurupa Valley was only slightly lower than in Riverside County but noticeably higher than in the State of California as a whole.

Table 5.13: Occupied Units by Tenure (2010)

	Owner-Occupied		Renter-Occupied		Total	
	Number	%	Number	%	Number	%
Jurupa Valley[1]	16,526	66.7	8,261	33.3	24,787	100
Riverside County[2]	462,212	67.4	224,048	32.6	686,260	100
California	7,035,371	55.9	5,542,127	44.1	12,577,498	100

Jurupa Valley: 2000 and 2010 Census data aggregated at the block group level.
Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census 2010 (H16 -SF1)

As shown in *Table 5.14* and *Table 5.15* households of three or more persons made up the majority of households in 2000 and 2010, and the number of larger households increased between 2000 and 2010. Larger renter-households (with five or more persons) had the greatest relative increase between 2000 and 2010, while owner-occupied households with three to four persons had the greatest decrease. This trend may reflect that ownership housing has become increasingly unaffordable to larger households.

Table 5.14: Household Size Distribution (2000)

Household Size	Total Households[2]	% of Total	Renter-Households	% of Total[3]	Owner-Households	% of Total[2]
Jurupa Valley[1]						
1 Person	3,482	15.5	1,590	7.1	1,892	8.4
2 Persons	5,073	22.6	1,228	5.5	3,845	17.2
3-4 Persons	7,521	33.6	1,945	8.7	5,576	24.9
5+ Persons	6,335	28.3	1,736	7.7	4,599	20.5
Total	22,411	100	6,499	29.0	15,912	71.0
Riverside County						
1 Person	132,494	19.3	51,493	7.5	81,001	11.8
2 Persons	194,449	28.3	48,107	7.0	146,342	21.3
3-4 Persons	213,472	31.1	71,139	10.4	142,333	20.7
5+ Persons	145,845	21.3	53,309	7.8	92,536	13.5
Total	686,260	100	224,048	32.6	462,212	67.4
California						
1 Person	2,929,442	23.3	1,588,527	12.6	1,340,915	10.7
2 Persons	3,653,802	29.1	1,384,739	11.0	2,269,063	18.0
3-4 Persons	3,927,263	31.2	1,632,962	13.0	2,294,301	18.2
5+ Persons	2,066,991	16.4	935,899	7.4	1,131,092	9.0
Total	12,577,498	100	5,542,127	44.1	7,035,371	55.9

[1]Jurupa Valley: 2000 Census data aggregated at the block group level.
[2]Represents Total Households
[3]Percent of Total Households
Source: U.S. Census 2000 (H15-SF3)

Table 5.15: Household Size Distribution (2010)

Household Size	Total Households[2]	% of Total	Renter-Households	% of Total[3]	Owner-Households	% of Total[2]
Jurupa Valley[1]						
1 Person	3,657	14.8	1,786	7.2	1,871	7.6
2 Persons	5,289	21.3	1,445	5.8	3,844	15.5
3-4 Persons	7,666	30.9	2,310	9.3	5,356	21.6
5+ Persons	8,175	33.0	2,720	11.0	5,455	22.0
Total	24,787	100	8,261	33.3	16,526	66.7
Riverside County						
1 Person	104,557	20.7	41,914	8.3	62,643	12.4
2 Persons	153,900	30.4	36,092	7.1	117,808	23.3
3-4 Persons	154,827	30.6	49,399	9.8	105,428	20.8
5+ Persons	92,934	18.4	30,281	6.0	62,653	12.4
Total	506,218	100	157,686	31.1	348,532	68.9
California						
1 Person	2,708,308	23.5	1,468,111	12.8	1,240,197	10.8
2 Persons	3,408,296	29.6	1,254,291	10.9	2,154,005	18.7
3-4 Persons	3,549,929	30.9	1,429,355	12.4	2,120,574	18.4
5+ Persons	1,836,337	16.0	804,779	7.0	1,031,558	9.0
Total	11,502,870	100	4,956,536	43.1	6,546,334	56.9

[1]Jurupa Valley: 2010 Census data aggregated at the census tract level.
[2]Represents Total Households
[3]Percent of Total Households
Source: U.S. Census 2010 (QTH2-SF1)

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Household Income

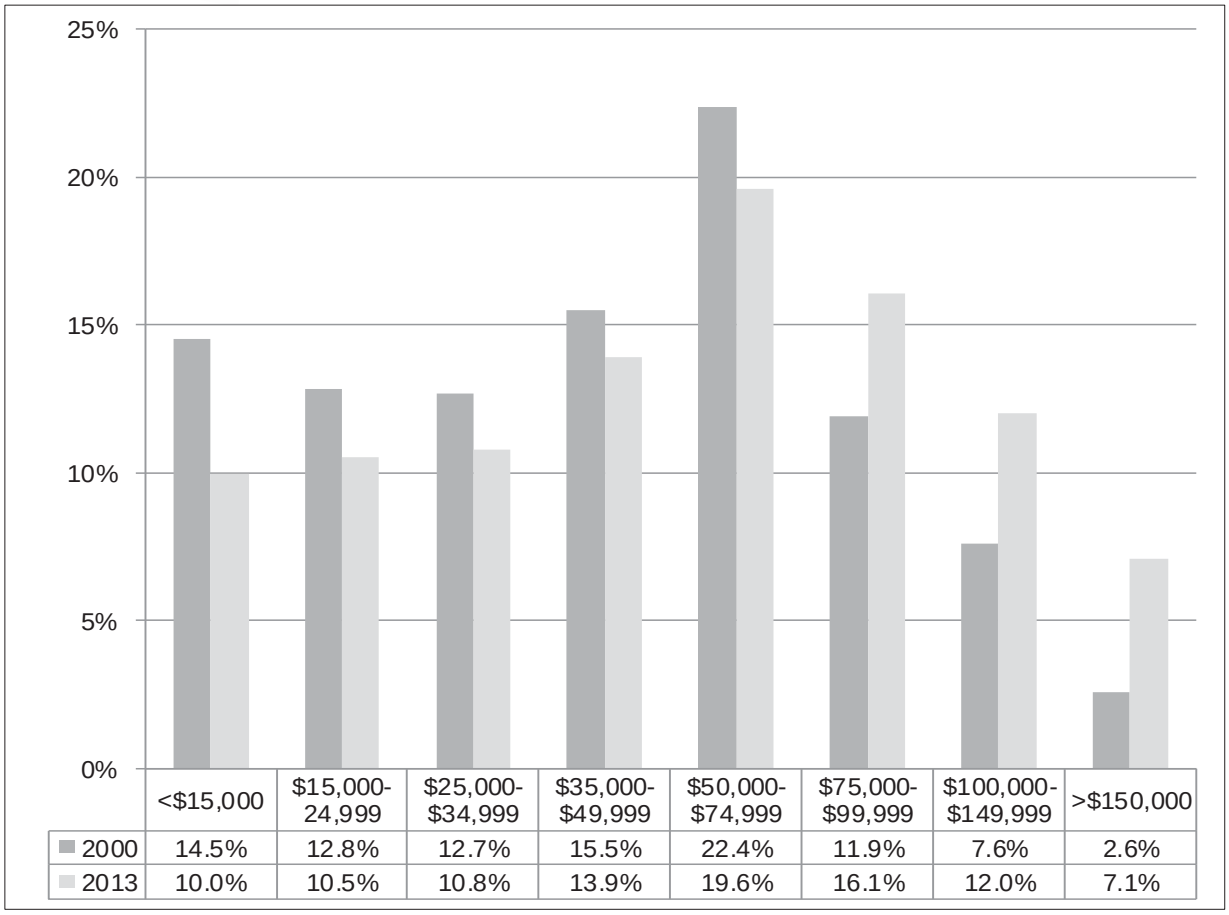
Table 5.16 shows the median household incomes, according to the 2007-2011 ACS, for the CDPs generally comprising the City of Jurupa Valley. Median incomes in Jurupa Valley varied considerably by tenure. During this time, the median incomes for owner-occupied households in the CDPs were consistently nearly double those of renter-occupied households. According to 2000 Census and 2011 ACS data, in absolute terms and when inflation is factored in, the median incomes recorded in the different CDPs have risen since 2000).

Table 5.16: Median Household Income

Jurisdiction	Median Household Income, $ 2000[2]	Median Household Income, $ 2000[3]	Median Household Income, $ 2011[2]	% Change 2000-2011
Crestmore Heights CDP[3]	-	-	49,395	-
Owner-Occupied Households	-	-	49,395	-
Renter-Occupied Households	-	-	-	-
Glen Avon CDP	36,709	47,951	45,616	4.9
Owner-Occupied Households	50,364	65,789	60,478	8.1
Renter-Occupied Households	20,585	26,890	28,900	7.5
Mira Loma CDP	48,941	63,930	66,635	4.2
Owner-Occupied Households	52,490	68,566	71,880	4.8
Renter-Occupied Households	31,994	41,793	52,118	24.7
Pedley CDP	60,045	78,434	65,012	17.1
Owner-Occupied Households	63,555	83,020	72,553	12.6
Renter-Occupied Households	38,750	50,618	43,433	14.2
Rubidoux CDP	38,539	50,342	52,108	3.5
Owner-Occupied Households	50,274	65,671	63,831	2.8
Renter-Occupied Households	21,573	28,180	37,953	34.7
Sunnyslope CDP	47,390	61,904	68,313	10.4
Owner-Occupied Households	51,378	67,113	75,788	12.9
Renter-Occupied Households	38,214	49,918	38,646	22.6
Riverside County	42,811	55,926	58,365	4.4
Los Angeles County	42,030	54,902	56,266	2.5
Orange County	58,500	76,417	75,762	-0.9
California	47,288	61,771	61,094	-1.1

[1]2007-2011 ACS data is the latest available for these CDPs.
[2]Not adjusted for inflation
[3]In 2011 inflation-adjusted dollars
"-" Data not available
Source: Bureau of the Census, 2000 (HCT036 – SF4); American Community Survey (ACS), 2007-2011 (B25119)

About 47% of Jurupa Valley households are lower-income. Between 2009 and 2013, about one-third (31%) of Jurupa Valley households earned less than $35,000 and only 19% of households earned more than $100,000, as shown in *Table 5.16* and *Table 5.17*, and in *Figure 5-6.*



	<$15,000	$15,000-24,999	$25,000-$34,999	$35,000-$49,999	$50,000-$74,999	$75,000-$99,999	$100,000-$149,999	>$150,000
2000	14.5%	12.8%	12.7%	15.5%	22.4%	11.9%	7.6%	2.6%
2013	10.0%	10.5%	10.8%	13.9%	19.6%	16.1%	12.0%	7.1%

Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level.
Source: Bureau of the Census 2000 (HCT011 - SF 3); American Community Survey 2009-2013

Figure 5-6: Household Income

The relatively high percentage of lower income persons residing in Jurupa Valley is one of several indicators showing a concentration of low-cost rental or sale housing in the City, particularly in several older neighborhoods in Mira Loma, Sunnyslope, Belltown and Rubidoux.

Table 5.17: Household Income by Tenure (2009-2013)

	Owner-Households		Renter-Households		Total Households	
	Number	%	Number	%	Number	%
Less than $5,000	173	1.1%	402	4.7%	575	2.3%
$5,000 to $9,999	307	1.9%	375	4.4%	682	2.8%
$10,000 to $14,999	395	2.5%	814	9.4%	1,209	4.9%
$15,000 to $19,999	695	4.3%	642	7.4%	1,337	5.4%
$20,000 to $24,999	507	3.2%	762	8.8%	1,269	5.1%
$25,000 to $34,999	1,529	9.5%	1,135	13.1%	2,664	10.8%
$35,000 to $49,999	1,953	12.1%	1,489	17.2%	3,442	13.9%
$50,000 to $74,999	3,397	21.1%	1,455	16.8%	4,852	19.6%
$75,000 to $99,999	3,015	18.8%	958	11.1%	3,973	16.1%
$100,000 to $149,000	2,547	15.8%	418	4.9%	2,965	12.0%
$150,000 or more	1,557	9.7%	194	2.2%	1,751	7.1%
Total	16,075	100%	8,644	100%	24,719	100%

Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level.
Source: American Community Survey, 2009-2013 (B25118)

For the purposes of the Housing Element, the California Department of Housing and Community Development (HCD) has established five income groups based on Area Median Income (AMI):

- Extremely Low Income: up to 30% of AMI
- Very Low Income: 31% to 50% of AMI
- Low Income: 51% to 80% of AMI
- Moderate Income: 81% to 120% AMI
- Above Moderate Income: >120% AMI
- County Median Income as published by HCD must be used to establish income groups for the purpose of the Housing Element.

The U.S. Department of Housing and Urban Development (HUD) periodically receives "custom tabulations" of Census data from the Census Bureau that are largely not available through standard Census products. The most recent estimates are derived from the 2008-2012 ACS. This dataset, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), provides insight on the extent of housing problems experienced by lower-income households. The Jurupa Valley CHAS data in this report was extracted at the census tract level (using the same census tracts as those used to aggregate Jurupa Valley data from the 2010 U.S. Census).

According to the CHAS data presented in Table 5.18, approximately 27% of Jurupa Valley households can be considered extremely low

or very low income (50% or less of the AMI) and an additional 20% can be classified as low income (51% to 80% AMI). The majority of the City's households (53%), however, were within the moderate and above moderate-income category (greater than 80% AMI). By comparison, about 58% of Riverside County households were moderate or above moderate-income households.

Table 5.18: Distribution by Income Group, Percent of Total Households

Jurisdiction	Total Households	Extremely Low Income (0-30% of AMI)	Very Low Income (31-50%)	Low Income (51-80%)	Moderate/ Above Income (80%+)
Jurupa Valley[1]	24,738	12.5	14.4	20.3	52.9
Riverside County	676,620	11.9	12.9	17.6	57.6
State of California	12,466,330	14.7	12.8	16.7	55.8

[1]Jurupa Valley: 2008-2012 CHAS data aggregated at the census tract level.
[2]Data presented in this table is based on special tabulations from sample Census data. The number of households in each category usually deviates from the 100% count due to the need to extrapolate sample data out to total households. Interpretations of this data should focus on the proportion of households rather than on precise numbers. Furthermore, because HUD programs do not cover households with incomes above 80% of the County AMI, CHAS data does not provide any breakdown of income groups above 80% AMI.
Sources: HUD Comprehensive Housing Affordability Strategy (CHAS) Data, 2008-2012.

H. Housing Inventory and Market Conditions

This section describes housing stock and market conditions in the City of Jurupa Valley.

Housing Growth

According to the 2000 and 2010 Census counts, only a small percentage of Riverside County's over 500,000 new housing units were located within the City of Jurupa Valley. The number of housing units in Jurupa Valley, both existing and new, comprised just 3% of the County's total existing housing stock in 2000 and 4% in 2010, as shown in *Table 5.19*.

Table 5.19: Housing Unit Growth (Nearby Cities)

City/County[1,2]	# of Units 2000	# of Units 2010	# Units 2015[3]	% Change 2000-2010	% Change 2010-2015
Jurupa Valley	23,429	26,176	26,874	11.7	2.7
Moreno Valley	41.431	55,559	55,935	34.1	0.7
Perris	10.553	17,906	18,536	69.7	3.5
Hemet	29.401	35,305	35,836	20.1	1.5
Riverside County	584,674	800,707	822,910	36.9	2.8
California	12,214,549	13,680,081	13,914,715	12.0	1.7

[1]Jurupa Valley: 2000 Census data aggregated at the block group level and 2010 Census data aggregated at the census tract level.
[2]Moreno Valley, Perris, Hemet and Riverside County, State of California: 2000 and 2010 Census data aggregated at the City, County or State level.
[3]Department of Finance estimates are corrected for demolition; therefore, housing growth in this table presents net increases in the housing stock; data available at City, County or State level for all jurisdictions (including Jurupa Valley).
Sources: Bureau of the Census 2000 (H001) and 2010 (QT-H1), State Department of Finance, Housing Estimates, May 2015.

Historically, housing growth in Jurupa Valley lagged behind the County and other neighboring jurisdictions, but experienced growth similar to the state as a whole. Between 2000 and 2010, Jurupa Valley's housing stock increased at a significantly slower rate than the County's and other nearby cities. However, housing growth in the region was severely impacted by the recent recession and, since 2010, the City's housing stock has grown at rates similar to the rest of the County and at a higher rate compared to the state average. According to the California Department of Finance, the housing stock in Jurupa Valley was estimated at 26,874 units as of January 1, 2015, representing a 3% increase from 2010; compared to the County's 3% increase and the state's 2% increase during the same interval. Among the most populous unincorporated areas (with population over 10,000 in 2010) in Riverside County, Jurupa Valley had moderate housing production rate between 2000 and 2013, as shown in *Table 5.20*.

Table 5.20: Housing Unit Growth (Unincorporated Areas)

City [1]/ Unincorporated Area[2]	# of Units 2000	# of Units 2010	# Units 2013	% Change 2000-2010	% Change 2010-2013
Jurupa Valley	23,429	26,176	26,668	11.7	1.9
French Valley CDP	--	6,635	6,982	--	5.2
Temescal Valley CDP	--	7,617	7,808	--	2.5
Mead Valley CDP	--	4,601	4,593	--	-0.2
East Hemet CDP	5,064	5,869	5,900	15.9	0.5
Valle Vista CDP	4,909	6,112	6,062	24.5	-0.8
Woodcrest CPD	2,624	4,622	4,651	76.1	0.6
El Sobrante CPD	4,803	3,827	3,928	-20.3	2.6
Home Gardens CPD	2,365	2,865	2,969	21.1	3.6
Lakeland Village CPD	2,185	3,967	3,961	81.6	-0.2
Riverside County	584,674	800,707	822,910	36.9	2.8

"—" = data not available
Jurupa Valley: 2000 Census data aggregated at the block group level and 2010 Census data aggregated at the census tract level; ACS 2009-2013 data aggregated at the block group level.
All data for Census Designated Places (CDPs) aggregated at the CDP level.
The minor negative growth rates are probably results of sampling errors.
Sources: Bureau of the Census 2000 (H001) and 2010 (QT-H1), American Community Survey, 2009-2013 (B25001).

Unit Type and Size

Composition of Housing Stock

The composition of the City's housing stock, specifically in regards to its available housing inventory by unit type, has remained fairly stable since 2000, which is to be expected given the City's limited housing growth during this time. The California Department of Finance, which records building permit data submitted by local jurisdictions, estimates that single-family detached units comprise the vast majority of the City's housing stock (77%) while multi-family units make up about 12% of the housing stock (*Table 5.21*). Countywide, in 2015, 68% of housing units were single-family detached units compared to 58% in the state. In Riverside County,

multi-family units represented about 16% of the housing stock in 2015; compared to 31% in the state.

Table 5.21: Housing Inventory by Unit Type (2000-2015)

Housing Type	2000[1]	% of Total	2009-2013[2]	% of Total	2015[3]	% of Total
Single-family, detached	18,044	73.5	20,399	76.5	20,645	76.8
Single-family, attached	1,083	4.4	1,104	4.1	1,026	3.8
Multi-family	3,589	14.6	3,188	12.0	3,237	12.0
Mobile homes	1,683	6.9	1,909	7.2	1,966	7.3
Other (boats, RVs)	152	0.6	68	0.2	0	0.0
Total Housing Units	24,551	100	26,668	100	26,874	100

[1]Jurupa Valley: 2000 Census data aggregated at the census tract level.
[2]Jurupa Valley: 2009-2013 ACS data aggregated at the block group level.
[3]Jurupa Valley: 2015 DOF data available at the city level
Source: U.S. Census Bureau of the Census 2000, (DP-4); American Community Survey 2009-2013, (B25024); and State Department of Finance, Housing Estimates, May 2015.

As shown in *Table 5.22*, owner-occupied housing units were predominately single-family detached, comprising 87% of all owner-occupied units. The majority of renter-occupied units were also single-family detached housing units (58%).

Table 5.22: Unit Type by Tenure (2009-2013)

	Owner-Occupied		Renter- Occupied		Total Occupied Housing Units	
	Units	%[1]	Units	%[1]	Units	%
Single-family, detached	14,244	87.4	5,067	58.3	19,311	77.3
Single-family, attached	414	2.6	564	6.5	978	3.9
Multi-family (2-4 units)	35	0.2	617	7.1	652	2.6
Multi-family (5+ units)	0	0.0	2,137	24.5	2,137	8.5
Mobile Homes	1,537	9.4	305	3.5	1,842	7.4
Other (Boats, RV.)	62	0.4	6	0.1	68	0.3
Total	16,292	100	8,696	100	24,988	100

Jurupa Valley: 2009-2013 ACS data aggregated at the block group level.
Source: American Community Survey 2009-2013, (B25032).

As shown in *Table 5.15* (page 5-39), Jurupa Valley has a significant number of large households (i.e. households with five or more bedrooms). Approximately 28% of all Jurupa Valley are larger households, compared with about 21% in the County and 16% in the state. Between 2009 and 2013, about 34% of renter-occupied units were two-bedroom units, and about 30% were three-bedroom units, as shown in *Table 5.23*. Over 43% of owner-occupied units had three bedrooms and 35% had four bedrooms. Generally, housing units with three or more bedrooms are the most suited for large households, indicating that adequately sized rental units may be in limited supply in Jurupa Valley considering that the majority (57%) of the City's rental units have two bedrooms or less.

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Table 5.23: Unit Size by Tenure (2009-2013)

	Owner-Occupied		Renter- Occupied		Total Occupied Housing Units	
	Units	%[2]	Units	%[2]	Units	%[2]
Studio/1 bedroom	452	2.8	2,025	23.3	2,477	9.9
2 bedrooms	2,236	13.7	2,916	33.5	5,152	20.6
3 bedrooms	7,102	43.6	2,570	29.6	9,672	38.7
4 bedrooms	5,643	34.6	999	11.5	6,642	26.6
5 or more bedrooms	859	5.3	186	2.1	1,045	4.2
Total	16,292	100	8,696	100	24,988	100

Jurupa Valley: 2009-2013 ACS data aggregated at the block group level.
Percentages may not equal 100% due to rounding
Source: American Community Survey, 2009-2013 (B25042).

Vacancy Rates

A certain number of vacant units are needed in the housing market to moderate the cost of housing and allow sufficient housing choice. Vacancy rates are generally higher among rental properties, as rental units have greater attrition than owner-occupied-units do. A healthy vacancy rate (one that permits sufficient choice and mobility among a variety of housing units) is considered to be 2% to 3% for ownership units and 5% to 6% for rental units. In 2000, the vacancy rate in Jurupa Valley was 4.3%, as shown in *Table 5.24*. By 2010, the overall vacancy rate for the City was determined to be 6.3%. This overall rate, however, includes housing units that were vacant due to foreclosures, seasonal occupancy, or other reasons. The actual vacancy rate (actual number of unoccupied dwelling units at any given time) for the City is likely to be lower than the listed rate. According to the 2010 Census, only about 59% of the City's 1,650 vacant units were actually available for rent or sale, which reflects a relatively high number of seasonably occupied and possibly abandoned units.

Table 5.24: Household Occupancy Status (2000-2010)

Occupancy Status	2000	Percent of Total	2010	Percent of Total
Occupied Housing Units	22,411	95.7	24,526	93.7
Vacant Housing Units	1,018	4.3	1,650	6.3
For Sale	287	1.2	561	2.3
For Rent	281	1.2	409	1.6
Total Housing Units	23,429	100	26,176	100

Jurupa Valley: 2000 Census data aggregated at the block group level and 2010 Census data aggregated at the census tract.
Riverside County: 2000 and 2010 Census data aggregated at the County level.
Source: Bureau of the Census 2000 and 2010, (QT-H1);

Housing Conditions

Age of Housing Stock

The age of a housing unit is often an indicator of housing conditions. In general, housing that is 30 years or older may exhibit a need for repairs based on the useful life of materials. Housing more than 50

years old is considered aged and is more likely to exhibit a need for major repairs.

Jurupa Valley's housing stock is older. Approximately 52% of the owner-occupied units in the City were built before 1980, and 20% were built before 1960. Of the City's renter-occupied units, 61% were built before 1980, and 28% were built before 1960. *Table 5.25* summarizes the age of the City's housing stock by tenure. Based on housing age alone, a significant portion of Jurupa Valley's housing stock could require rehabilitation in the upcoming decade.

Table 5.25: Tenure by Age of Housing Stock (Occupied Units)

	Owner-Occupied		Renter- Occupied		Total Occupied Housing Units	
Year Built	Units	%[1]	Units	%[1]	Units	%[1]
2000 or later	1,786	11.0	1,175	13.5	2,962	8.8
1990 - 1999	1,700	10.4	714	8.2	2,414	15.3
1980 - 1989	4,295	26.3	1,506	17.3	5,801	15.5
1970 - 1979	3,797	23.3	1,318	15.2	5,115	21.6
1960 - 1969	1,431	8.8	1,511	17.4	2,942	16.0
1950 - 1959	2,193	13.5	1,375	15.8	3,568	13.1
1940 - 1949	632	3.9	818	9.4	1,450	5.3
1939 or earlier	458	2.8	279	3.2	737	4.4
Total	16,292	100	8,696	100	24,988	100

Jurupa Valley: 2009-2013 ACS data aggregated at the block group level.
The data are from the American Community Survey and therefore, is based on a sample of units and extrapolated to represent the entire housing stock. This table is intended only to provide a general picture of age and tenure of the housing stock.
Source: American Community Survey (ACS), 2009-2013 (B25036).

Housing Conditions

Housing condition refers to the ability of various systems in a house to meet adopted building codes for health and safety, including plumbing, heating, electrical, and structural systems. Housing conditions are considered substandard when one or more systems are found to be below the minimum standards required by Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered to be in need of housing assistance, even if they are not seeking alternative housing arrangements, due to the threat to residents' health and safety that substandard housing poses.

In addition to structural deficiencies and standards, the lack of infrastructure and utilities often serves as an indicator for substandard conditions. According to the 2009-2013 ACS, 68 occupied units in Jurupa Valley (0.3% of all units) lacked complete plumbing facilities and 221 units lacked complete kitchen facilities (0.9% of all units), as shown in *Table 5.26*. This may be due to the fact that in Jurupa Valley, "substandard" dwellings such as tack rooms, storage or other outbuildings are often used illegally as

guest quarters or as separate dwelling units. Under the City's Zoning Code, guest quarters are not permitted to have kitchens.

One possible reason for the common use of substandard dwellings in the City is the relatively high number of lower income/large households and overcrowding in some residential areas. It should be noted that there might be some overlap in the number of substandard housing units, as some units may lack both complete plumbing and kitchen facilities. Similar to the County and the state, housing units lacking appropriate infrastructure and utilities comprise a very small proportion of the City's housing stock.

Table 5.26: Number of Dwellings Lacking Plumbing or Complete Kitchen Facilities, 2009-2013

Units	Owner Occupied	Renter Occupied	Total	% of Total Housing Units
Jurupa Valley[1]				
Lacking plumbing facilities	32	36	68	0.3
Lacking complete kitchen facilities	42	179	221	0.9
Riverside County[2]				
Lacking plumbing facilities	1,621	1,341	2,962	0.4
Lacking complete kitchen facilities	1,883	4,390	6,273	0.9
California[3]				
Lacking plumbing facilities	20,916	43,006	63,922	0.5
Lacking complete kitchen facilities	26,676	124,714	151,390	1.2

Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level.
Riverside County Housing Units: 683,144
California Housing Units: 12,542,460
Source: American Community Survey, 2009-2013 (B25049, B25053).

Code Enforcement Activities

The City of Jurupa Valley has established a Code Enforcement program to ensure a high quality of life throughout the communities and maintain property values. Code compliance in the City is a responsive program under which property inspections are done only when inspection requests and complaints are received. Such a system may result in underreporting of code compliance issues, particularly with regard to the rental housing stock. Often, tenants fear retaliation from the landlords and are therefore less willing to report an issue. Legal residency issues or language barriers may be another obstacle for reporting code compliance issues. According to the Code Enforcement staff, Jurupa Valley currently (January 2016) has 776 active code enforcement cases dealing with housing conditions and/or safety issues, and the City has closed 815 such cases since incorporation. Therefore, as a general estimate, less than 0.5% of the City's housing stock (or approximately 1,300 units) may be considered substandard in the City.

Housing Costs and Affordability

Home Prices and Rents

Realtor.com® was used to provide housing market data for Jurupa Valley. This information is sourced daily from listings and property data on the realtor.com website, which includes an up-to-date and accurate aggregation of real estate listings from approximately 800 regional listings from Multiple Listing Service (MLS). According to realtor.com, in November 2015, the average home listing price in Jurupa Valley was $379,000. The average selling price for homes in the City was slightly lower at $343,500. These figures are based on the City's 24,412 property records and a realtor.com search of 510 listings of recently sold homes and 293 listings of homes available for sale.

Information on current rental rates in the City was obtained through a review of advertisements on Craigslist during October 2015. Available rental housing ranged from single-room studios to four- or more bedroom units. Most of the available units in the City were two-bedroom, three-bedroom, and four-bedroom units. *Table 5.27* summarizes average rents by unit size. Overall, 81 units of varying sizes were listed as available for rent in October 2015 with an average rent of $1,517.

Table 5.27: Average Rent by Unit Size

Studio	1-Bedroom	2-Bedroom	3-Bedroom	4+ Bedroom
$808	$1,146	$1,203	$1,694	$1,943

Source: www.craigslist.org, accessed October 16, 2015

Affordability Gap Analysis

To determine overall housing affordability, the costs of homeownership and renting are compared to a household's ability to pay these costs. Housing affordability is defined as spending no more than 30% to 35% of gross household income (depending on tenure and income level) on housing expenses. Table 5.28 summarizes affordable rents and purchase prices by income category based on the 2015 HCD median income of $65,000 for Riverside County. General cost assumptions for utilities, taxes, and property insurance are shown. Affordable purchase price assumes a 4% interest rate with a 30-year fixed rate mortgage loan and a 10% down payment. Given the need for a down payment and the high costs of homeownership, lower income households lacking sufficient savings or transferable equity must usually occupy rental housing. The affordability problem also persists in the rental market. The situation is exacerbated for large households and seniors with lower and moderate incomes given the limited supply of large units.

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Table 5.28: Housing Affordability Matrix, Riverside County (2015)

Income	Annual Income	Affordable Monthly Housing Costs		Utilities		Taxes and Ins.	Maximum Affordable Price	
		Rent	Sale	Rent	Sale		Rent	Sale
Extremely Low Income (0-30% AMI)								
1-Person	$14,100	$353	$353	$181	$210	$123	$153	$4,451
2-Person	$16,100	$403	$403	$192	$226	$141	$189	$8,291
3-Person	$20,090	$502	$502	$221	$265	$176	$251	$14,304
4-Person	$24,250	$606	$606	$249	$305	$212	$319	$20,728
5-Person	$28,410	$710	$710	$277	$345	$249	$390	$27,151
Very Low Income (30-50% AMI)								
1-Person	$23,450	$586	$586	$181	$210	$205	$386	$39,812
2-Person	$26,800	$670	$670	$192	$226	$235	$456	$48,758
3-Person	$30,150	$754	$754	$221	$265	$264	$503	$52,351
4-Person	$33,500	$838	$838	$249	$305	$293	$551	$55,711
5-Person	$36,200	$905	$905	$277	$345	$317	$585	$56,613
Low Income (50-80% AMI)								
1-Person	$37,550	$683	$796	$181	$210	$279	$483	$71,580
2-Person	$42,900	$780	$910	$192	$226	$319	$566	$85,065
3-Person	$48,250	$878	$1,024	$221	$265	$358	$627	$93,196
4-Person	$53,600	$975	$1,138	$249	$305	$398	$688	$101,094
5-Person	$57,900	$1,053	$1,229	$277	$345	$430	$733	$105,551
Median Income (80-100% AMI)								
1-Person	$45,500	$1,024	$1,194	$181	$210	$418	$824	$131,808
2-Person	$52,000	$1,170	$1,365	$192	$226	$478	$956	$153,896
3-Person	$58,500	$1,316	$1,536	$221	$265	$537	$1,065	$170,631
4-Person	$65,000	$1,463	$1,706	$249	$305	$597	$1,176	$187,133
5-Person	$70,200	$1,580	$1,843	$277	$345	$645	$1,260	$198,473
Moderate Income (100-120% AMI)								
1-Person	$54,600	$1,251	$1,460	$181	$210	$511	$1,051	$171,959
2-Person	$62,400	$1,430	$1,668	$192	$226	$584	$1,216	$199,783
3-Person	$70,200	$1,609	$1,877	$221	$265	$657	$1,358	$222,254
4-Person	$78,000	$1,788	$2,085	$249	$305	$730	$1,501	$244,493
5-Person	$84,250	$1,931	$2,252	$277	$345	$788	$1,611	$260,421

[1]Assumptions: 2015 HCD income limits; Health and Safety code definitions of affordable housing costs (between 30 and 35% of household income depending on tenure and income level); HUD utility allowances; 35% of monthly affordable cost for taxes and insurance; 10.0% down payment; and 4.0% interest rate for a 30-year fixed-rate mortgage loan. Taxes and insurance apply to owner costs only; renters do not usually pay taxes or insurance.

[2]Riverside County: 4-person household median income = $65,000

Sources: State Department of Housing and Planning 2015 Income Limits; Housing Authority of the County of Riverside, Utility Allowances, 2015; Veronica Tam and Associates, 2015

I. Existing Housing Needs

This section provides an overview of existing housing needs in Jurupa Valley. It focuses on four types of housing need:

- Housing need resulting from housing cost burden;
- Housing need resulting from overcrowding;
- Housing need resulting from population growth; and,
- Housing needs of special needs groups such as elderly persons, large households, persons with disabilities, female-headed households, homeless persons, and farm workers.

Housing Cost Burden

Housing cost burden is generally defined as households paying more than 30% of their gross income on housing-related expenses, including rent or mortgage payments and utilities. High housing costs can cause households to spend a disproportionate percentage of their income on housing. This may result in payment problems, deferred maintenance, or overcrowding.

This section uses data from the Comprehensive Housing Affordability Strategy (CHAS) provided by HUD. The CHAS provides information related to households with housing problems, including cost burden, overcrowding, and/or without complete kitchen facilities and plumbing systems. The most recent estimates are derived from the 2008-2012 ACS and include a variety of housing need variables, further broken down by HUD-defined income limits and HUD-specified housing types. It should be noted that HUD-defined income limits differ slightly from the income limits established by the state, as shown in *Table 5.29*.

Table 5.29: Income Limits

HUD Income Limits	State HCD Income Limits
Extremely Low Income (0-30% AMI)	Extremely Low Income (0-30% AMI)
Very Low Income (31-50% AMI)	Very Low (31-50% AMI)
Low Income (51-80% AMI)	Low Income (51-80% AMI)
Moderate/Above Moderate Income (81%+ AMI)	Moderate Income (81-120% AMI)
	Above Moderate Income (>120% AMI)

Source: U.S. Department of Housing and Urban Development, 2015; Department of Housing and Community Development, 2015.

Overcrowding

Dwelling units with more than 1.5 persons per room are considered overcrowded. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Overcrowding is strongly related to household size, particularly for large households and especially very large households and the availability of suitably sized housing. Overcrowding impacts owners

and renters; however, renters are generally more significantly impacted. Some households may not be financially able to purchase adequately-sized housing and may instead accept smaller housing or reside with other individuals or families in the same home in an effort to lower costs.

Household overcrowding reflects various living situations: 1) a family lives in a home that is too small; 2) a family chooses to house extended family members; or 3) unrelated individuals or families are "doubling up" to afford housing. However, cultural differences also contribute to the overcrowded conditions. Some cultures tend to have larger household sizes than others do, due to the preference of sharing living quarters with extended family members as a way of sharing living costs among family members. Overcrowding can strain physical facilities and the delivery of public services, reduce the quality of the physical environment, contribute to a shortage of parking, and accelerate the deterioration of homes and neighborhoods.

Approximately 11% of all households in Jurupa Valley were overcrowded, and 6% were severely overcrowded, according to the 2009-2013 ACS. As shown in *Table 5.30*, overcrowding is significantly more common among the City's renter-households than owner-households. By comparison, the incidence of overcrowding in Riverside County is much lower.

Table 5.30: Overcrowding by Tenure, Percent of Total Households

	Overcrowded (1+ occupants per room)			Severely Overcrowded (1.5+ occupants per room)		
	Renter	Owner	Total	Renter	Owner	Total
Jurupa Valley[1]	14.0	9.0	10.8	9.6	3.3	5.5
Riverside County[2]	9.2	3.6	5.5	3.7	1.0	1.9

[1]Jurupa Valley: 2009-2013 ACS data aggregated at the block group level.
[2]Riverside County: 2009-2013 ACS data aggregated at the County level.
Source: American Community Survey (ACS), 2009-2013 (B25014).

Projected Housing Needs – 2014-2021

The State of California determines the housing need for the counties that make up the Southern California Association of Governments (SCAG) region. SCAG is responsible for allocating housing needs to each jurisdiction in its region. A local jurisdiction's share of regional housing need is the number of additional housing units needed to accommodate the forecasted growth in the number of households, to replace expected demolitions and conversion of housing units to non-housing uses, and to achieve a future vacancy rate that allows for healthy functioning of the housing market. The allocation is divided into the four income categories addressed in the RHNA: Very Low, Low, Moderate, and Above Moderate. The allocation is further adjusted to avoid an

over-concentration of lower income households in any one jurisdiction. *Table 5.31* shows the Regional Housing Needs Allocation (RHNA) for the City of Jurupa Valley, as determined by SCAG. This RHNA covers a planning period of January 1, 2014 through October 31, 2021.

Table 5.31: Regional Housing Needs Allocation (2014-2021)

	Total Construc-tion Need[2]	Extremely Low Income[1]	Very Low Income	Low Income	Moderate Income	Above-Moderate Income
Number of Housing Units[2]	1,712	204	205	275	307	721

[1]The City's RHNA allocation for very low-income units is 409 units; this allocation is evenly split between extremely low and very low income groups.
[2]Jurupa Valley: SCAG RHNA available at the city level
Source: Regional Housing Needs Allocation, SCAG 5th Cycle RHNA Allocation Plan

Special Needs Groups

Certain households, because of their special characteristics and needs, may require special accommodations and may have difficulty finding housing due to special needs. Special needs groups include seniors, persons with disabilities, families with children, single-parent households, large households, homeless persons and persons at-risk of homelessness, farm workers, and persons with HIV/AIDS.

Seniors

Seniors (persons age 65 and above) are gradually becoming a more substantial segment of a community's population. Americans are living longer and having fuller lives than ever before in our history and are expected to continue to do so. Elderly persons are vulnerable to housing problems due to limited income, prevalence of physical or mental disabilities, limited mobility, and high health care costs. The elderly, particularly those with disabilities, may face increased difficulty in finding housing accommodations. A senior on a fixed income can face great difficulty finding safe and affordable housing. Subsidized housing and federal housing assistance programs are increasingly challenging to secure and often involve a long waiting list.



Figure 5-7: Senior housing, Country Village Apartments, Jurupa Valley

According to the 2010 Census, about 8% of all residents in Jurupa Valley were age 65 or older, 23% of the City's households included at least one elderly member (*Table 5.2*, page 5-12) and 18% of households were headed by a senior resident. Between 2009 and 2013, a little over 11% of all seniors in Jurupa Valley were living in poverty. The 2009-2013 ACS also estimated that about 16% of Jurupa Valley's elderly population had at least one disability and 25% had two or more disabilities, as shown in *Table 5.32*. This is comparable to the elderly population in the County (16%) and the

state (15%) with one disability; and similar to the elderly population in the County (20%) and State (22%) that report two or more disabilities.

Table 5.32: Elderly with Disabilities Limiting Independent Living, 2000 and 2009-2013

Disability Status	2000		2009-2013[2]	
	Total[3]	% of People 65+	Total[4]	% of People 65+
With one type of disability	1,356	23.1	1,218	16.0
With two or more types of disability	967	16.5	1,894	24.9
Total with a disability	2,323	39.6	3,112	40.9

Jurupa Valley: 2000 Census and 2009-2013 ACS data aggregated at the census tract level.
[2]Estimated data from 2009-2013 American Community Survey for illustrative purposes only
[3]ACS 2009-2013, 65+ year olds: 7,593
[4]U.S. Census: 65+ year olds: 5,863
Source: Bureau of the Census 2000 (PCT 26-SF3); ACS 2009-2013 (C18108).

Table 5.33 summarizes the 2007-2011 ACS estimates of median household incomes for senior householders in the various CDPs comprising Jurupa Valley. Generally, the median income for a senior household was about one-third of that for an average household (*Table 5.16*), except within Crestmore Heights, where the senior household median income was nearly double that of an average household in most of Jurupa Valley. Data from the County's 2008-2012 Comprehensive Housing Affordability Strategy (CHAS) supports the information presented below. According to CHAS, in Jurupa Valley 70% of elderly, renter-occupied households and 38% of elderly owner-occupied households suffered from housing cost burden (i.e., total housing costs exceeded 30% of total income). Similarly, in the County, 62% of elderly-renter occupied households and 36% of elderly owner-occupied households suffered from housing cost burden. Furthermore, the majority of elderly headed households in both Jurupa Valley and Riverside County were homeowners. Many may need financial assistance in making necessary repairs or accessibility improvements.

Table 5.33: Median Income for Senior-Headed Households (2000 and 2011)

Householder Age	2000	2007-2011[1,2]
Crestmore Heights CDP[3]		
65-74 years	-	$71,838
75+ years	-	
Glen Avon CDP		
65-74 years	$24,202	$23,281
75+ years	$15,792	
Mira Loma CDP		
65-74 years	$26,905	$43,333
75+ years	$27,333	
Pedley CDP		
65-74 years	$32,143	$43,750
75+ years	$26,250	
Rubidoux CDP		
65-74 years	$30,326	$32,120
75+ years	$23,555	
Sunnyslope CDP		
65-74 years	$29,732	$29,615
75+ years	$25,480	
Riverside County		
65-74 years	$33,532	$39,423
75+ years	$26,054	
California		
65-74 years	$37,000	$41,523
75+ years	$27,081	

Estimated data from 2007-2011 American Community Survey for illustrative purposes only. Data aggregated at the CDP level.
The ACS reports median income for households with a householder age 65+ years
2000 Census data not available for the Crestmore Heights CDP.
Source: U.S. Census 2000 (P56 - SF3); 2007-2011 ACS (B19049).

Table 5.34: Householders by Tenure and Age

	2000				2010			
Householder Age	Owner-Occupied	%	Renter-Occupied	%	Owner-Occupied	%	Renter-Occupied	%
15-24 years	280	1.8	450	6.9	189	1.2	462	5.6
25-34 years	2,088	13.1	1,532	23.6	1,489	9.1	1,835	22.3
35-64 years	11,212	70.5	3,352	51.6	11,743	72.1	4,498	54.6
65-74 years	1,421	8.9	559	8.6	1,757	10.8	799	9.7
75 plus years	911	5.7	606	9.3	1,115	6.8	639	7.8
Total	15,912	100	6,499	100	16,293	100	8,233	100

Jurupa Valley: 2000 Census data aggregated at the block group level and 2010 Census data aggregated at the census tract level.
Source: Bureau of the Census 2000 and 2010 (QT-H2)

Resources

The Riverside County Office on Aging is a planning and advocacy entity that serves as the official Area Agency on Aging (AAA) throughout Riverside County. It is charged to provide leadership in developing a system of care services for older persons and adults with disabilities in the County. Area Agencies on Aging (AAAs) are local aging programs that provide information and services on a

range of assistance for older adults and those who care for them. Some of the programs and services provided by AAA include:

- Aging and Disability Resource Connection Program
- Care Coordination
- Caregiving
- Care Transitions Intervention (CTI)
- Community Outreach and Education
- Legal Assistance
- Transportation

Some senior programs in the City of Jurupa Valley have been offered in partnership with Jurupa Valley Adopt a Family program, a community-based 501(c)(3) organization, and Healthy Jurupa Valley. Services and programs provided include assistance to senior households during the holiday seasons, and workshops catering to senior residents; recent workshop topics include returning to work after retirement. Through Healthy Jurupa Valley, seniors are also invited to attend senior health fairs. Additionally, the Jurupa Community Services District Recreation and Parks Department provides a Senior Mentoring Program that focuses on providing enrichment and/or general assistance to senior citizens, including assistance with everyday tasks and exposing seniors to new activities.

Seniors in Jurupa Valley may also benefit from programs offered through the County of Riverside Economic Development Agency (EDA). Through the Senior Home Repair Grant (SHRG) Program, EDA may be able to cover up to $6,000 of cost of repairs with no loan or payback requirement.

In terms of affordable housing resources, there are 357 affordable rental units in 4 rental properties throughout Jurupa Valley that are restricted for seniors, with renter qualifications not to exceed anywhere from 50% to 80% of median income. In addition to the senior housing developments listed in *Table 5.35*, seniors in the City are also served by 11 state-licensed residential care facilities for the elderly and 15 adult residential facilities with a combined capacity to serve 379 persons. In addition, Country Village Apartments provides 1,238 senior apartments, with rents affordable to low- and moderate income households.

Table 5.35: Senior Housing Development

Name	Address	Units
Mission Village Senior Apartments	8989 Mission Boulevard Riverside, CA 92509	102
Country Village Apartments	10250 Country Club Drive Jurupa Valley, CA 91752	1,238
Mission Villas	5870 Mission Boulevard Riverside, CA 92509	54
Mission Palms	5875 Mission Boulevard Rubidoux, CA 92509	109
Mission Palms II	3702 La Rue Street Riverside, CA 92509	92
Total		1,595

Source: City of Jurupa Valley, 2015

Persons with Disabilities

Federal laws define a person with a disability as "any person who has a physical or mental impairment that substantially limits one or more major life activities; has a record of such impairment; or is regarded as having such impairment." In general, a physical or mental impairment includes hearing, mobility and visual impairments, chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, and mental retardation that substantially limit one or more major life activities. Major life activities include walking, talking, and hearing, seeing, breathing, learning, performing manual tasks, and caring for oneself.



Figure 5-8: Dwelling with universal access design

The U.S. Census Bureau classifies disabilities into the following categories:

- **Hearing difficulty**: Deaf or having serious difficulty hearing
- **Vision difficulty**: Blind or having serious difficulty seeing, even when wearing glasses
- **Cognitive difficulty:** Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- **Ambulatory difficulty:** Having serious difficulty walking or climbing stairs
- **Self-care difficulty:** Having difficulty bathing or dressing
- **Independent living difficulty:** Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

According to the 2009-2013 ACS, approximately 11% of the Jurupa Valley population had one or more disabilities. Of the disabilities tallied during that time, as shown in *Table 5.36*, ambulatory and cognitive disabilities were the most prevalent. The City's elderly population, in particular, seemed to be the most affected by disabilities with about 41% of Jurupa Valley seniors affected by at least one disability.

Table 5.36: Disability Characteristics, Percent of Total Population

Disability by Age and Type	5 to 17 years	18 to 64 years	65 years and over	Total
Total Persons with a Disability	4.6	9.9	41.0	10.5
Disability Type				
Hearing Difficulty	0.7	1.8	16.4	2.6
Vision Difficulty	1.0	1.5	9.8	2.0
Cognitive Difficulty	2.9	4.1	8.9	3.9
Ambulatory Difficulty	0.8	5.2	27.7	5.6
Self-Care Difficulty	0.6	2.3	11.4	2.5
Independent Living Difficulty*	--	3.7	19.1	3.9

Jurupa Valley: 2009-2013 ACS data aggregated at the census tract level.
*Tallied only for persons 18 years and over
Source: American Community Survey (ACS), 2009-2013, (S1810).

The City's homeless population also appeared to be disproportionately affected by disabilities and health issues. The County of Riverside's 2015 Point-In-Time Homeless Report found that 29% of Jurupa Valley's homeless had a physical disability, 34% reported a mental illness, 48% had a substance abuse disorder, and 27% reported a chronic health condition. Among those persons who are marginally housed, dual diagnoses have been noted as a problem, i.e., cognitive difficulty connected to chemical dependency/ addiction.

The elderly population is expected to grow substantially in the next 20 years. Since seniors have a much higher probability of being disabled, the housing and service needs for persons with disabilities should grow considerably commensurate with senior population growth. Special housing needs for persons with disabilities fall into two general categories: physical design to address mobility impairments; and in-home social, educational, and medical support to address developmental and mental impairments.

Persons with Developmental Disabilities

As defined by state law, "developmental disability" means a severe, chronic disability of an individual who:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 18;
- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self- direction; f) capacity for independent living; or g) economic self- sufficiency; and
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services,

individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5%. This equates to approximately 1,407 persons in the City of Jurupa Valley, based on the 2010 Census population.

The Inland Regional Center is a community-based, private nonprofit corporation funded by the State of California to serve people with developmental disabilities, as required by the Lanterman Developmental Disabilities Services Act (aka Lanterman Act). The Lanterman Act is part of California law that sets out the rights and responsibilities of persons with developmental disabilities. The Inland Regional Center is one of 21 regional centers throughout California and serves individuals and their families who reside within Riverside County. The Regional Center provides diagnoses and assessments of eligibility, and helps plan, access, coordinate, and monitor the services and supports that are needed because of a developmental disability. As of September 2015, the Regional Center had over 3,200 clients living in Jurupa Valley. Among these clients, approximately 74% are residing at home with other family members or guardians. Only about 5% are living independently, and another 12% are in community care facilities.

Resources

A number of non-profit agencies provide supportive services to persons with disabilities living in Jurupa Valley. ARC of Riverside County is a private, non-profit corporation serving adults with intellectual and other developmental disabilities. ARC operates six facilities in Western Riverside County providing services for those in need of full-time programming to ensure the development and maintenance of functional skills required for self-advocacy, community integration, and self-care. In addition, the Community Access Center (CAC), an independent living center located in the City of Riverside, has been providing services to people with disabilities in the County since 1995. CAC provides information, supportive services, and independent living skills training.

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Families with Children and Single Parent Households

According to the 2010 Census, approximately 41% of all households in Jurupa Valley have children under the age of 18, as shown in *Table 5.13* (page 5-38). Single-parent households often require special consideration and assistance because of their greater need for affordable housing, as well as accessible daycare, health care, and other supportive services. Due to their generally lower income and higher living expenses such as daycare, single-parent households have limited opportunities for finding affordable, decent, and safe housing.

In 2010, approximately 2,705 single-parent households resided within Jurupa Valley, representing 11% of the City's households. An estimated 62% (1,684 households) of these single-parent households with children under age 18 were headed by females, representing approximately 7% of all households in the City. Of particular concern are single-parent households with lower incomes. The 2011-2013 ACS shows that approximately 33% (727 households) of the City's female-headed households with children had incomes below the poverty level. By comparison, about 13% of all households had incomes below the poverty level.

Resources

Limited household income constrains the ability of single-parent households to afford adequate housing, childcare, health care, and other necessities. Several agencies that serve Jurupa Valley residents offer various programs for families with children. The Jurupa Community Services District's Parks and Recreation Department offers programs and recreational classes for the City's youth, including health fairs, youth sports, special events, help with homework, and volunteer programs. Additional community and family resources are available through Healthy Jurupa Valley, as part of a national Healthy Cities movement to improve the health and quality of life for City residents. Healthy Jurupa Valley efforts are carried out through Action Teams, including the Jurupa Valley Family Resource Network, and include the organization of special community events such as the Healthy Jurupa Valley Extravaganza Health Fair that provides access to community services and children activities.

Single-parent households in Jurupa Valley can also benefit from general programs and services for lower-and moderate-income persons, including the Housing Authority of the County of Riverside Housing Choice Voucher and Public Housing programs, the County of Riverside Economic Development Agency's (EDA) First Time Homebuyer and Home Repair Loan Program (HRLP) Programs, and

various community and social services provided by non-profit organizations in the region such as the Food Bank.

Large Households

Large households are defined as those with five or more members. These households are usually families with two or more children or families with extended family members such as in-laws or grandparents. It can also include multiple families living in one housing unit to save on housing costs. Large households are a special needs group because the availability of adequately sized, affordable housing units is often limited. To save for necessities such as food, clothing, and medical care, lower- and moderate-income large households may reside in smaller units, resulting in overcrowding.



Figure 5-9: Large families and multi-generational households

As indicated in *Table 5.11* (page 5-37), in 2010, 33% of all households in Jurupa Valley had five or more members. The proportion of large households in Jurupa Valley was higher than in the County (21%). Generally, areas with higher proportions of large households also tend to have a high proportion of family households and non-White populations, and have higher rates of overcrowding and cost burden. Cultural differences can also contribute to overcrowded conditions. Some cultures tend to have larger households or more open attitudes about intergenerational living, shared costs, and living arrangements, even in small housing units. In addition, recently arrived immigrants may stay with relatives on a temporary basis until they are established.

Table 5.37: Large Households by Tenure (2010)

Number of Persons in Unit	Owner Occupied	Renter Occupied	Total
Five	2,130	1,090	3,220
Six	1,346	700	2,046
Seven or more	1,886	916	2,802
Total Large Households	5,362	2,706	8,068
Total Households	16,293	8,233	24,526
Percent of Total Households	32.9%	32.9%	32.9%

Jurupa Valley: 2010 Census data aggregated at the census tract level.
Source: U.S. Census 2010 (QT-H2)

Resources

Large households in Jurupa Valley can benefit from general programs and services for lower-and moderate-income persons, including The Housing Authority of the County of Riverside Housing Choice Voucher and Public Housing programs, the County of Riverside Economic Development Agency's (EDA) First Time Home Buyer (FTHB) and Home Repair Loan Program (HRLP) Programs, and various community and social services provided by non-profit organizations in the region.

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Homeless Persons



Figure 5-10: Jurupa Valley homeless camp

On January 4, 2012, final regulations went into effect to implement changes to the U.S. Department of Housing and Urban Development's (HUD) definition of homelessness contained in the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act. The definition affects who is eligible for various HUD-funded homeless assistance programs. The new definition includes four broad categories of homelessness:

- People who are living in a place not meant for human habitation, in emergency shelter, in transitional housing, or who are exiting an institution where they temporarily resided.
- People who are losing their primary nighttime residence, which may include a motel or hotel or a doubled up situation, within 14 days and lack resources or support networks to remain in housing.
- Families with children or unaccompanied youth who are unstably housed and likely to continue in that state.
- People who are fleeing or attempting to flee domestic violence, have no other residence, and lack the resources or support networks to obtain other permanent housing.

This definition demonstrates the diversity of people experiencing homelessness. The numerous locations in which people experiencing homelessness can be found complicate efforts to accurately estimate their total population. For example, an individual living with friends on a temporary basis could be experiencing homelessness, but would be unlikely to be identified in a homeless count.

The most recent point-in-time count conducted in 2015 identified 168 unsheltered homeless individuals in the City of Jurupa Valley. This figure is three times higher than the 2013 estimate and makes up about 11% of the total homeless population for Riverside County, as shown in *Table 5.38*. The point-in-time count is a snapshot of how many homeless people are on streets and in emergency and transitional shelters on any given day in Riverside County and Jurupa Valley, although numbers can vary significantly by season.

Table 5.38: Homeless Population in Jurupa Valley and Riverside County, 2011-2015

	Unsheltered	Sheltered	Total
Jurupa Valley			
2015	168	–	168
2013	50	0	50
2011	–	–	–
Riverside County			
2015	1,587	–	1,587
2013	1,888	1,090	2,978
2011	5,090	1,113	6,203

Note: "–": count not available.
Source: 2011, 2013, and 2015 Riverside County Homeless Point-In-Time Count Report.

Resources

The resources and services described in *Table 5.39* serve low income and special needs populations in Jurupa Valley—not just the homeless. While some of the programs and services identified below are not located within the City's boundaries, the services they provide are available to persons residing in Jurupa Valley.

Farm Workers

As traditionally defined, farm workers are persons whose primary incomes are earned through permanent or seasonal agricultural labor. Permanent farm workers tend to work in fields or processing plants. During harvest periods when workloads increase, the need to supplement the permanent labor force is satisfied with seasonal workers. Often these seasonal workers are migrant workers, defined by the inability to return to their primary residence at the end of the workday. The agricultural workforce in Riverside County does many jobs, including weeding, thinning, planting, pruning, irrigation, tractor work, pesticide applications, harvesting, transportation to the cooler or market, and a variety of jobs at packing and processing facilities, as described in *Table 5.40*. Much of this employment is located in eastern and southern portions of Riverside County.

Jurupa Valley was once primarily a farming area, with dairies, orchards, row crops, and small farms. With urbanization, most agricultural uses have moved out of the City and therefore, agricultural employment within the City of Jurupa Valley is minimal. According to the 2014 American Fact Finder, only about one-tenth of 1% of the City's civilian workforce (or 390 persons) works in agriculture and related occupations. It follows that few farm workers live and work in the City.

Table 5.39: Homeless Population Resources

Agency/Program	Description	Location
Emergency Shelter		
Path of Life Ministries - Community Shelter Program	An emergency homeless shelter that serves adults by providing temporary housing along with assistance in obtaining important documents, job readiness, computer workshops, counseling, meals, hygiene supplies and various other forms of support. This program provides beds for up to 64 qualified single men and women.	2840 Hulen Place Riverside, CA 92507
Path of Life Ministries - Family Shelter Program	This program is offered to single parents with children, couples with children and single women, Support services focus on rapid re-housing, employment and increased income. It is a dormitory setting with 50 beds.	2530 Third Street Riverside, CA 92507
Path of Life Ministries - Emergency Cold Weather Shelter	The Path of Life Community Emergency Shelter provides an additional 72 beds from December to mid-April. These beds are provided on a night-by-night basis under the federal cold weather shelter initiative in cooperation with the County of Riverside.	6216 Brockton Avenue, #211 Riverside, CA 92506
Community Kitchens		
Calvary Chapel	Food assistance is provided on the 1st and 3rd Sunday of every month.	5383 Martin Street Jurupa Valley, CA 95168-11092
Eagel Food Ministries	Provides food boxes for individuals and families on Thursdays.	5410 Beach Street Riverside, CA 92509
Manna Ministries	Food assistance is provided on the 1st and 3rd Sunday of every month.	4318 Pyrite Street Jurupa Valley, CA 92509
Rubidoux Missionary Baptist Church	Groceries are provided to families and individuals on the 2nd and 4th Saturday of each month.	2890 Rubidoux Blvd. Jurupa Valley, CA 92509
Jurupa Valley Community Resource Center	Provides groceries and food, and also provides referrals to resources such as thrift stores, clothing etc.	5473 Mission Blvd. Rubidoux, CA
Transitional Housing		
The Place	Jefferson Transitional Programs (JTP) is a non-profit 501c3 offering vocational, supported living, and educational programs for individuals with chronic mental illness and/or addictions.	3839 Brockton Avenue Riverside, CA 92501
Safe House Transitional Living	A 15-bed apartment complex in downtown Riverside. Services are available to older homeless youth ages 18-22 for up to 18-months. Five apartments are set aside for Permanent Supportive Housing for youth ages 18-24.	9685 Hayes Street Riverside, CA 92503
Permanent Supportive Housing		
Path of Life Ministries	Provides immediate housing to chronically homeless individuals and some families, in scattered privately owned homes and apartments throughout Riverside County.	6216 Brockton Avenue, #211 Riverside, CA 92506
Rental and Support Services		
Path of Life Ministries	Rapid-Rehousing Program: provides assistance for the most immediate housing possible for homeless families with children and provides temporary rental subsidies. Rental Assistance Program: when available, provides one-time rental assistance (up to $1000.00) to those exiting from homelessness or at risk of becoming homeless.	6216 Brockton Avenue, #211 Riverside, CA 92506
Foothill AIDS Project	Provides housing assistance, including help in locating and paying for emergency, transitional, or permanent housing, funds for paying rent, mortgage, and utility assistance. Referrals are available to other government and private subsidized housing programs and the state's homeless prevention program.	3576 Arlington Avenue, #206 Riverside, CA, 92506

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Agency/Program	Description	Location
Inland Empire Veterans Stand Down	Reunites homeless veterans with their families and communities through restorative resources and services. Some services provided include VA Claim assistance, legal clinics/seminars, transportation, food, blankets/sleeping bags, and care counseling.	6185 Magnolia Avenue, # 338 Riverside, CA 92506
Disabled American Veterans Charity	Provides free, professional assistance to veterans and their families in obtaining benefits and services.	4351 University Avenue Riverside, CA 92501
Lutheran Social Services	Some emergency services provided include food pantry, grocery packs, clothes, lunches, motel vouchers, eviction prevention, and rental assistance.	3772 Taft Street Riverside, CA 92503

Source: City of Jurupa Valley, 2015

In addition, the City's housing costs are generally lower than surrounding, more urbanized communities such as the cities of Riverside, Eastvale, and Fontana; hence, the City's housing stock already provides a substantial portion of the area's affordable housing needs, including what little need for farm worker housing still exists. Most of the County's agricultural employment is located in unincorporated areas in central and southeastern Riverside County.

Table 5.40: Farm Worker Employment Profile, Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA)

Occupation Title	Employment	Mean Hourly Wage	Annual Mean Wage
Farming, Fishing, and Forestry Occupations	5,410	$10.30	$21,410
First-Line Supervisors of Farming, Fishing, and Forestry Workers	170	$19.78	$41,150
Agricultural Inspectors	100	$24.98	$51,950
Graders and Sorters, Agricultural Products	340	$8.90	$18,520
Agricultural Equipment Operators	210	$11.70	$24,330
Farm workers and Laborers, Crop, Nursery, and Greenhouse	4,320	$9.41	$19,570

Resources

A number of service providers in Riverside County provide assistance and services to farmworkers. The Family Resource Center Program at Mecca Family and Farm Workers Service Center (91-275 66th Avenue, Suite 100, Mecca, CA 92254) provides seven core service types: parenting skills, self-sufficiency, community action, child-abuse prevention services, information and referral services, education and literacy, and life skills. There are also two farm worker housing projects located in Riverside County: Chapultepec Apartments (62-600 Lincoln Street, Mecca, CA 92254; 31 units) and Las Mañanitas (91-200 Avenue 63 Mecca, CA 92254; 128 beds).

Publicly Assisted Housing

The availability and location of publicly assisted housing may be a fair housing concern. If such housing is concentrated in one area of a community or of a region, a household seeking affordable housing is limited to choices within the area. In addition, public/assisted housing and Housing Choice Voucher (Section 8) assistance should be accessible to qualified households regardless of race/ethnicity, disability, or other protected class status.

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Public Housing

The Housing Authority of the County of Riverside (HACR) owns and operates 38 conventional public housing units in Jurupa Valley and a total of 469 units in Riverside County. Eligible residents must be seniors or disabled, or have an annual gross income at or below 80% of the AMI. As of October 2015, 38 Jurupa Valley households were living in public housing units managed by the HACR, and there were 1,443 Jurupa Valley households on the waiting list for public housing. However, HACR plans to convert the Public Housing units in Jurupa Valley to Project-Based Vouchers (PBV).

Housing Choice Vouchers Program

HACR administers the Housing Choice Voucher Program (HCV) for Jurupa Valley residents. As of October 2015, 359 Jurupa Valley households were receiving Housing Choice Vouchers. For the distribution of Voucher assistance within the City, HACR has established local preferences such as families who have lost HCVs due to funding cuts, working families, elderly or disabled, and veterans. As of October 2015, 381 households were on the waiting list for the HCV program.

As an extension of the HCV program, HARC assists eligible families who purchase a home by applying their existing HCV towards a monthly mortgage payment. Eligible families may qualify for a maximum period of 10 or 15 years (depending on the mortgage terms).

Other Affordable Housing Developments

Housing developments utilizing federal, state, and/or local programs, including state and local bond programs, Low-Income Housing Tax Credits (LIHTC), density bonus, or direct assistance programs, are often restricted for use as low-income housing and provide another source of affordable housing for a jurisdiction. *Table 5.41* summarizes housing developments in Jurupa Valley in which some or all of the units are designated as affordable for low to moderate-income households. Together these projects provide 382 units of affordable housing.

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Table 5.41: Non-Public Housing Affordable Units in Jurupa Valley

Property Name	Property Address	Funding Source	Unit Size	Total Affordable Units	Total Project Units	Expiration of Affordability
Mission Villas	5870 Mission Blvd. Riverside, CA 92509	LIHTC, Sec 202/811	53 – 1 BR 1 – 2BR	54	54	2018
Mission Palms	5875 Mission Blvd. Rubidoux, CA 92509	RDA, LIHTC, HOME	88 – 1 BR 20 – 2 BR 1 – 3 BR	109	109	2059
Mission Palms II	3702 La Rue St. Riverside, CA 92509	RDA	73 – 1 BR 18 – 2 BR	91	91	2062
Mission Village Senior Apartments	8989 Mission Blvd. Riverside, CA 92509	RDA, LIHTC,	90 – 1 BR 12 – 2BR	102	102	2066
Habitat for Humanity Jurupa Valley Enriched Veterans Neighborhood Project	Mission Road, Bellegrave Avenue and Pedley Road	CalVet Habitat, HACR	18 – 3 BR 8 – 4 BR	26	26	2061
Total				382	382	

Notes: These properties were developed prior to the incorporation of Jurupa Valley. Therefore, records on these properties do not use Jurupa Valley as the location but these properties are located in Jurupa Valley.
Abbreviations: HOME: HOME Investment Partnerships Program (HUD); CDBG: Planning Block Grant (HUD); RDA: City Redevelopment Agency; LIHTC: Low Income Housing Tax Credit; HTF: Housing Trust Fund; MHSA; Mental Health Services Act
Source: Southern California Association of Governments, 2015.

Units at Risk of Converting to Market-Rate Housing

Projects at Risk

State law requires that the City identify, analyze, and propose programs to preserve existing multi-family rental units that are eligible to convert to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions during the next ten years. Thus, this at-risk housing analysis covers a ten-year period from October 15, 2013 and October 15, 2023 (ten years from the statutory deadline of the Housing Element). Consistent with state law, this section identifies publicly assisted housing units in Jurupa Valley, analyzes their potential to convert to market rate housing uses, and analyzes the cost to preserve or replace those units.

Within the at-risk analysis period, only one project is considered to be at-risk of converting to market-rate housing—54-unit Mission Villas senior housing, funded with Section 202 financing and Section 8 project-based rent subsidies. The Section 8 contract for Mission Villas is due to expire on January 31, 2018. However, HUD has prioritized funding for Section 8 renewals for senior housing projects (Section 202) and therefore, this project is at low risk of converting to market-rate housing.

Preservation and Replacement Options

To preserve the existing affordable housing stock, the City must either preserve the existing assisted units or facilitate the development of new units. Depending on the circumstances of the at-risk projects, different options may be used to preserve or replace the units. Preservation options typically include: 1) transfer of project to nonprofit ownership; 2) provision of rental assistance to tenants; and 3) purchase of affordability covenants. For example, CDBG and HOME funds may be used to acquire and rehabilitate the affordable units in exchange for an extended affordability covenant on the assisted units. In terms of replacement, the most direct option is the development of new assisted multi-family housing units. These options are described below. Due to the City's significant financial constraints, all options would require a collaborative effort between the City and the Riverside County Housing Authority or nonprofit housing agency to pursue.

1. Transfer of Ownership

Transferring ownership of an at-risk project to a nonprofit housing provider is generally one of the least costly ways to ensure that the at-risk units remain affordable for the long term. Transferring property ownership to a nonprofit organization would secure low-income restrictions, and the project would become potentially eligible for a greater range of governmental assistance. Mission Villas is Section 202 senior housing project, which is nonprofit-owned. Therefore, transferring ownership to another nonprofit is not a necessary preservation option.

2. Rental Assistance

Table 5.42 shows rental subsidies required for a typical 25 unit below-market apartment project in Jurupa Valley in 2015. Rental subsidies can be used to maintain affordability of the 54 at-risk affordable units at Mission Villas. All 54 units are one-bedroom assisted living units for seniors. Should the Section 8 contract not be renewed, other funding sources could be used to structure the rent subsidies to reflect the Section 8 program. According to HUD records, the units at Mission Villas are renting at $676 monthly, significantly below Fair Market Rents for comparable units. Should these units convert to market rate, the tenants should expect to pay at least $908 per month, resulting in an affordability gap of $232. As indicated in *Table 5.42*, the total cost of subsidizing the rents of all 54 at-risk units is estimated at $12,528 per month or $150,336 annually. Providing this level of subsidies for at least 55 years would require over $17 million, assuming an annual inflation rate of 2.5% over 55 years. The feasibility of this alternative is highly dependent upon the availability of reliable funding sources necessary to make

rent subsidies and the willingness of property owners to participate in the program.

Table 5.42: Rental Subsidies Required

Unit Size	Total Units	Fair Market Rent[1]	Household Size	Contract Rent[2]	Monthly per Unit Subsidy	Total Monthly Subsidy
1-bedroom	25	$908	1	$676	$232	$12,528

[1]Fair Market Rent (FMR) is determined by HUD, 2015.
[2]2015 contract rent for unit at Mission Villas per HUD records.

3. Purchase of Affordability Covenants

Another option to preserve the affordability of the at-risk project is to work with Riverside County's Housing Authority or nonprofit housing agencies and developers to provide incentives to the property owner to maintain the project as affordable housing. Incentives could include writing down the interest rate on the remaining loan balance, providing a lump-sum payment, and/or supplementing the rents to market levels. The feasibility of this option depends on whether the complex has a high level of debt-to-equity ratio. By providing lump sum financial incentives or ongoing subsides in rents or reduced mortgage interest rates to the owner, the City can ensure that some or all of the units remain affordable. Funding available for purchase of affordability covenants is also limited. Typically, HUD funds cannot be used for this purpose.

4. Construction of Replacement Units

The construction of new low-income housing units is a means of replacing the at-risk units if they are converted to market-rate units and is eligible for HUD funds. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction. Assuming an average construction cost of approximately $150,000 per unit, it would cost over $8.1 million (excluding land costs) to construct 54 new assisted units. Including land costs, the total cost to develop replacement units would be higher.

5. Cost Comparisons

The above analysis attempts to estimate the cost of preserving the at-risk units under various options. These cost estimates are general estimates and are intended to demonstrate only the relative magnitude of funding required. Actual costs of preservation would depend on the individual circumstances of the at-risk property and market conditions at the time.

The transferring of ownership of the at-risk units to a nonprofit housing organization is not an effective option, since Mission Villas is already nonprofit-owned. The annual costs of providing rental subsidies to preserve the 54 assisted units are relatively low ($150,336); however, long-term provision of rental subsidies for at least 55 years would cost over $17 million. New construction of 54 replacement units has highest upfront costs ($8 million, excluding land costs) but the new units would typically be subject to long-term affordability restrictions and high housing quality standards. In evaluating the various options, the City or the responsible housing agency must consider the available funding sources and the willingness of property owners to participate in preservation, among other factors. With the dissolution of redevelopment in California and as a "young" city, Jurupa Valley has virtually no financial capacity to support affordable housing development. The City is struggling to maintain economic stability given the loss of state pass-thru and tax increment funds.

J. Housing Constraints

Governmental Constraints

Governmental constraints are policies, standards, requirements, and actions imposed by the government that affect the development and provision of housing. These constraints may include building codes, land use controls, growth management measures, development fees, processing and permit procedures, and site improvement costs. State and federal agencies play a role in the imposition of governmental constraints; however, these agencies are beyond the influence of local government and are therefore not addressed in this analysis.

Land Use Element

The Land Use Element of a General Plan designates the general distribution, location, and extent of uses for land planned for housing, business, industry, open space, and public or community facilities. As it applies to housing, the Land Use Element establishes a range of residential land use categories, specifies densities (typically expressed as dwelling units per acre), and suggests the types and locations of housing appropriate in a community. Residential development is implemented through the zoning districts, use classifications, development regulations, and design standards specified in the jurisdiction's zoning code.

The City of Jurupa Valley adopted the County of Riverside General Plan upon the City's incorporation in 2011. In 2016, the City is preparing its first General Plan. The Plan is considered "interim" in

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recognition of the fact that it is a focused General Plan update intended to meet community needs until the City's budget allows a more extensive update. A series of eight public workshops on community planning issues and needs were held in January and February of 2015, and the City Council appointed a 31-member General Plan Advisory Committee (GPAC) that developed a Community Values Statement and identified Community Assets, Issues and Needs during public meetings held between January and December of 2015, and adoption of the General Plan is anticipated in early 2017.

The 2017 General Plan Land Use Element includes designating certain sites for medium, high, and highest density as a part of this process. Several such sites are shown on the 2011 Land Use Element as industrial and are located within existing residential neighborhoods. These changes to the Land Use Element facilitate residential development by removing the need for private developers to seek General Plan Amendments for several specific sites (*Figure LUE-11*), thus removing a potential barrier to housing production. Further, the City's initiative serves as an incentive to attract new multiple-family dwelling projects.

Types of Residential Communities

The governmental factor that most directly influences the types and character of residential communities, as well as market conditions, is the allowable density range of residentially designated land. In general, higher densities allow developers to take advantage of economies of scale, reduce the per-unit cost of land and improvements, and reduce developments costs associated with new housing construction. Reasonable density standards ensure the opportunity for higher-density residential uses to be developed within a community, increasing the feasibility of producing affordable housing, and offer a variety of housing options that meet the needs of the community.

Table 5.43 summarizes the City's 2017 2016 General Plan land use designations that will allow residential uses, as well as their permitted net densities (without density bonus). The 2017 2016 General Plan provides a range of densities for single-family (up to 14 units per acre) and multi-family (14-25 units per acre) housing development to accommodate a wide range of housing options. Maximum allowed densities are established for all residential designations and minimum "target" densities will strongly encourage that land zoned for multi-family use will be developed as efficiently as possible.

Table 5.43: 2016 Jurupa Valley General Plan Residential Land Use Designations

Designation	Description	Permitted Density (du/acre)	
		Minimum "Target"	Maximum Allowed
Rural Residential (RR)	• Single-family detached residences on large parcels of at least 5 acres.	--	1 unit per 5 acres
Estate Density Residential (EDR)	• Single-family detached residences on large parcels of at least 2 acres.	--	1 unit per 2 acres
Very Low Density Residential (VLDR)	• Single-family detached residences on large parcels of 1 to 2 acres.	--	1 unit per 1 acre
Low Density Residential (LDR)	• Single-family detached residences on large parcels of ½ to 1 acre.	--	1 unit per ½ acre
Medium Density Residential (MDR)	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre.	2	5
Medium High Density Residential (MHDR)	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.	5	8
High Density Residential (HDR)	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.	8	14
Very High Density Residential (VHDR)	• Single-family attached residences and all types of multi-family dwellings.	14	20
Highest Density Residential (HHDR)	• Multi-family dwellings, includes apartments and condominium. • Multi-level (3+) structures are allowed.	20	25
Mixed Use Overlay (MU)	• Allows a mix of residential, commercial, office and other compatible uses. • Flexible residential density and development standards are applied to encourage compatible, attractive, high-quality development.	8	20
*Village Center Overlay (VCO	• Applied to three historic core areas, namely Rubidoux Village, Pedley Village, and Glen Avon Village. • Promotes infill and improvement of established town centers a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, or other uses is encouraged. • Special Design Guidelines apply to the Pedley, Rubidoux and Glen Avon Village Centers	5	25

Source: Draft 2016 Jurupa Valley General Plan.

Zoning Code

The Zoning Code is the primary tool for implementing the General Plan Land Use and Housing elements. It is designed to protect and promote public health, safety and welfare, as well as to promote quality design and quality of life. The City of Jurupa Valley's residential zoning districts control both the use and development standards of each residential site or parcel, thereby influencing the location, design, quality, and cost of housing.

Variety of Housing Opportunity

The Zoning Code provides for a range of housing types, including single-family, multi-family, second dwelling units, manufactured homes, mobile home parks, licensed community care facilities, employee housing for seasonal or migrant workers as necessary, assisted living facilities, emergency shelters, supportive housing, transitional housing, and single room occupancy (SRO) units. *Table 5.44* summarizes the types of housing allowed by Jurupa Valley's Zoning Code to ensure a variety of housing opportunities continues to be available.

Single- and Multi-Family Uses

One-family dwellings are permitted uses in most residential zones. Multi-family dwellings are permitted in the R-4 zone, as well as the R-2, R-3, and R-6 zones with the approval of a Site Development Permit. The Site Development Permit process is a discretionary review process that differs from conditional use permit review in that it is strictly concerned with design and the application of conditions to address traffic safety, parking, noise and other standards, not land use or compatibility. Conditions of approval may be imposed that must be met prior to or concurrent with project development. However, Site Development Permits are less costly and processed more quickly than conditional use permits. Site Development Permits for residential projects are typically acted upon by the Planning Director and generally do not require Planning Commission approval, except for special cases such as cellular sites and detached accessory structures.

Second Dwelling Units

Second dwelling units are attached or detached dwelling units that provide complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, cooking, and sanitation. Second dwelling units may be an alternative source of affordable housing for lower income households and seniors. These units typically rent for less than apartments of comparable size.

California law requires local jurisdictions to adopt ordinances that establish the conditions under which second dwelling units are permitted (*California Government Code*, §65852.2). A jurisdiction cannot adopt an ordinance that totally precludes the development of second dwelling units unless the ordinance contains findings acknowledging that allowing second dwelling units may limit housing opportunities of the region and result in adverse impacts on public health, safety, and welfare.

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Table 5.44: Jurupa Valley Permitted Uses by Zone

Zoning District	One- Family Dwelling	Multiple Family Dwelling	Second Units	Congregate Care Facilities	Emergency Shelter	Transitional and Supportive Housing[1]	Farm Worker Housing[2]	Employee Housing	SRO	Manufactured Housing/ Mobile-home	Mobile-Home Park	Planned Residential Develop-ment
R-R/R-R-O	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-1/R-1A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-2	P	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-2A	P	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-3	P*	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-3A	P	NP	P	NP	NP	P	NP	NP	NP	P	CUP	P#
R-T	P	NP	P	NP	NP	P	NP	P*	P*	P	CUP	P#
R-T-R	P	NP	P	NP	NP	P	NP	NP	NP	P	--	P#
R-4	P*	P*	P	P*	NP	P	NP	P*	P*	P	CUP	P#
R-6	P	P	P	NP	NP	P	NP	P	P	P	CUP	P#
PUD	PUD	PUD	PUD	PUD	NP	PUD	PUD	PUD	PUD	PUD	PUD	P#
I-P	NP	NP	NP	NP	P	NP	NP	P*	NP	P*	NP	NP
A-1	P	NP	P	NP	NP	P	P*	NP	NP	P*	CUP	P#
A-2	P	NP	P	NP	NP	P	P*	NP	NP	P*	CUP	P#
W-2	P	NP	P	NP	NP	P	NP	NP	NP	NP	NP	P#
R-D	P	P*	P	NP	NP	P	NP	NP	NP	P	CUP	P#
N-A	P	NP	P	NP	NP	P	NP	NP	NP	P*	NP	P#

P = Permitted by Right; CUP = Conditional Use Permit Required; "NP" = Not Permitted; P* = Requires Site Development Permit; P#= Requires PC/CC review; PUD = Allowed with PUD; rezoning required.
Notes: 1. Transitional and Supportive housing subject to same requirements that apply to standard residential uses.
2. Employee housing for six of fewer persons is treated as a single-family structure and residential use.
Source: City of Jurupa Valley Zoning Code, 2016

An amendment to the state's second unit law in 2003 requires local governments to use a ministerial, rather than discretionary process for approving second dwelling units and allows jurisdictions to count second dwelling units towards meeting their regional housing needs goals. A ministerial process is intended to reduce permit processing periods and development costs, because proposed second dwelling units that comply with local zoning regulations and standards can be approved without a public hearing.

Jurupa Valley permits second units on parcels that have at least one acre of usable land and that have a legal, single-family dwelling existing on the site, subject to additional development standards and the approval of a Second Unit Permit. Second Unit Permits are reviewed by the Planning Director and do not require discretionary review or a hearing.

Manufactured Housing

State law requires local governments to permit manufactured and mobile homes meeting federal safety and construction standards on a permanent foundation (and permanently connected to water and sewer utilities, where available), in all single-family residential zoning districts (§65852.3 of the *California Government Code*).

For purposes of permit issuance, Jurupa Valley permits mobile homes on a foundation system on all lots zoned to permit single-family dwellings. The installation of manufactured homes not on foundations is allowed whenever it is specifically provided for in the various zone classifications, and is subject to the requirements and standards set forth in those zones. A mobile home permitted in the R-R and R-A zones, however, is subject to additional development standards regarding minimum floor area and lot size. These requirements are standard for most California jurisdictions and are similar to those of Riverside County.

Residential Care Facilities

The Lanterman Developmental Disabilities Services Act (Sections 5115 and 5116 of the *California Welfare and Institutions Code*) declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. The use of property for the care of six or fewer mentally disordered or otherwise handicapped persons is required by law. A state-authorized, certified, or authorized family care home, foster home, or group home serving six or fewer persons with disabilities or dependent and neglected children on a 24-hour-a-day basis is considered a residential use to be permitted in all residential zones. No local agency can impose stricter zoning or building and safety standards on these homes (commonly referred to as "group" homes) for six

or fewer persons than are required of other permitted residential uses in the zone. The Lanterman Act covers only licensed residential care facilities. California Housing Element law also addresses the provision of transitional and supportive housing, which covers non-licensed housing facilities for persons with disabilities.

The City of Jurupa Valley defines congregate care facilities as "a housing arrangement, developed pursuant to Article XIX of the Zoning Code, where nonmedical care and supervision are provided, including meals and social, recreational, homemaking and security services." Congregate care facilities are permitted in the R-2 and R-3 zones, with the approval of a Conditional Use Permit. The City does not currently comply with the Lanterman Act. However, in 2017, Jurupa Valley is developing its first General Plan, to be followed up with a comprehensive Zoning Code update. As part of this Zoning Code update, the City's provisions for licensed residential care facilities will be amended as needed to ensure consistency with the Lanterman Act.

Emergency Shelters

An emergency shelter is a facility that provides temporary shelter and feeding of indigents or disaster victims, operated by a public or non-profit agency. State law requires jurisdictions to identify adequate sites for housing that will be made available through appropriate zoning and development standards to facilitate and encourage the development of a variety of housing types for all income levels, including emergency shelters and transitional housing (§65583(c)(1) of the *California Government Code*). State law (SB 2) requires that local jurisdictions make provisions in their zoning codes to permit emergency shelters by right in at least one zoning district where adequate capacity is available to accommodate at least one year-round shelter. Local jurisdictions may establish standards to regulate the development of emergency shelters.

The City of Jurupa Valley permits emergency shelters in its Industrial Park (I-P) zone, subject to the development standards allowed under SB 2, such as minimum floor area for each client, minimum interior waiting and client intake areas, off-street parking and outdoor lighting requirements, and the requirement for an on-site manager and at least one additional staff member to be present on-site during hours of operation.

The City has a number of large, vacant I-P zoned sites totaling 290 acres. Upon incorporation, the City adopted the Riverside County Zoning Code by reference. The County Zoning Code contains distance requirements for emergency shelters that are above and beyond the basic 300-foot distance between two shelters as

permitted by SB 2. As part of the development of the City's first General Plan, and accompanying comprehensive Zoning Code update, the City will remove the distance requirement between emergency shelters and airports. With this amendment, the City's provisions for emergency shelters will fully comply with SB 2.

Transitional and Supportive Housing

State law (SB 2) requires local jurisdictions to address the provisions for transitional and supportive housing. Under Housing Element law, transitional housing means buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and reassignment of the assisted unit to another eligible program participant at a predetermined future point in time that shall be no less than 6 months from the beginning of the assistance (*California Government Code* §65582(h)). For example, a multi-family dwelling that is designated as a temporary (typically 6 months to 1 year) residence for abused women and children, pending relocation to more permanent housing.

Supportive housing means housing with no limit on length of stay, that is occupied by the target population, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Target population means persons with low incomes who have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, or individuals eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 commencing with §4500 of the *Welfare and Institutions Code*) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people (*California Government Code* §§65582(f) and (g)).

Accordingly, state law establishes transitional and supportive housing as residential uses and therefore, local governments cannot treat these uses differently from other similar types of residential uses (e.g., requiring a use permit when other residential uses of similar function do not require a use permit). The City of Jurupa Valley's Zoning Code does not include provisions for transitional or supportive housing. As part of the development of the City's first General Plan, and accompanying comprehensive Zoning Code update, the City will include provisions for transitional and supportive housing, pursuant to SB 2.

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Single Room Occupancy (SRO)

AB 2634 mandates that local jurisdictions address the provision of housing options for extremely low-income households, including Single Room Occupancy units (SRO). SRO units are typically one-room units intended for occupancy by a single individual. It is distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen and a bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other. There are minimum standards for SROs (including a minimum floor area requirement) under the *California Health and Safety Code*.

The City of Jurupa Valley's Zoning Code does not specifically address SROs. As part of the development of the City's first General Plan and accompanying comprehensive Zoning Code update, the City will include provisions to address SRO housing.

Farm Worker and Employee Housing

The California Employee Housing Act requires that housing for six or fewer employees be treated as a regular residential use. In general, the *California Health and Safety Code* (H&S Code) defines "employee housing" as "any portion of any housing accommodation, or property upon which a housing accommodation is located, if all of the following factors exist:

(1) The accommodations consist of any living quarters, dwelling, boardinghouse, tent, bunkhouse, maintenance-of-way car, mobilehome, manufactured home, recreational vehicle, travel trailer, or other housing accommodations, maintained in one or more buildings or one or more sites, and the premises upon which they are situated or the area set aside and provided for parking of mobile homes or camping of five or more employees by the employer.
(2) The accommodations are maintained in connection with any work or place where work is being performed, whether or not rent is involved."

Section 17005 of the *California Health and Safety Code* identifies the few types of employees excluded, and Section 17008 provides a detailed definition of employee housing. The Employee Housing Act further defines housing for agricultural workers consisting of 36 beds or 12 units be treated as an agricultural use and permitted where agricultural uses are permitted.

The City of Jurupa Valley permits agricultural uses in a number of its residential zones, although there are no large scale agricultural properties or businesses in the City at this time. The Zoning Code does not specifically address farm worker housing in residential

zones, but does allow farm worker housing in the City's agricultural zones (A-1 and A-2) with Site Development Permit approval, and single-family dwellings are permitted by right in these zones. As part of the implementation of the 2017 General Plan and related comprehensive Zoning Code update, the City will amend the Zoning Code to address the requirements of the Employee Housing Act.

Development Requirements

Upon incorporation as a city, Jurupa Valley adopted the Riverside County Zoning Code by reference. *Table 5.45* summarizes the City's residential zoning districts and their development standards, as established in the County Zoning Code adopted by the City. The City will be comprehensively updating its Zoning Code to implement the 2017 General Plan.

Table 5.45: Summary of Residential Zoning Districts Development Standards

Zoning District	Mininum Lot Size (sq. ft.)	Minimum Lot			Maximum Building Height (stories/feet)	Minimum Front Yard (feet)	Minimum Interior Side Yard (feet)	Minimum Corner Side Yard (feet)	Minimum Rear Yard (feet)	Lot Coverage
		Width (feet)	Depth (feet)	Frontage (feet)						
RR	21,780	80	--	--	40-50	--	--	--	--	--
R-1/ R-1A	7,200	60	100	60	3-story/40	20	10% of lot width	10	10	50%
R-A	20,000	100	150	--	40-50	20	--	--	--	--
R-2	7,200	--	--	--	3-story/40	20	10% of lot width	10	10	60%
R-2A	7,200	--	--	--	2-story/30	20	5	--	10	60%
R-3	7,200	60	100	--	50-75	10	5	10	10	50%
R-3A	9,000	--	--	--	50-75	10	5	10	10	50%
R-4	3,500	40	80	--	40-50	20	5	10	10	--
R-5	None	n/a	n/a	n/a	50-75	50	50	50	50	--
R-6	5,000	--	--	30	35-50	10	--	--	10	--
R-T	3,600/7,200	40/60	100	30/45	40	20	5	5	5	--
PUD	--	--	--	--	--	10	5	10	10	varies

Parking Requirements

Table 5.46 summarizes the residential parking requirements in Jurupa Valley. Parking requirements do not constrain the development of housing directly. However, parking requirements may reduce the amount of available lot areas for residential development. The City determines the required number of parking spaces based on the type and size of the residential unit and has found the required parking spaces to be necessary to accommodate the number of vehicles typically associated with each residence.

Table 5.46: Residential Parking Requirements

Type of Residential Development	Required Parking Spaces (off street)
Single-Family	2 spaces per dwelling
Multi-family	Studio or 1 BR: 1.25 spaces per unit
	2 BR: 2.25 spaces per unit
	3 BR: 2.75 spaces per unit (add 1 space per employee)
	PRD: 1.5 spaces per unit
Planned Residential Development	1 BR: 1.5 space per unit; 2 BR or more: 2.5 spaces per unit
Senior Housing	See Single-Family and Multi-Family requirements
Mobile Home Parks	2 spaces per trailer or mobile home space* (add 1 guest space per 8 mobile home spaces)
Second Units	1 BR: 1 space* per unit
	2 BR: 2 spaces* per unit

Source: Jurupa Valley Municipal Code, 2015.
* Indicates parking spaces may be tandem.

Density Bonus Ordinance

California Government Code §65915 requires local governments to grant a density bonus of at least 20% (5% for condominiums) and an additional incentive, or financially equivalent incentive(s), to a developer of a residential project that agrees to provide at least:

- 10% of the units for lower income households;
- 5% of the units for very low income households;
- 10% of the condominium units for moderate income households;
- A senior citizen housing development; or
- Qualified donations of land, condominium conversions, and childcare facilities.

The density bonus law also applies to senior housing projects and projects that include a childcare facility. In addition to the density bonus stated above, the statute includes a sliding scale that requires:

- An additional 2.5% density bonus for each additional increase of 1% in the number of Very Low income units above the initial 5% threshold;
- A density increase of 1.5% for each additional 1% increase in the number of Low income units above the initial 10% threshold; and
- A 1% density increase for each 1% increase in the number of Moderate income units above the initial 10% threshold.

These bonuses reach a maximum density bonus of 35% when a project provides 11% very-low income units, 20% low-income units, or 40% moderate income units. In addition to a density bonus, at

the discretion of the approving jurisdiction, developers may also be eligible for one of the following concessions or incentives:

- Reductions in site development standards and modifications of zoning and architectural design requirements, including reduced setbacks and parking standards;
- Mixed used zoning that will reduce the cost of the housing, if the non-residential uses are compatible with the housing development and other development in the area; and
- Other regulatory incentives or concessions that result in "identifiable, financially sufficient, and actual cost reductions."

Jurisdictions may not impose any development (or density) standard that, by itself, would preclude the construction of a project with the density bonus and the incentives or concessions to which the developer is entitled. To achieve compliance with the State density bonus law, jurisdictions must reevaluate their development standards in relation to the maximum achievable densities for multi-family housing.

Building Codes and Enforcement

Building and safety codes are adopted to preserve public health and safety, and ensure the construction of safe and decent housing. These codes and standards also have the potential to increase the cost of housing construction or maintenance.

The City of Jurupa Valley has adopted the 2013 California Building Standards Code. Other codes commonly adopted by reference within the region include the California Mechanical Code, the California Plumbing Code, the California or National Electric Code, the Uniform Housing Code, and the California Fire Code. Less common are the California Uniform Code for the Abatement of Dangerous Buildings, the Urban-Wildland Interface Code, and the Uniform Code for Building Conservation. The City has not adopted any local amendments that constrain the development, maintenance, or preservation of housing.

Housing for Persons with Disabilities

Land Use Controls

As previously noted, the City will address the provision of residential care facilities as part of the comprehensive Zoning Code update.

Reasonable Accommodation

Building and development standards may constrain the ability of persons with disabilities to live in housing units that are suited to their needs. Currently, the City considers requests for reasonable accommodation when requests are made, without a formal application and approval process. As part of the development of the comprehensive Zoning Code update, the City will adopt a formal reasonable accommodation ordinance.

Definition of Family

The City's Zoning Code defines family as "an individual or two or more persons related by blood or marriage, or a group of not more than five persons, excluding servants, who are not related by blood or marriage, living together as a single housekeeping unit in a dwelling unit." This definition will be amended to remove: 1) any reference to the number of persons that can be considered a "family," and 2) any reference to how members of a "family" are to be related. This amendment will be processed as part of the comprehensive Zoning Code update.

Building Code

As indicated above, the City of Jurupa Valley has adopted the 2013 California Building Standards Code and routinely adopts updates as they become available. The City has not adopted any special amendments to this Code that would impede housing for persons with disabilities.

Planning and Development Fees

Housing construction imposes certain short- and long-term costs upon local government, such as the cost of providing planning services and inspections. The City of Jurupa Valley relies upon various planning and development fees to recoup costs and ensure that essential services and infrastructure are available when needed. Planning fees for Jurupa Valley are summarized in Table 5.47.

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Table 5.47: Planning Fees

Application	Initial Deposit Fee
General Plan Amendment	$7,479.66
Conditional Use Permit	$9,646.14+$5.10 per lot or site
Variance (filed alone)	$2,625.48
Site Development Permit (Plot Plan)	$4,791.96
Tentative Tract Map (Single-Family Residential)	$11,368.92 + $102 per unit
Tentative Tract Map (Multi-Family Residential)	$11,368.92 + $102.00 per lot + $19.38 per acre
Tentative Parcel Map (without waiver of Final Parcel Map)	$5,621.22 + $104.04 per lot
Zone Change	$3,648.54

Fees vary due to location of the units.
Source: City of Jurupa Valley, January 1, 2012.

Until 1978, property taxes were the primary revenue source for most local governments, supporting municipal operations and, when needed, funding the costs of capital improvements such as streets, drainage, and other public improvements. The passage of Proposition 13 in 1978 limited a local jurisdiction's ability to raise property taxes and significantly lowered the ad valorem tax rate, increasing reliance on other funding sources to provide infra-structure, public improvements, and public services. More recently, the loss of redevelopment funds and State Vehicle License Fees has dramatically affected California cities' ability to fund public improvements. An alternative funding source widely used among local governments in California is the development impact fee, which is collected for a variety of improvements including street and drainage improvements.

The City of Jurupa Valley collects development impact fees from developers of new housing units, as well as commercial, office, retail, and industrial development. These fees are used to offset costs primarily associated with traffic impacts and City street improvements. *Table 5.48* summarizes the development impact fees required by the City and by other relevant agencies in 2017 for residential developments. Based on recent development applications, development impact fees are in the order of $15,500 per unit for a market-rate single-family home and $12,000 per unit for market-rate multi-family apartment projects.

Table 5.48: Residential Development Impact Fees (Per Unit)

Fee Type	Area 1: Jurupa			
	Single Family		Multi-Family	
Public Facilities Fee	$1,207		$1,011	
Fire Facilities Fee	$705		$590	
Transportation (Roads, Bridges) Fee	$1,001		$ 791	
Transportation (Signals) Fee	$420		$378	
Regional Parks	$563		$472	
Regional Trails Fee	$316		$264	
Libraries Fee	$341		$286	
Program Administration Fee	$60		$50	
Transportation Uniform Mitigation Fee (TUMF)	Single-Family: $8,873		Multi-Family: $6,231	
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee	Less than 8.0 units per acre: $1,952/unit Between 8.0-14.0 units per acre: $1,250/unit Greater than 14.0 units per acre: $1,015/unit			
Mira Loma Road and Bridge Benefit District (RBBD) Fee	Zone A: $1,667 MF*: $417	Zone B: $884 MF*: $612	Zone D: $2,681 MF*: $1,857	Zone E: $1,644 MF*: $1,139

Notes: Fees for senior single-family units are reduced by 33%.
Source: City of Jurupa Valley, 2015

Local Processing and Permit Procedures

Considerable holding costs are associated with delays in processing development applications and plans. At times, these holding costs are passed through to renters and homeowners in the price/rent of housing, thus affecting the affordability. The City of Jurupa Valley's development review process is designed to accommodate housing development applications of various levels of complexity and requiring different entitlements. Processing times vary with the complexity of the project.

Building permit applications for new single-family houses typically take 3 to 6 months to complete the building permit plancheck process, sometimes longer depending upon the size of the project. Processing multi-family development applications, which often require general plan amendments, rezoning, and CEQA review, typically requires 6 months to 1 year—depending upon the number of dwellings—to complete discretionary planning review. The City's permit procedures expedite planning and building approvals where possible and are not likely to unduly constrain housing development. The following discussion describes in detail the City's administrative development review procedures (such as Site Development Plan Review) as well as discretionary review and approval processes.

Pre-Application Review

Prospective applicants are encouraged to meet with a City Planner prior to submitting an application. This preliminary meeting will help expedite the development process. Applicants may also

request a more detailed, formal pre-application review. This type of review can be helpful for large or more complex projects, and when the applicant desires review by multiple City departments, such as Engineering, Building, and Public Works. Pre-Application Review requires submittal of an application, fee, plans, and background information and can take from 3 to 5 five weeks to process.

Following submittal, the application is routed to all City departments and outside agencies that would review the formal entitlement application. For example, a Tentative Tract Map would be transmitted to utility companies (e.g., Southern California Edison, SoCal Gas), special districts (JCSD/RCSD/JARPD) and the County of Riverside.

Site Development Permit (SDP)

As previously indicated, the City of Jurupa Valley requires a Site Development Permit for all multi-family residential projects, except those within the R-4 zone. Site Development Permits (SDPs), at a minimum, require submittal of an application, fee, checklist, site plan and other exhibits, and supporting information to the Planning Department. Minor Site Development Permits, such as for accessory structures, are exempt from environmental review and can be acted upon by the Planning Director without a public hearing. SDPs requiring environmental review under CEQA require a public hearing held by the Planning Director. All SDPs require written notice to owners of property located within at least 300 feet of the proposed project boundaries. The time for processing an SDP varies with the complexity of the proposal. However, the review process for a minor SDP that is exempt from CEQA can usually be accomplished within 90 to 120 days.

Conditional Use Permits (CUP)

A CUP is required for certain limited residential uses that are conditionally permitted in non-residential districts (e.g., General Commercial “C-1/C-P” zone district), such as congregate care residential facilities. CUPs can be approved, approved with conditions, or denied based on specific findings. Typically, the Planning Commission reviews and takes final action on CUPs, and appeals are considered by the City Council, who would then take final action on the matter. Any permit that is granted is subject to such conditions of approval as may be necessary to protect the health, safety, or general welfare of the community. Conditions of approval may include, but are not limited to, hours of operation, duration, site improvements (e.g., access, parking, landscaping, fencing, signage), off-site improvements (e.g., trails, frontage improvements, street trees), and architectural design. The City’s

CUP process typically allows the Planning Commission to consider conditional uses within approximately 90 to 150 days.

Environmental Constraints

Potential environmental constraints to future development in the City include seismic and liquefaction hazards, urban and limited wildland fire hazards, and historical contamination by hazardous materials such as the Stringfellow property in the northern portion of the City. All sites identified in the Sites Inventory that are intended to meet the City's RHNA needs are not within these areas that have development restrictions due to risk of damage from disasters (such as floods, wildfires, seismic events, or hazardous material contamination).

The sites inventory has land use designations that were determined based on surrounding land uses and has already examined potential environmental constraints. Aside from the typical constraints mentioned above, there are no additional constraints that would impede the development of new housing units in the future on the identified sites.

Seismic Hazards

As stated in the General Plan Community Safety, Services and Facilities Element, the entire City, as well as all of Southern California, is a seismically active region that has been subject to major earthquakes in the past. There are no known active faults in Jurupa Valley. However, the Rialto-Colton, San Jacinto, and Chino Faults are all located in close proximity to the City (i.e., within 5 miles). The greatest damage from earthquakes results from ground shaking. Although ground shaking is generally most severe near a quake epicenter, property not immediately adjacent to the epicenter may be subject to extreme damage due to liquefaction. The greatest potential danger is the collapse of older residential units constructed from unreinforced masonry, and explosions of petroleum and fuel lines. Some parts of the City have a combination of silts and sandy soil types and a relatively high water table that are conductive for liquefaction to occur during intense ground shaking. The State Division of Mines and Geology has designated some areas in the City within a liquefaction zone. Most of these areas are along the Santa Ana River, but the far eastern and southwestern portions of the City are also susceptible to liquefaction. Much of the northern portion of the City, north of the SR 60 freeway, has moderate to very high susceptibility to landslides and soil slumps. There are also areas in the central portion of the City with steeper slopes that may be subject to soil block slides.

Development in much of the City will require geotechnical or soil constraints reports to mitigate the potential undermining of structural integrity during earthquakes or due to geologic or soil limitations.

Flooding

The Federal Emergency Management Agency (FEMA) publishes maps that identify areas of the City subject to flooding in the event of a major storm. These Flood Insurance Rate Maps (FIRMs) indicate areas that may be inundated in the event of a 100-year or a 500-year storm. In addition, the maps indicate the base flood elevations at selected intervals of the floodway. The City had been subject to periodic and historic flooding and flood insurance requirements imposed by FEMA until improvements were constructed by the Army Corps of Engineers on the Santa Ana River and other major flood control channels within the City. FEMA Flood Maps show that the City's main flood hazard zone lies in the southern portions of the City near the Santa Ana River, along Pyrite Creek, and in the far northwestern and western portions of the City just east of the I-15 freeway.

Some areas of the City that are designated for future residential development fall within the 100-year floodplain and would be subject to specialized flood construction requirements.

Fire Hazards

The most serious fire threat within the City is building and structure fires. However, like most southern California cities adjacent to wildland areas (e.g., steep hills in the northern portion of the City), the late summer fires that result from the accumulation of this brush have the potential to spread into the City proper. Since the City center is largely developed, there is less potential for wildland fires in the more central portions of the City. Other fire hazards within the City may be associated with heavy industrial uses, older commercial and residential structures, the presence of hazardous materials, and arson. Only a small portion of the City is located within a designated Very High Fire Hazard Zone; and the sites identified to accommodate the City's 2013-2021 RHNA allocation are located outside of the high fire hazard zone and in largely developed urban or suburban areas that are not generally prone to wildland fire hazards.

Noise

Noise generated from mobile sources such as traffic will continue to have the greatest potential impact on land use (e.g., I-15 and SR 60 freeways, Van Buren Boulevard). In addition, noise from rail

and aviation sources will also affect some community residents. The General Plan Noise Element describes the existing noise environment using maps that indicate high levels of noise and also contains goals and policies to reduce the effects of noise, if not the actual intensity of noise. Land use policy discourages the placement of noise-sensitive land uses in areas that are subject to high noise levels. The City regulates noise through the Jurupa Valley Ordinance No. 2012-01: Noise Regulations, under the authority of Section 50022.9 of the *California Government Code*.

Each potential development that would occur as a result of the Housing Element and subsequent implementation would be evaluated on a case-by-case basis and be required to adhere to the noise regulations set forth in the General Plan, and when applicable, mitigation measures as part of the CEQA documentation process, which would identify potentially significant impacts and appropriate mitigation measures at the individual project level.

Hazardous Materials

The City contains a number of industrial uses that produce, handle, store, or transport various hazardous materials at various times. However, the use and handling of these materials are governed by a variety of federal, state, and local laws and regulations, and should not pose a significant impediment to development in non-industrial portions of the City.

Portions of the City overlie an historical plume of groundwater contamination from the Stringfellow Class I Site located in Pyrite Canyon in the northern portion of the City at the headwater of Pyrite Creek. The Pyrite Channel runs through the central portion of the City in a northeast-southwest direction toward the Santa Ana River. The Stringfellow site is a major historical regional source of contamination in the Jurupa Valley, and was one of the first designated federal "Superfund" sites. It is listed on many governmental databases regarding hazardous materials (e.g., NPL, CERCLIS, US ENG CONTROLS, ROD, RCRA-SQC, CONCENT, and, PRP databases). According to the Chino Basin Watermaster, the Stringfellow groundwater contamination plume consists primarily of volatile organic compounds (VOCs) and perchlorate; however, the VOCs extend approximately 1 mile from the source area in the down-gradient direction with the remainder of the plume consisting of perchlorate. The presence of perchlorate represents a potential health hazard if the public were to come in contact with the contaminated Stringfellow groundwater plume; however, none of the sites identified to accommodate the City's 2013-2021 RHNA allocation would be directly affected by the Stringfellow groundwater plume.

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Infrastructure Constraints

The 2013-2021 Housing Element promotes the production of housing, which in turn may result in population growth. The Southern California Association of Governments (SCAG) is responsible for producing socioeconomic projections and developing, refining, and maintaining the SCAG regional and small area forecasting models. These forecast numbers are used to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the Air Quality Management Plan, and the Regional Housing Needs Assessment (RHNA) allocations. The U.S. Census as reported by the California Department of Finance estimates the City's 2014 population was 97,774 persons. SCAG projects that the City's population will grow to 103,700 persons by the year 2020 and 126,000 persons by the year 2035. The City understands that improvements to infrastructure can be achieved with a comprehensive approach that includes reviewing infrastructure plans for each application for discretionary approval of General Plan amendments, tentative parcel or tentative tract maps, or development proposals that include extension of an existing street or construction of a new street. The City requires that project applications for new development be reviewed for adequate infrastructure. Applications are evaluated on a case-by-case basis to ensure there is enough capacity to service new developments.

The City has established standard street widths for different road types and *Table 5.49* summaries these requirements. In addition to requiring improvements to public streets, the City may also require on- and off-site improvements related to water supply, fire protection, sewage disposal, fences, and electrical and communication facilities.

Table 5.49: Street Design Standards

Street Type	Street Width (feet)	Number of Lanes
Expressway	184 to 220	6 to 8
Urban Arterial	152 min.	6 to 8
Arterial	128 min.	4 to 6
Major	118 min.	4
Secondary	100 min.	4
Collector	74 min.	2
General Local	44-60	2

Source: City of Jurupa Valley Municipal Code, (2015).
[1]Schedule A Subdivision: Any division of land into five or more parcels, where any parcel is less than eighteen thousand (18,000) square feet in net area.
[2]Schedule B Subdivision: Any section of land into five or more parcels, where any parcel is not less than eighteen thousand (18,000) square feet in net area up to two acres in gross area.
[3]Schedule C Subdivision: Any division of land into five or more parcels where any parcel is not less than two acres in gross area up to five acres in gross area.
[4]Schedule D Subdivision: Any division of land into five or more parcels, where any parcel is not less than five acres in gross area up to twenty (20) acres in gross area.
[5]Schedule E Subdivision: Any division of land into two or more parcels in commercial or industrial zones.
[6]Schedule F Subdivision: Any division of land into four or less parcels, where any parcel is less than eighteen thousand (18,000) square feet in net area.
[7]Schedule H Subdivision: Any division of land into four or less parcels, where all parcels are not less than one acre in gross area.

Water Supply

Jurupa Valley's domestic water is supplied primarily by two local agencies: Jurupa Community Services District (JCSD) and Rubidoux Community Services District. The JCSD service area comprises about 26,000 acres within Jurupa Valley and the eastern portion of the City of Eastvale. The District's recorded potable water production was 24,285 acre-feet (AF) or 21.7 million gallons per day (MGD) in 2009. Water sources for the JCSD come primarily from the Chino Groundwater Basin and the Chino Basin Desalter Authority, with the remainder made up of transfers from the Rubidoux Community Services District.

In May 2011, the JCSD adopted its 2010 Urban Water Management Plan (UWMP), which details the JCSD's current and future water supply. The UWMP found that with all of its existing and planned supplies, the JCSD can meet 100% of projected demand of growth in the City through 2035 under normal year, single dry year, and multiple dry year demand conditions for expected growth (i.e., even with a repeat of a severe drought conditions). It should be noted that on April 1, 2015, the Governor issued Executive Order B-29-15. Key provisions include ordering the State Water Resources Control Board to impose restrictions to achieve a 25% reduction in potable urban water usage through February 28, 2016. The Governor's drought declaration also calls upon local urban water suppliers and municipalities to implement their local water

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shortage contingency plans immediately to avoid or forestall outright restrictions that could become necessary later in the drought season. The JCSD is evaluating the state's additional emergency drought restrictions to determine its impact on our service area and the community. JCSD is currently in Level 2 (Drought Caution) of its Water Shortage Contingency Plan. JCSD is evaluating whether amendments to the plan are necessary to meet the state's mandates and to help increase water efficiency. As a result of the Governor's Executive Order issued on April 1, 2015, the State Water Resources Control Board's updated Emergency Water Conservation regulations went into effect on May 18, 2015. JCSD and its customers are mandated to meet a total 28% district-wide reduction in potable water usage.

Some properties within the City do not have piped water systems immediately available to them. As development occurs within the City, water supplies and distribution systems may have to be expanded to adequately serve future development.

Established in 1952, Rubidoux Community Services District (RCSD) was the first community services district to be formed in California. RCSD provides water and wastewater services to over 6,500 homes, with the capacity to serve an additional 3,000 new homes with existing wells and water treatment facilities. Additional services include trash collection and disposal, street lighting, weed abatement and fire prevention programs. The District's water supply and distribution system can produce over 8.0 million gallons of potable water per day from groundwater sources in six wells. The District delivers 2.0 million gallons a day to the Regional Wastewater Treatment Plant located in the City of Riverside and supplies a portion of JCSD's water needs. All of RCSD's water production comes from 11 active wells (6 potable and 5 non-potable), with a distribution system consisting of approximately 50 miles of pipeline, four storage reservoirs, and two booster stations. Average day water use for retail customers is approximately 10.8 acre-feet or 3.5 million gallons.

Wastewater Treatment

The Jurupa Community Services District and the Rubidoux Community Services District provide wastewater service to most of Jurupa Valley. However, some areas in the City, particularly in Old Mira Loma and Sky Country, still rely on private septic systems. JCSD's Sewer System serves the residents of the western portion of the City of Jurupa Valley and the adjacent City of Eastvale. The City of Riverside, the Western Riverside County Regional Wastewater Authority, and the Orange County Sanitation District are responsible for treatment of wastewater in the JCSD service area.

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Wastewater from the project will be conveyed to the City of Riverside Water Quality Control Plant (RWQCP), located in the City of Riverside at 5950 Acorn Street. Currently, the RWQCP treats 40 million gallons per day. A plant-wide expansion, completed in 2015, increased treatment capacity by approximately 46 million gallons per day.

Rubidoux Community Services District's wastewater treatment capacity is 3 million gallons per day; current need is 2 million gallons per day. Total treatment capacity of the two districts is believed adequate to meet wastewater treatment needs for 100% of the City's anticipated housing and population growth. Some properties in the City are on septic systems and are not connected to a piped sewage collection system. To protect regional water quality objectives, it is likely that future development, even larger individual lots and especially larger residential projects, may be required to connect to piped wastewater collection systems. This will require coordination with the JCSD and the City of Riverside to assure adequate sewage collection, and treatment services will be available as growth occurs in the City.

Market Constraints

Land Prices

Land costs have a demonstrable influence on the cost and availability of affordable housing. Land prices are determined by a number of factors, most important of which are land availability and permitted development density. As land becomes less available, the price of land increases.

According to Lennar Homes, in 2016 unentitled multi-family land in the region typically sells for about $300,000 per acre. By comparison, unentitled single-family land costs between $200,000 and $400,000 per acre. However, land cost is very site-specific; many factors such as location, size, shape, entitlement processes required, and environmental factors can impact land cost significantly.

Construction Costs

Construction costs are primarily determined by the costs of materials and labor. They are also influenced by market demands and market-based changes in the cost of materials. Construction costs depend on the type of unit being built and the quality of the product being produced. However, construction costs are set by regional and national factors that rarely impede housing development in specific localities.

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Financing

Mortgage interest rates have a large influence over the affordability of housing. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in lower monthly payments for the homebuyer and can increase the buyer's purchasing ability.

The availability of financing affects a person's ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications by the income, gender, and race of the applicants. This applies to all loan applications for home purchases, improvements, and refinancing, whether financed at market rate or with government assistance.

Table 5.50 summarizes the disposition of loan applications submitted to financial institutions in 2014 for home purchase, refinance, and home improvement loans in Jurupa Valley and the County of Riverside. Included is information on loan outcomes (i.e., the number of applications that were approved and originated, denied, withdrawn by the applicant, and incomplete).

Table 5.50: Disposition of Home Loans (2014)

Loan Type	Total Applicants	Percent Approved	Percent Denied	Percent Other
Jurupa Valley				
Government-backed	601	49.6	9.7	9.8
Conventional	484	58.9	14.9	12.0
Refinance	1,747	49.7	20.8	17.3
Home Improvement	178	43.8	34.3	11.2
Total	3,010	50.8	18.4	14.6
Riverside County				
Government-backed	16,681	74.3	12.3	13.4
Conventional	20,774	74.0	12.5	13.4
Refinance	50,825	56.2	22.9	20.9
Home Improvement	5,763	46.6	40.5	12.9
Total	94,043	62.7	19.8	17.5

Source: www.LendingPatterns.com™, 2015.

[1]Approved" includes loans approved by the lenders whether or not accepted by the applicant.

[2]"Other" includes loan applications that were either withdrawn or closed for incompleteness.

[3]"Total Applicants" also includes pre-approvals and purchased loans.

[4]A custom geography using the following census tracts were used to estimate lending data for Jurupa Valley: 401.01, 401.02, 402.01, 402.02, 402.03, 402.04, 403.01, 403.02, 403.03, 404.02, 404.03, 404.04, 404.05, 405.01, 405.02, 405.03, 406.03, 406.04, 406.05, and 406.06.

Home Purchase Loans

In 2014, 484 Jurupa Valley households applied for conventional loans to purchase homes, as shown in *Table 5.50*. Approximately 59% of these applications were approved and 15% were denied. The City's approval rate was significantly lower than the overall approval rate for Riverside County. By comparison, 74% of conventional home loan applications countywide were approved while 13% were denied.

601 applications were submitted for the purchase of homes in Jurupa Valley through government-backed loans (e.g., FHA, VA) in 2014. Among applications for government-backed home purchase loans in the City, 50% were approved and 10% were denied. Again, the City's approval rate for this loan type was much lower than that of Riverside County's. Countywide, the approval rate for government-backed home purchase loans was 74%.

Refinance Loans

The vast majority of loan applications filed by Jurupa Valley residents in 2014 were for home refinance loans (1,747 applications). About 50% of these applications were approved, while 21% were denied. Countywide, 56% of refinancing applications were approved.

Home Improvement Loans

Within the City of Jurupa Valley, home improvement loans were the least likely to be approved. Approximately 34% of home-improvement loan applications were denied and 44% were approved by lending institutions in 2014. The high proportion of denials may be explained by the nature of these loans. Most home improvement loans are second loans and therefore more difficult to qualify for due to high income-to-debt ratio requirements. Countywide, home improvement loan applications had an approval rate (47%) comparable to that of the City's.

Energy Conservation

The City of Jurupa Valley is committed to conserving energy and reducing pollution associated with the production of electricity. The City continues to require compliance with Title 24 of the *California Administrative Code* on the use of energy efficient appliances and insulation. Through compliance with Title 24, new residential development has produced reduced energy demands.

To further its energy conservation objectives, in September 2015, the City adopted an ordinance that establishes an expedited, streamlined permitting process for small residential rooftop solar

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energy systems. The Jurupa Unified School District improved the energy efficiency of school campuses by implementing a comprehensive organizational behavior-driven energy conservation program in partnership with Energy Education starting in December of 2009.

Southern California Edison, which provides electrical service in Jurupa Valley, offers public information and technical assistance to developers and homeowners regarding energy conservation. Southern California Edison also provides a number of rebate programs for energy efficient new construction and home improvements.

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6 – AIR QUALITY ELEMENT



Figure 6-1: San Bernardino Mountains from Agua Mansa

A. INTRODUCTION

The quality of the air we breathe directly affects our health, environment, economy, and quality of life. Poor air quality causes or contributes to asthma and other respiratory diseases, lung damage, cancer, birth defects, difficulty in exercising, and even a reduction in life span. Poor air quality also affects our economy through workdays lost due to illness, increased expenses from medical costs, and businesses that choose to locate in areas with a healthier environment.

Air quality is a regional issue of which every city and county in the area feels the effect. Although Jurupa Valley, and Riverside County as a whole generate the lowest emissions of any area in the South Coast Air Basin, air quality in the region is among the Basin's worst due to onshore winds transporting vast amounts of pollutants from Los Angeles and Orange counties into the Inland Empire. However, due to a variety of regulations and programs, air quality in the region is improving. Continued diligence is needed to ensure that the quality of the air we breathe continues to improve for the safety and healthfulness of our community.

A closely related issue to air quality is the adverse effects of climate change. Although the cause is the subject of debate, we are

experiencing increased concentrations of greenhouse gases (GHG), which in turn contribute to warming temperatures, sea level rise, and altered weather patterns that affect rainfall and air quality. General Plan policies, particularly those related to housing and transportation, can have a profound effect on minimizing the factors that contribute to the production of GHG. In the 2017 General Plan, the term "climate change" refers to the result of human activity that produces air-polluting greenhouse gases, and does not imply that the causes of worldwide climate change are fully understood.

While state law mandates that cities address air quality in the General Plan, it allows flexibility for whether to incorporate air quality into other elements, or prepare a separate Air Quality Element. The City's desires to highlight the importance of air quality in Jurupa Valley by adopting a stand-alone Air Quality Element. This element provides background information on the physical and regulatory environment affecting air quality and climate change in the City. This element also identifies goals, policies, and programs that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on air quality and climate change.

Primary Goal

To be a city that actively works to improve its air quality and minimize the effects of climate change to protect the health, safety, and quality of life of all of its constituents.

Policy and Program Sections

1. *Multi-Jurisdictional Cooperation*
2. *Sensitive Receptors*
3. *Stationary Source Pollution*
4. *Particulate Matter*
5. *Energy Efficiency and Conservation*
6. *Jobs and Housing*
7. *Transportation*
8. *Special Events*
9. *Climate Change*

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B. Background

Jurupa Valley is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality conditions in the South Coast Air Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to SCAQMD, the worst air quality problem in the nation occurs in the South Coast Air Basin. With very light average wind speeds, the Basin's atmosphere has a limited capability to disperse air contaminants horizontally. The dominant daily wind pattern is a daytime sea breeze (onshore breeze) and a nighttime land breeze (offshore breeze), broken only occasionally by winter storms and infrequent strong Santa Ana winds from the northeast.



Figure 6-2: Smoggy day in Jurupa Valley

In spring and early summer, most of the pollution is moved out of the Basin through mountain passes, or is lifted by the warm, vertical currents produced by the heating of mountain slopes. However, from late summer through winter, flushing is less pronounced because of lower wind speeds and the earlier appearance of offshore winds. Remaining pollutants accumulate during the night, and a low average-morning wind speed creates the potential for air stagnation, as shown in *Figure 6-2* and *Figure 6-3*. In a normal situation, as temperatures decrease with altitude, air rises. In the South Coast Air Basin, dispersion is hampered by the presence of a

temperature inversion in the layers of the atmosphere near the surface of the earth. With an inversion layer, pollution becomes concentrated as the warmer air above it traps the air.

The combination of low wind speeds and low-level inversions produces the greatest concentration of pollutants. On high wind days, other air pollutants, including particulate matter such as dust and soil, are swept up and carried in the air. On days of no inversion or on days of winds averaging over 15 miles per hour, there will be no important smog effects, during either summer or winter. Smog levels are much lower in the winter due to the lack of strong inversion during the daylight hours and the lack of intense sunlight, which is needed to produce photochemical reactions.

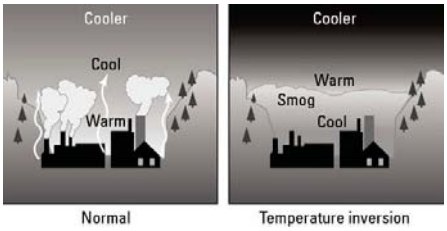

Figure 6-3: Temperature inversion process

Air quality in the South Coast Air Basin has continually improved despite an enormous increase in population and cars. For example, maximum levels of ozone, one of our worst smog problems, have been cut to less than one-quarter of what they were in the 1950s, even though today we have nearly three times as many people and four times as many vehicles. SCAQMD monitors air quality at 34 permanent stations throughout the region, providing hourly and daily readings. This provides information on how well our region is meeting its clean air goals. It also enables the District to notify the public whenever air quality is unhealthy.

Regulatory Restrictions

The agencies designated to develop regional air quality plans in the South Coast Air Basin are SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (US EPA). These agencies prepared the Final 2012 Air Quality Management Plan (AQMP) for the South Coast Air Basin, which was adopted by the SCAQMD Board in 2013. The Plan includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources.

In 1998, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires regional emissions to be reduced by 5% per year, averaged over a 3-year period, until attainment can be demonstrated. Each region that did not meet a national or state air-quality standard was required to prepare a plan that demonstrated how the 5% reductions were to be achieved. In response, the SCAQMD revised its air quality plan to meet CCAA requirements.

To achieve the goals and objectives of the air quality plans at the local level, cities and counties must adopt air quality elements or other elements/plans that address air quality as well as implement

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these plans for achieving compliance with state and federal standards. Local responsibilities for achieving compliance primarily focus on measures that reduce emissions from mobile sources as well as those that limit emissions from "indirect sources" such as facilities, buildings, structures, installations, real property, roads, or highways that attract mobile sources of pollution.

Ambient Air Quality Standards

Six criteria air pollutants have been established for every air basin within the State of California. These are pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Federal primary standards for air pollutants have been established to protect the health of the public, while secondary standards protect the public welfare by preventing diminishing visibility and damage to vegetation and property.

The South Coast Air Basin has made great strides in achieving state and federal air quality standards (SCAQMD 2012 Air Quality Management Plan). *Table 6.1* provides a description of the six criteria air pollutants and their attainment status in the South Coast Air Basin.

Climate Change

Climate change is one of the most widely debated scientific, economic, and political issues in the United States. Climate change refers to prolonged changes in temperature, precipitation, and wind patterns attributed to increased concentrations of greenhouse gases caused by human and other activities. The burning of fossil fuels, industrial processes, and deforestation emit large amounts of carbon dioxide and other greenhouse gases (GHGs) into the atmosphere, which trap energy and warm the earth. The resulting changes in weather patterns can lead to flooding and drought and can affect air quality, water supplies, power, and transportation systems, as well as public health and safety. (US EPA, Climate Change: Basic Information, Updated 2/23/16).

California has been a leader in addressing climate change. The state has adopted a number of important policies, guidelines, and regulations to address climate change, including the key initiatives below.

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Table 6.1: South Coast Air Basin 2016 Attainment Status – Six Criteria Pollutants

Pollutant	Description	Attainment of State and Federal Air Pollutant Standards*
Ozone (O_3)	A pungent, colorless gas typical of southern California smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. Ozone levels peak during the summer and early fall months.	Non-attainment (state and federal)
Carbon Monoxide (CO)	Formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. This colorless, odorless gas can cause dizziness, fatigue, and impairments to central nervous system functions.	Attainment (state and federal)
Nitrogen Oxides (NO_x)	Nitrogen dioxide (NO_2), a reddish brown gas, and nitric oxide (NO), a colorless odorless gas, are jointly referred to as nitrogen oxides or NO_x. NO_x is a primary component of smog and contributes to other pollution problems such as high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 decreases lung function and may reduce resistance to infection.	Attainment (state and federal)
Sulfur Dioxide (SO_2)	A colorless irritating gas created mainly by industrial facilities. SO_2 irritates the respiratory tract, injures lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.	Attainment (state and federal)
Lead	A gray-white metal that is soft, malleable, and resistant to corrosion. Sources of lead resulting in concentrations in the air include industrial sources and weathering of soils, followed by fugitive dust emissions. Health effects from exposure to lead include brain and kidney damage, learning disabilities, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and a lower intelligence quotient. The Air Resources Board (ARB) has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.	Attainment (state and federal)
Particulate Matter	The term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (larger than 2.5 but smaller than 10 micrometers, or PM_{10}) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or $PM_{2.5}$) often come from fuel combustion, power plants, and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions.	Non-attainment (state and federal)

Source: SCAQMD, February 2016

Executive Order S-3-05: In 2005, the California Governor issued Executive Order S-3-05, which established the following greenhouse gas (GHG) emissions reduction targets for the state:

- By 2010, reduce GHG emissions to 2000 levels,
- By 2020, reduce GHG emissions to 1990 levels, and
- By 2050, reduce GHG emissions to 80% below 1990 levels.

This order directed the California EPA; the Business, Transportation, and Housing Agency; the California Air Resources Board (CARB); the California Energy Commission; and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.

Assembly Bill 32 (AB 32): In 2006, California adopted AB 32, the Global Warming Solutions Act. AB 32 required CARB to develop a Scoping Plan to outline how the state will reduce statewide GHG emissions to 1990 levels by the year 2020. This bill also directed the California EPA; the Business, Transportation, and Housing Agency; the California Air Resources Board (CARB); the California Energy Commission, and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets. CARB's Scoping Plan identifies California's cities and counties as "essential partners" within the overall statewide effort and recommends that local governments set a GHG reduction target of 15% below 2005-2008 levels by the year 2020.

Senate Bill 375 (SB 375): In 2008, California adopted SB 375, the Sustainable Communities and Climate Protection Act. The bill builds on AB 32 by setting regional GHG emissions targets and calls for regional planning agencies to prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan. The bill recognizes that land use decisions, such as where to place housing and whether to promote transit, can play a significant role in reducing GHG emissions. The SCAQMD works with federal and state agencies to improve air quality in Southern California and to reduce sources of ozone and other pollutants. SCAQMD has documented long-term success in reducing ozone levels, as shown in *Figure 6-4*.

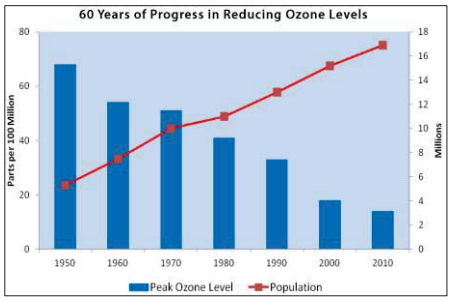

Figure 6-4: Long-term ozone reductions in Southern California

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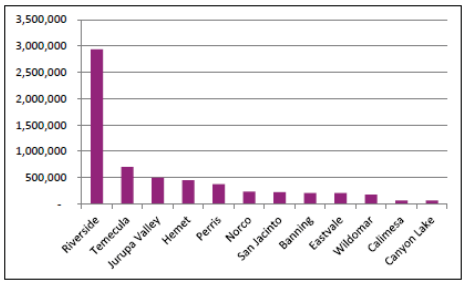

Figure 6-5: Baseline greenhouse gas emissions by jurisdiction (MT CO_2e)

In 2014, the Western Regional Council of Governments (WRCOG) adopted a Subregional Climate Action Plan for Western Riverside County. The Subregional CAP establishes policies and priorities to enable member jurisdictions, including Jurupa Valley, to implement strategies that successfully address state legislation AB 32 and SB 375. The CAP addresses the overall GHG emissions in Western Riverside County by preparing GHG inventories, identifying emissions reduction targets, and developing and evaluating GHG emissions reduction measures or strategies. Implementation of the CAP is projected to reduce GHG emissions to 80% below 1990 levels by 2050 in accordance with Executive Order S-3-05, AB 32, and SB 375. Jurupa Valley's GHG emissions, along with other Inland Empire communities, are quantified in the Subregional CAP and shown in *Figure 6-5*.

C. Air Quality Goals, Policies, and Programs

Goals

To be a City that:

AQ 1 Works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.

AQ 2 Helps protect its residents, and especially senior citizens, youth and other sensitive receptors, from toxic air pollution.

AQ 3 Works to reduce emissions from stationary and mobile sources.

AQ 4 Employs measures to improve the jobs/housing balance and reduce commuting time.

Policies and Programs

AQ 1 – Multi-Jurisdictional Cooperation

The City of Jurupa Valley recognizes the regional context of the policies it creates. Because air pollution does not recognize municipal boundaries, the policies of one community may affect the residents of another. This is particularly true with respect to pollution emitted by motor vehicles, which underscores the importance of multi-jurisdictional cooperation.



Figure 6-6: Children playing in Jurupa Valley

Policies

AQ 1.1 **Regional Participation.** Promote and participate with regional, subregional, and state agencies, both public

and private, in all areas to protect and improve air quality, including enforcement of all regulations.

AQ 1.2 **Air Quality Measures.** Establish and implement air quality, land use, and mobility measures that improve not only the City's environment but also that of the entire region.

Programs

AQ 1.1.1 **Regional Committees.** Actively participate on regional committees that can influence regulations affecting air quality.

AQ 2 – Sensitive Receptors

In terms of air quality, sensitive receptors are those people who are particularly susceptible to adverse health effects due to exposure to air contaminants. Sensitive receptors include residents, retirement homes, schools, hospitals, and other people and uses. Special care must be taken in the land use planning process to ensure that sensitive receptors are protected from unhealthful levels of air pollution.



Figure 6-7: Jurupa Valley warehouse development and housing

Policies

AQ 2.1 **Site Plan Designs.** Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors form polluting sources, wherever possible.

AQ 2.2 **Pollution Control Measures.** Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.

AQ 2.3 **Tree Planting.** Consider creating a citywide program to plant trees that help to filter pollutants from the air, provide shade, and add oxygen to the atmosphere.

Programs

AQ 2.1.1 **Best Practices.** Establish a program to monitor adherence to best practices in distance and setbacks as recommended by CARB and SCAQMD.

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Figure 6-8: Former Riverside Cement Company Plant, Jurupa Valley

AQ 3 – Stationary Source Pollution

Stationary source pollution is generally divided into two subcategories: point sources (such as power plants and refineries) and area sources (including small emission sources such as residential water heaters and architectural coatings). Agricultural and industrial land uses are generally the main stationary pollution sources in Jurupa Valley, though most urbanized land areas and their associated activities contribute to poor air quality in the region.

Policies

AQ 3.1 **Efficient Building Materials/Equipment.** Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.

AQ 3.2 **Centrally-Heated Facilities.** Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

AQ 3.3 **Stationary Pollution Reduction.** Require stationary pollution sources to minimize the release of toxic pollutants through the following:

a. Design features;
b. Operating procedures;
c. Preventive maintenance;
d. Operator training; and
e. Emergency response planning

AQ 3.4 **Emissions Mitigation.** Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.

AQ 3.5 **Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.

AQ 3.6 **Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.

AQ 4 – Particulate Matter

The US EPA defines particulate matter (PM) as either airborne photochemical precipitates or windborne dust. Consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols, common sources of PM are manufacturing and power plants, agriculture, diesel trucks and other vehicles, construction sites, fire, and windblown dust. Generally, PM settles from atmospheric

suspension as either particulate or acid rain and fog that has the potential to damage health, crops, and property.

While Jurupa Valley is dedicated to implementing policies to limit particulate matter produced within its own boundaries, it has no control over particulate imported from other areas. The solution is the adoption of adequate control measures by responsible jurisdictions in San Bernardino, Riverside, Los Angeles, and Orange counties. By adhering to the control measures contained in the Air Quality Management Plan, these jurisdictions can have a positive impact on particulate matter pollution in Jurupa Valley.

Policies

AQ 4.1 **State and Federal Legislation.** Encourage stricter state and federal legislation on bias-belted tires, smoking vehicles, and vehicles that spill debris on streets and highways, to better control particulate matter.

AQ 4.2 **Particulate Matter.** Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.

AQ 4.3 **Electric Service Units.** Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.

AQ 4.4 **Natural Gas/Electric Vehicles.** Support efforts to encourage the use of natural gas and electric vehicles in distribution centers.

Programs

AQ 4.1.1 **Truck Parking in Residential Areas.** Amend the Municipal Code to prohibit the parking of large commercial trucks, trailers, and truck cabs in residential areas, except for loading or unloading.

AQ 4.1.2 **Diesel Fumes.** Collaborate with the US EPA, SCAQMD, and warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operations.

AQ 4.1.3 **Commercial Truck Parking Lots.** Research funding and establish a program to provide incentives and opportunities for commercial truck parking lots to prevent the need for parking trucks, trailers, and truck cabs in residential and other restricted areas.

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AQ 5 – Energy Efficiency and Conservation



Figure 6-9: House with photovoltaic solar panels

Recycling and conservation efforts established and encouraged by the City can reduce the amount of pollutants emitted within the City. Efforts to recycle wastes can reduce the amount of pollution emitted from the production of new materials while preserving raw materials. Conservation measures minimize the impacts of not only the consumption of, but also the production of, energy sources.

Policies

AQ 5.1 **Reduce Solid Waste.** Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.2 **Energy Conservation.** Encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

Program

AQ 5.1.1 **Waste Management.** Establish incentives and programs to encourage the use of recycling and waste management.

AQ 6 – Jobs and Housing



Figure 6-10: Mixed use housing near jobs and Metrolink Station, Inland Empire (KTGY.com)

To help reduce traffic and emissions, many cities seek to reduce single-motorist commuting by increasing the number and availability of jobs closer to existing and new housing. According to SCAG, 11.2% of Jurupa Valley workers are employed within the City. The remaining 88.8% of workers commute to other places including the cities of Riverside (13.2%), Ontario (6.8%), San Bernardino (4.3%), and Corona (4.1%) (SCAG, Jurupa Valley Profile, 2015).

Whenever possible, the City should offer incentives to businesses and individuals to create jobs in Jurupa Valley to bolster the economy, control emissions, and implement the Air Quality Management Plan. Among the positive approaches available to the City to encourage job creation in job-poor areas are education, job training and placement services, technical assistance to incoming businesses, reducing regulation and paperwork on businesses, fast tracking and reduced fees, and low interest loans. In addition to providing incentives for businesses to locate within Jurupa Valley, it is important to consider the relationship of jobs to housing when approving the construction of new development, including the

development of residential and commercial land uses in close proximity and the strategic placement of new public facilities.

Policies

AQ 6.1 **Small Business Assistance.** Assist small businesses by supporting organizations that develop education and job training programs.

AQ 6.2 **Educational Programs.** Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.

AQ 6.3 **Business Incentives.** Provide incentives to encourage new firms to locate within the City and existing firms to expand operations.

AQ 6.4 **Small Business Loan Programs.** Encourage loan programs to induce small businesses to locate or expand within the City.

AQ 6.5 **Small Business Emissions Control.** Offer incentives to businesses to control emissions and implement the Air Quality Management Plan.

AQ 6.6 **Regulation Relief.** Reduce regulations on small businesses wherever possible and thereby encourage small business development and job creation. The City shall set performance standards as well as design standards, thus giving small business owners as many options as possible to comply with City regulations.

AQ 6.7 **Job Creation.** Emphasize job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods.

AQ 6.8 **Public Facilities/Services.** Time and locate public facilities and services so that they help create new jobs.

AQ 6.9 **Mixed-Use Land Use.** Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.

AQ 6.10 **Community Centers / Telecommuting / Home-Based Businesses.** Implement zoning code provisions that encourage community centers, telecommuting, and home-based businesses.

AQ 6.11 **Non-Polluting Transportation.** Encourage and promote the use of non-polluting alternative modes of transportation such as natural gas and electric vehicles and bicycles.

AQ 6.12 **Housing Types.** Provide for a variety of housing types that support a local market for a skilled professional and management labor pool when approving new residential developments.

Programs

AQ 6.1.1 **Job-Skill Training Opportunities.** Actively seek and incentivize educational opportunities and institutions such as community colleges and trade schools to locate within Jurupa Valley to provide local job-skill training opportunities.

AQ 6.1.2 **Funding Programs.** Actively seek funding programs to incentivize businesses that meet community needs.

AQ 7 – Transportation



Figure 6-11: Inland Empire Freeway with heavy traffic

Vehicles are an essential part of life in California. People use them to go to work, run errands, and transport goods all across the state and the nation. However, while vehicles serve a valuable function, many streets and freeways are increasingly overburdened with traffic. Seventy-seven percent of commuters drive alone, adding to the congestion and smog. Many Jurupa Valley residents drive long distances to work and have some of the longest commute times in all of Southern California. Transportation Demand Management, Transportation Systems Management, and Transportation Development Management can help improve air quality by reducing overall motor vehicle trips and managing vehicular travel.

Transportation Demand Management

Transportation Demand Management (TDM) can help unclog freeways and reduce commute times, thereby improving air quality. TDM strategies work to reduce traffic overall and divert the remaining traffic to non-peak periods. Examples include reducing work-related trips by encouraging individuals who drive alone to form carpools and vanpools, or take the bus or light rail. Other options include fewer workdays with longer work hours per day to eliminate one or two trips a week as well as telecommute and work-at-home programs. When individuals must drive, TDM strategies call for work schedules that avoid peak traffic periods and large trucks to operate at night.

TDM strategies for reducing trips that are not work related are also important. Merchant transportation incentives, such as discounts to customers who use public transit and free bus passes, help incentivize transit and take people out of single-occupancy vehicles. Other measures, such as providing convenient parking for people

who rideshare, can also reduce trips to merchants and help improve air quality.

Transit improvements and facility development must accompany the implementation of TDM strategies. Efforts to encourage a shift to transit will fail unless transit operators make convenient, safe, and reliable transit service available. Similarly, a lack of work centers impedes the ability to implement telecommute and work-at-home programs. The City can support the provision of transit services and foster the development of work centers. Changing transportation demand will also require facility development, such as park-n-ride lots, bus turnouts, off-site parking, electric vehicle charging stations, and facilities for bicycles and pedestrians.

Transportation Systems Management

Transportation systems management improves traffic flow through modification in the operation of existing transit facilities and fleets. The increased mobility improves air quality. Commerce, industry, and public welfare require adequate mobility. Poor transportation systems management, on the other hand, creates congested highways, perpetuates poorly maintained and polluting fleets, weakens the City's economy, and diminishes citizens' health and well-being. City management of its transportation systems in a manner that enhances mobility and efficiency is important. Improving the flow of traffic promotes mobility on our streets, resulting in decreased impacts on air quality.

Transportation Facilities Development

Regionally, transportation facilities development means increasing capacity through the expansion of highway and transit systems to meet population and land use demand. Though major construction projects often require massive capital investment, mobility and capacity are increased. These projects include major highways in high growth regions, construction of high occupancy vehicle (HOV) lanes where severe traffic problems occur, and construction of rapid transit corridors and facilities. Unfortunately, this strategy responds slowly to changing demands on the transportation system and may burden the region with debt.

Although often necessary to keep traffic moving, regional and local transportation facility development can contribute toward a growth in population and housing, and the need for public services and facilities (FHWA/Planning, Induced Travel Frequently Asked Questions, 2016). By increasing capacity, new or expanded transportation facilities can make longer commutes easier and outlying land more attractive for development. Additional development can contribute to poor air quality through increased

vehicular emissions, fossil fuel consumption, etc. The City intends to consider the benefits and costs of large transportation facilities development and balance it with other, less expensive alternatives that can improve multi-modal mobility.

Policies

AQ 7.1 **Cooperative Relationships.** Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled such as creating Transportation Management Associations.

AQ 7.2 **Transit Incentives.** Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location and coordination with City incentives programs.

AQ 7.3 **Trip-Reduction Programs**. Encourage workplace trip-reduction programs and cooperate with surrounding jurisdictions to reduce vehicle trips.

AQ 7.4 **Traffic Flow Management.** Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, when possible.

AQ 7.5 **Traffic Hazards/Delays.** Eliminate traffic hazards and delays through street maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings, as City resources allow.

AQ 7.6 **City Transportation Fleet.** Manage the City's transportation fleet to achieve energy savings.

AQ 7.7 **Pedestrian and Bicycle Facilities.** Emphasize the use and improvement of pedestrian and bicycle facilities when funding transportation improvements.

AQ 7.8 **Transportation Corridor Expansion.** Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

Programs

AQ 7.1.1 **Trip Reduction Programs.** Pursue grant funding to establish an incentive program to encourage the use of trip reduction programs to decrease automotive vehicle miles traveled.

AQ 7.1.2 **Traffic Signal Improvements.** Construct and improve traffic signals with channelization and Automated Traffic Monitoring and Control systems at appropriate intersections.

AQ 7.1.3 **Transportation Management.** Consider measures such as Transportation Demand Management, Transportation Systems Management, or jobs/housing balance strategies when developing capital facilities improvement plans.

AQ 7.1.4 **Congestion Monitoring.** Develop a program to monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

AQ 8 – Special Events

Temporary special events provide recreational and retail opportunities for residents. However, these events may also result in traffic congestion on roadways adjacent to the event. The following policies are designed to alleviate traffic congestion and the accompanying pollution caused by excess vehicle travel times.

Policies

AQ 8.1 **Parking/Park-N-Ride.** Establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close to practicable to the event site, and the operator should supply shuttle services.

AQ 8.2 **Transit/Carpooling**. Encourage special event center operators to advertise and offer discounted transit passes and discount parking incentives to carpooling patrons with event tickets.

AQ 9 – Climate Change

As outlined in earlier in this element, human activities contribute to increasing concentrations of GHG in the atmosphere. Measures to reduce potential impacts of GHG are included throughout the General Plan. In addition to this Air Quality Element, the Land Use; Housing; Mobility; Conservation and Open Space; and Community Safety, Services, and Facilities Elements include policies and programs to reduce GHG emissions and help slow the progression of climate change.

Policies

AQ 9.1 **State and Regional Plans and Programs.** Monitor federal, state, and regional plans and programs to stay abreast on emerging information, practices, and strategies to address climate change.

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AQ 9.2 **Critical Infrastructure.** Locate critical infrastructure in areas not subject to severe climate change impacts, such as flooding.

AQ 9.3 **Climate Action Plan.** Work with WRCOG to periodically monitor and update the Subregional Climate Action Plan.

AQ 9.4 **Vulnerability.** Develop strategies to reduce the City's vulnerability to climate change impacts.

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7 – NOISE ELEMENT

A. INTRODUCTION

Jurupa Valley values its semi-rural character and diversity of land uses where individual expression is appreciated. However, the mix of land uses also generates a surprising amount of noise, which can adversely affect area residents and other sensitive receptors. Train whistles, aircraft overflights, motor vehicle traffic, barking dogs, and loud parties are a part of daily life that sometimes create a disruptive noise environment. In addition, vibration generated by construction equipment, idling trucks, and other sources can be annoying.

This Noise Element is a mandatory component of the General Plan pursuant to *California Government Code §65302(f).* It is closely related to the Land Use, Mobility, Healthy Communities, and Environmental Justice Elements of the General Plan. The element identifies noise issues within the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides goals, policies, and programs to reduce noise to acceptable levels. In the Noise Element, the City describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons.

Primary Goal

To be a City that actively works to minimize the effects of noise and vibration on sensitive receptors.

Policy and Program Sections

1. *Land Use Compatibility*
2. *Mobile Noise Sources*
3. *Stationary Noise Sources*
4. *Ground-Borne Vibration*

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B. Background



Figure 7-1: Rural setting, Jurupa Valley

Noise can significantly affect community character, quality of life, and human health. Noise is defined as any unwanted sound; however, the determination of what is considered excessive noise can be difficult and subjective. Sources of noise in the City include mobile sources, such as motor vehicles, rail, and aircraft, and stationary sources such as construction activities, truck transfer facilities, and generators. Managing noise involves balancing quality of life issues with the needs of transportation facilities and residential, commercial, and industrial activities. Noise standards should not be so stringent that they discourage business or development, but also not so lenient that the quality of life of the community suffers.

One of the General Plan Advisory Committee's key findings was the need to identify areas and sources of excessive noise, "noise sensitive uses," and measures to reduce noise impacts. Existing noise sources in the City include transportation or traffic-related impacts, rail noise, aircraft noise, and noise impacts associated with operations at commercial and industrial sites. Currently, one of the main issues in the City related to noise is the existence of incompatible land uses. Typically, when commercial or industrial operations are located close to residential or other noise-sensitive uses, complaints from residents are more likely to occur.

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In coordination with City staff, specific locations at which potentially noise-incompatible uses existed in 2015 were identified. These locations were chosen to represent some of the noise monitoring locations presented in *Figure 7-2*. In addition to the noise-incompatible locations, noise monitoring locations, both long-term (24-hour) and short term (15-minute), were chosen to assess noise impacts from the existing rail operations and traffic noise impacts from major roadways within the City. *Figure 7-2* shows the location of the measurement sites.

Noise monitoring measurements, along with the modeling results of existing traffic noise contours, were used to determine existing noise conditions throughout the City. Future noise conditions were then modeled and compared to 2016 conditions. Future conditions include airport operations, proposed haul routes along the City streets, future rail activities, and expected continued/future incompatible land use noise issues. Noise goals, policies, and programs have been included in this element to address existing and future conditions in conformance with the City's overall goals.

Land Use Compatibility

The Noise Element of the General Plan directly relates to the Land Use Element in that noise can adversely affect sensitive land uses such as residential uses, schools, hospitals, assisted living facilities, mental care facilities, and places of worship, libraries, and passive recreation areas. Many of these uses depend on low levels of sound to promote the health and well-being of their occupants. Land uses that generate significant mobile or stationary noise must be compatible with adjacent uses in order for the land use plan to be successful. If existing land uses emit noise above a certain level, they may not be compatible with adjacent land uses, and should not be allowed unless attenuation measures are used to reduce indoor and outdoor noise to acceptable levels. In cases of new development, the placement of noise-sensitive land uses is integral to the safety and success of the community. *Table 7.1* lists common sound levels for familiar locations and activities.

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Table 7.1: Typical A-Weighted Sound Levels

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	—
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA Associates, Inc. (2015).

Noise Measurement

When discussing noise policy, it is helpful to have a basic understanding of the primary tools used to measure the effect of noise on the community. The decibel is a basic unit of noise that measures the intensity of sound. The A-weighted decibel, also referred to as dB(A), measures the intensity of sound as it relates to the hearing frequency of the human ear. The Day Night Average Sound Level, or Ldn, is a 24-hour average sound level with a penalty added to nighttime hours to reflect increased hearing sensitivity during that time. The Community Noise Equivalent Level, or CNEL, mirrors Ldn but with an additional penalty added to evening hours. Figure 7-2 shows location where existing noise levels were measured in 2015 as part of the 2017 General Plan technical studies.

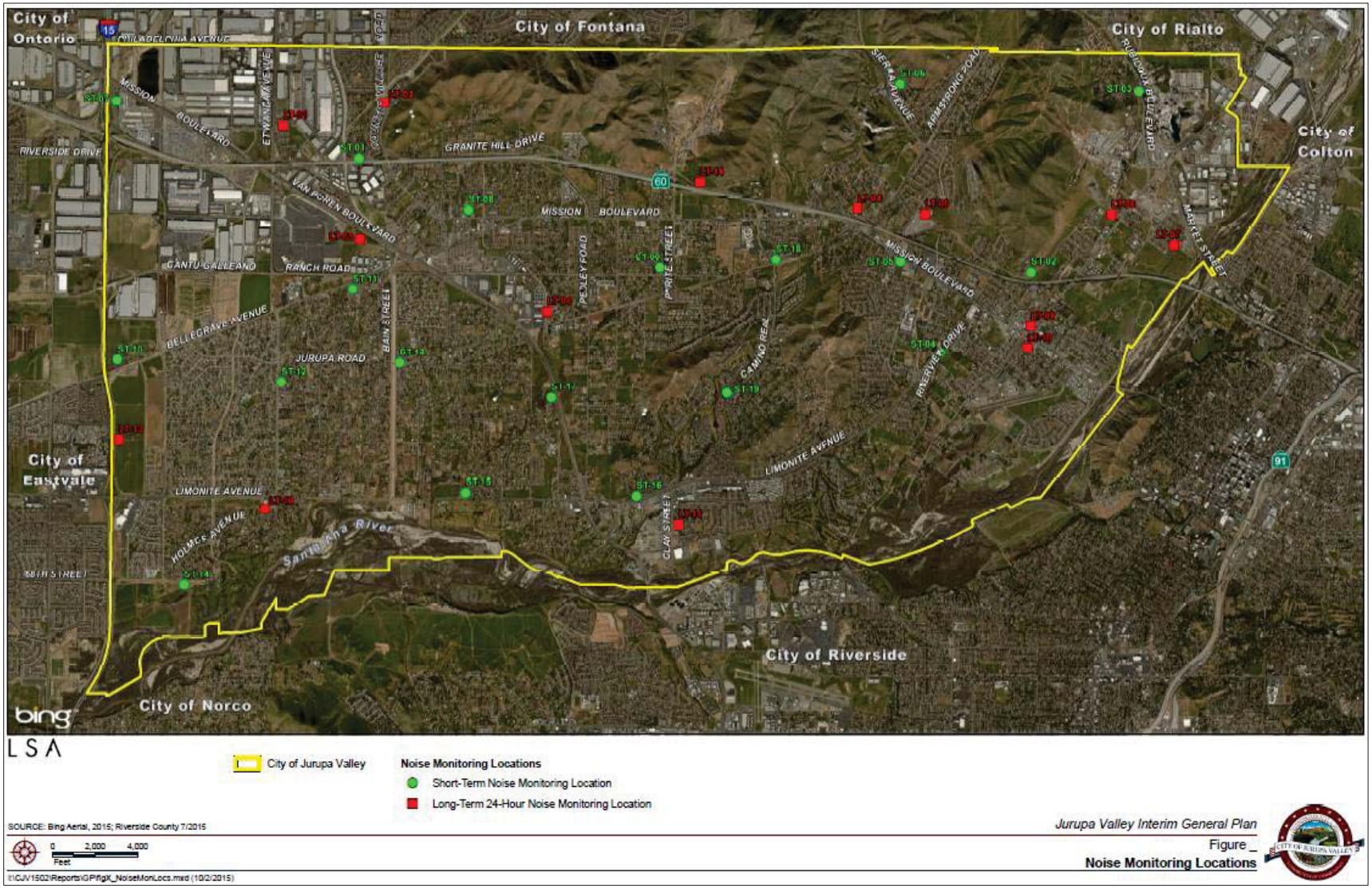

Figure 7-2: Noise testing locations in Jurupa Valley

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Noise Attenuation

Noise attenuation refers to measures undertaken to reduce the volume of sound and lessen its harmful or disruptive effects. There are three primary ways to attenuate noise: at the source, along the path, and at the receiver. Examples of attenuation at the source include reducing vehicular speeds, implementing truck restrictions, and enforcing noise ordinance restrictions on amplified music. Attenuation along the path includes increasing the distance between the noise source and the receiver and installing walls, berms, or landscaping to reduce the noise reaching the receiver. Finally, measures undertaken at the receiver to reduce noise include site design to buffer sensitive receptors and the use of construction soundproofing techniques such as double-pane window glazing and roof treatments. *Table 7.2* lists state and federal noise standards used to set maximum noise exposure limits for interior and exterior areas of various land uses.

Table 7.2: State of California and Federal Interior and Exterior Noise Standards

Land Use		State Standard		FHWA
Categories	Land Uses	Interior dBA	Exterior dBA	dBA Standard
Residential	Single- and multiple-family homes, duplex	45	65	55 interior
	Mobile homes and trailer parks	45	65	55 interior
Institutional/ Public	Hospital, school classrooms/ playground	45	65	55 interior
	Church, library	45	–	55 interior
Open Space	Parks	–	65	70 interior
Commercial	Hotel, motel, transient housing	45	–	55 interior
	Commercial retail, bank, restaurant	55	–	75 exterior
	Office building, research and development	50	–	
	Amphitheater, concert hall, auditorium, theater	45	–	
	Gymnasium (multi-purpose)	50	–	
	Sports club	55	–	
	Manufacturing, warehouse, wholesale, utilities	65	–	
	Movie theaters	45	–	

Source: State of California Noise Guidelines, Federal Highway Administration

Ground-Borne Vibration

Another community concern related to noise is ground-borne vibration from construction activities, blasting, rail operations, and trucking. Vibration normally falls within the disruptive category, where it can cause such things as window shaking and floor trembling and generally interfere with quality of life. At higher levels, vibration can actually cause structural damage. Vibration can be felt outdoors, but the perceived intensity of vibration impacts is

much greater indoors due to structural shaking. *Table 7.3* lists vibration levels common in urban areas and human sensitivity.

Table 7.3: Human Sensitivity to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937–0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992

C. Noise Element Goals, Policies and Programs

Goals

To be a City that effectively manages noise in order to:

NE 1 Protect individual freedoms while preventing noise and vibration from degrading the safety and well-being of our community.

NE 2 Ensure adjacent land uses are compatible, and protect sensitive receptors from outside sources of noise and vibration.

NE 3 Minimize excessive noise levels and community health risks due to mobile noise sources.

NE 4 Minimize excessive noise levels and community health risks due to stationary noise sources.

NE 5 Minimize excessive noise levels and community health risks due to ground-borne vibration.

Policies and Programs

NE 1 – Land Use Compatibility

As previously identified, noise-producing land uses must be compatible with adjacent land uses in order for the land use plan to be successful. *Figure 7-3*, Land Use/Noise Compatibility Matrix, outlines the noise acceptability levels of different land uses. Areas around airports may have different or more restrictive noise standards than those cited in *Figure 7-3,* and the Airport Land Use Compatibility Plan for Western Riverside County should be consulted.

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The following policies are designed to protect noise-sensitive land uses from noise emitted by outside sources, and prevent new projects from generating adverse noise levels on adjacent properties.

Policies

NE 1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix, *Figure 7-3*, to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, village plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.

NE 1.2 **New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allows the development to meet the standards listed in *Figure 7-3*.

NE 1.3 **New or Modified Stationary Noise Sources.** Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of *Figure 7-3*. This policy does not apply to noise levels associated with agricultural operations existing in 2017.

NE 1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.5 **Noise-Sensitive Uses.** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.

NE 1.6 **Protection of Noise-Sensitive Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping, and noise walls should be considered.

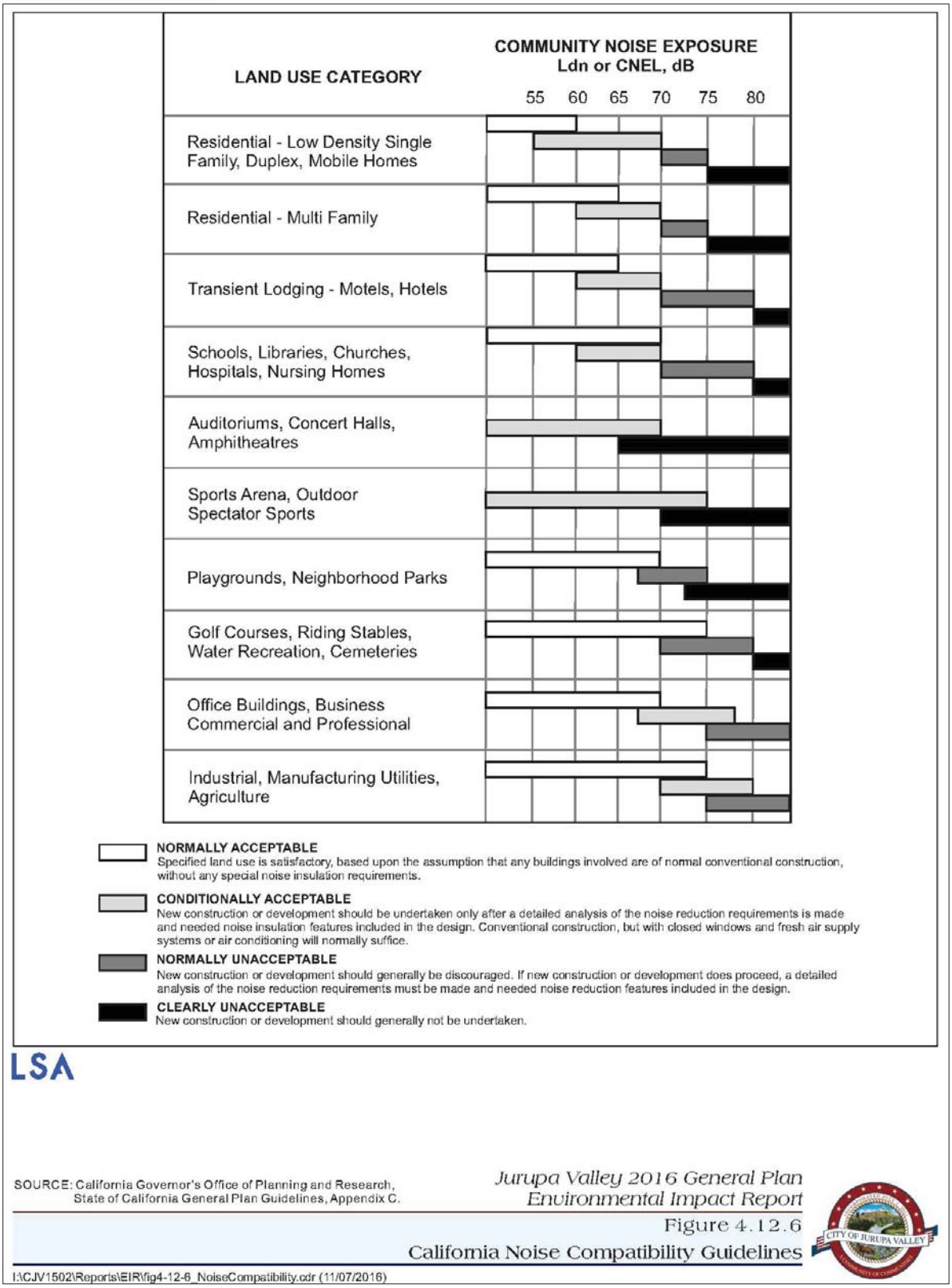

Figure 7-3: Land Use/Noise Compatibility Matrix

NE 1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

NE 1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.9 **Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.

NE 1.10 **Mixed Uses.** Require that mixed commercial and residential development minimizes the transfer or transmission of noise from the commercial land use to the residential land use.

Programs

NE 1.1.1 **Municipal Code:** Amend the Municipal Code to require that development entitlements (e.g., tract maps, site development plans, conditional use permits) comply with the Land Use/Noise Compatibility Matrix, *Figure 7-3*, and with other noise requirements of the General Plan.

NE 1.1.2 **Noise Guide.** The Planning Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.

NE 1.1.3 **Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow.

NE 2 – Mobile Noise Sources

As previously addressed, mobile noise sources in Jurupa Valley include motor vehicles, rail, and aircraft. Each of these sources presents a unique challenge in minimizing the adverse effects of their noise on sensitive land uses.



Figure 7-4: Freeway-generated noise

Motor Vehicles. Motor vehicles are one of the most pervasive sources of noise in the City. Motor vehicle noise varies in how it affects land uses depending upon the type of roadway and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (i.e., automobile versus truck). Another variable affecting the overall measurement of noise is an increased sensitivity to vehicular noise at night. *Figure 7-5* illustrates the existing noise contours from major roads and highways in and near the City. *Figure 7-6* illustrates future noise conditions with anticipated 2017 General Plan buildout.

Rail. As outlined in the Mobility Element, the rail system within Jurupa Valley includes the Union Pacific freight railroad and the Metrolink light rail transit that transports commuters to Riverside, Pomona, and Los Angeles. A Burlington Northern Santa Fe (BNSF) freight line also runs through Agua Mansa, Belltown and Glen Avon. Noise from rail operations may disrupt activities in proximity to the railroad tracks. For instance, trains are required to sound their horns at all at-grade crossings, and they may be required to slow their speed through residential areas. These types of noise disturbances can interfere with activities conducted at noise-sensitive land uses. *Figure 7-7* and *Figure 7-8* show existing and future commuter and freight noise contours from rail traffic in the City.

Aircraft. Jurupa Valley is subject to aircraft noise from Flabob Airport and the Riverside Municipal Airport, as shown in *Figure 7-9*. In addition, the community is subject to aircraft noise from the LA/Ontario International Airport, especially when Santa Ana winds force planes to take off in an easterly direction.

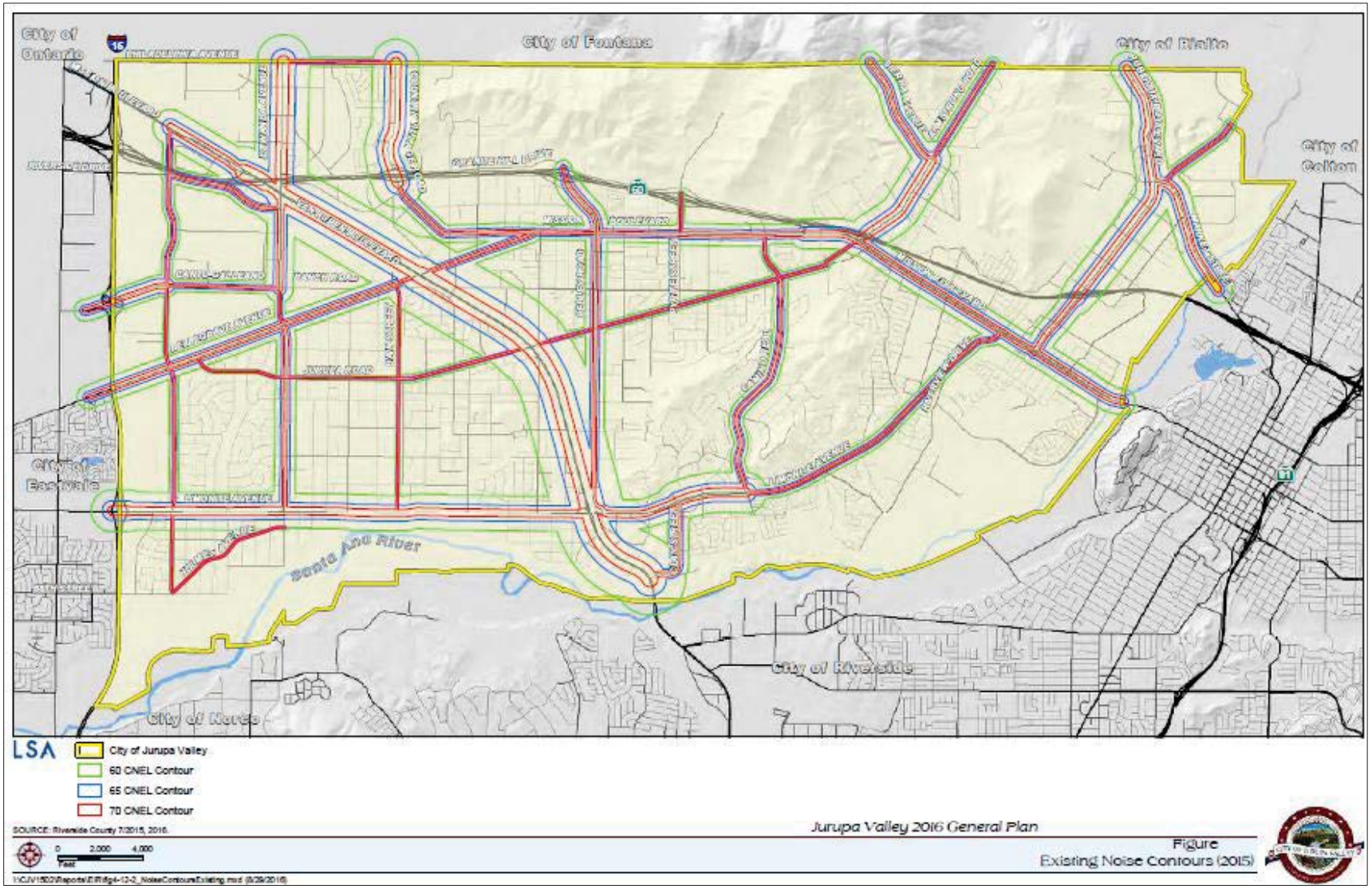

Figure 7-5: Noise Contour Map, Existing (2015)

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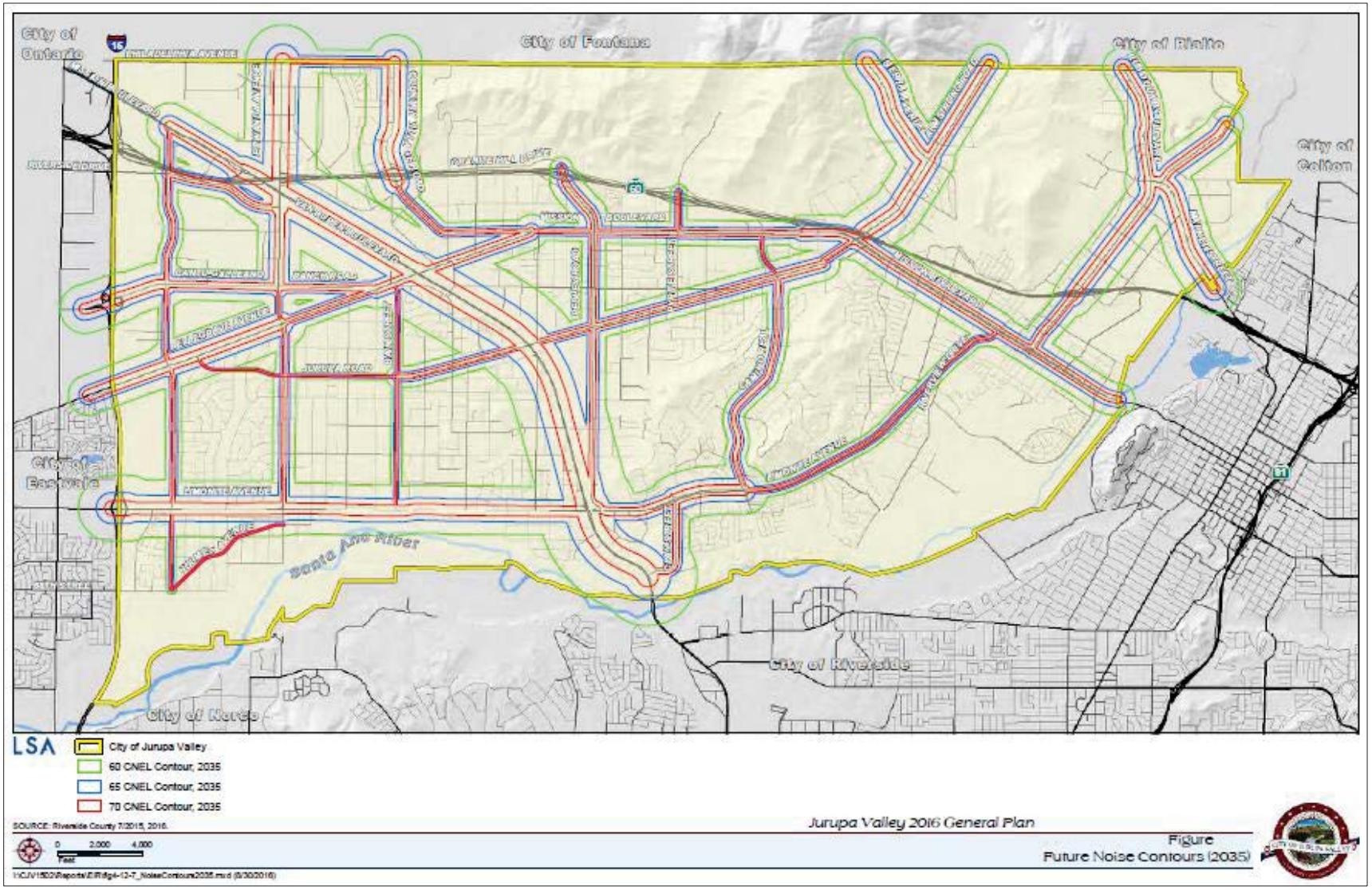

Figure 7-6: Noise Contour Map, Future (2035)

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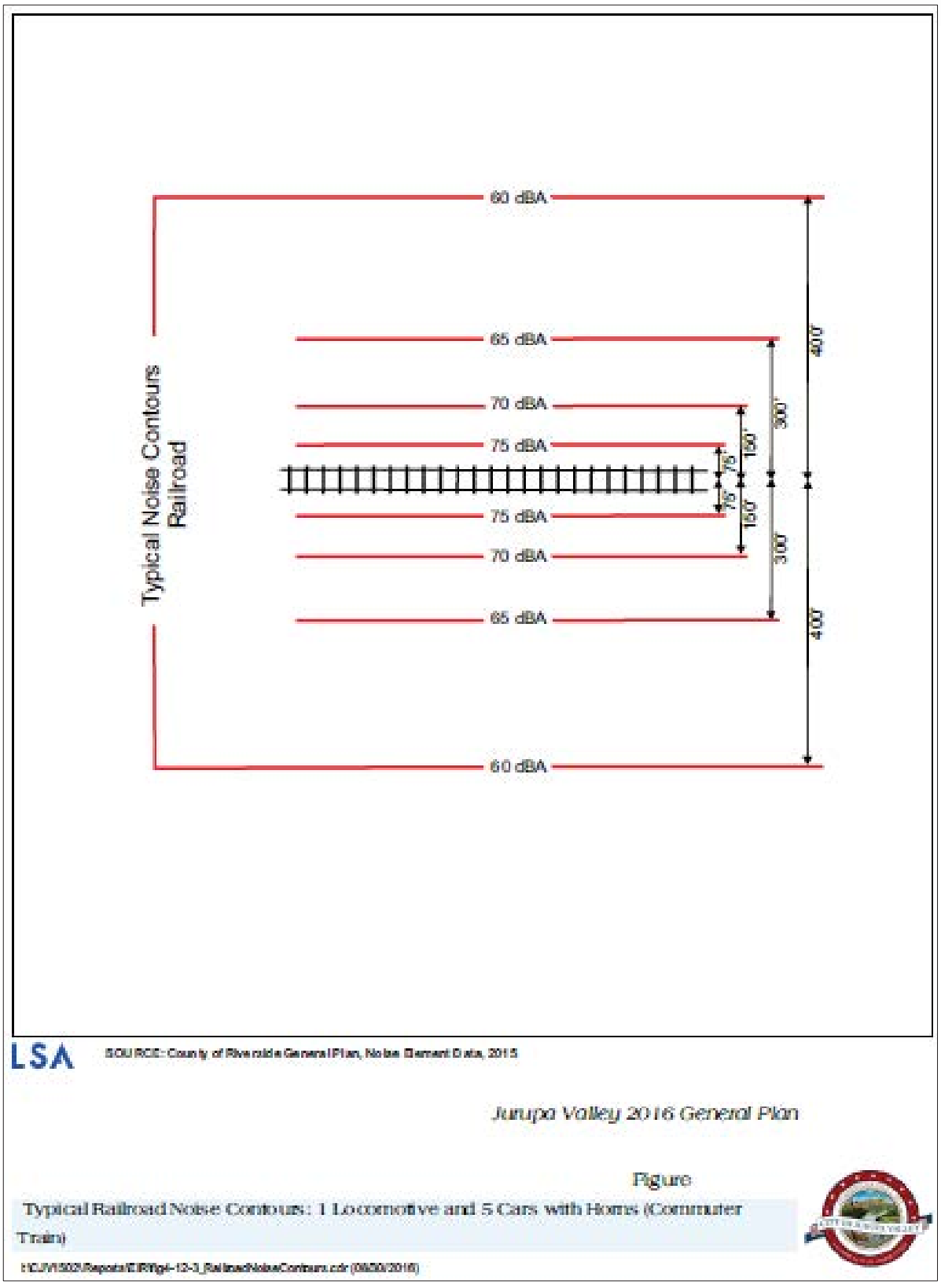

Figure 7-7: Rail Noise Contour Map, Commuter Rail

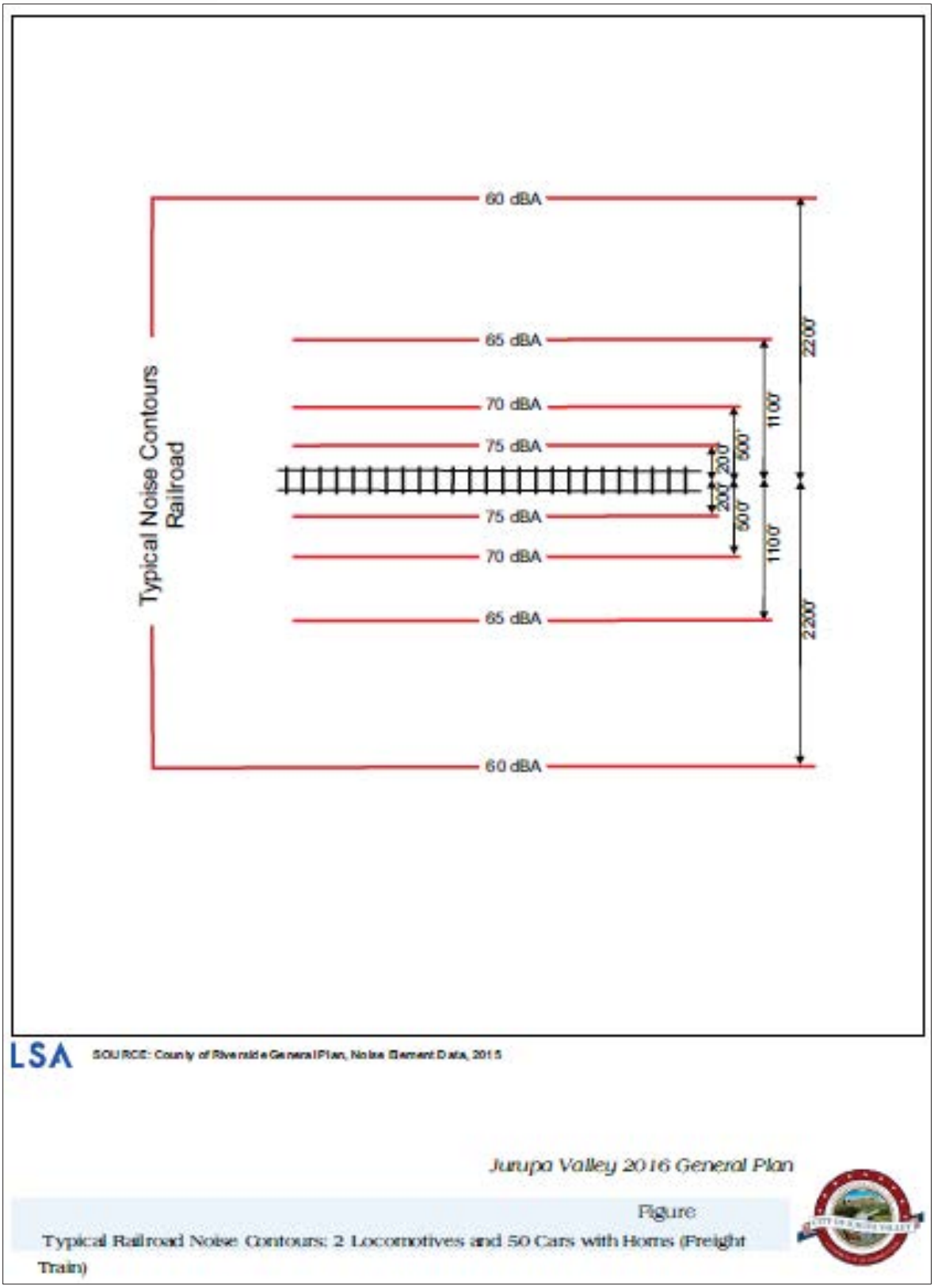

Figure 7-8: Rail Noise Contour Map, Freight Train

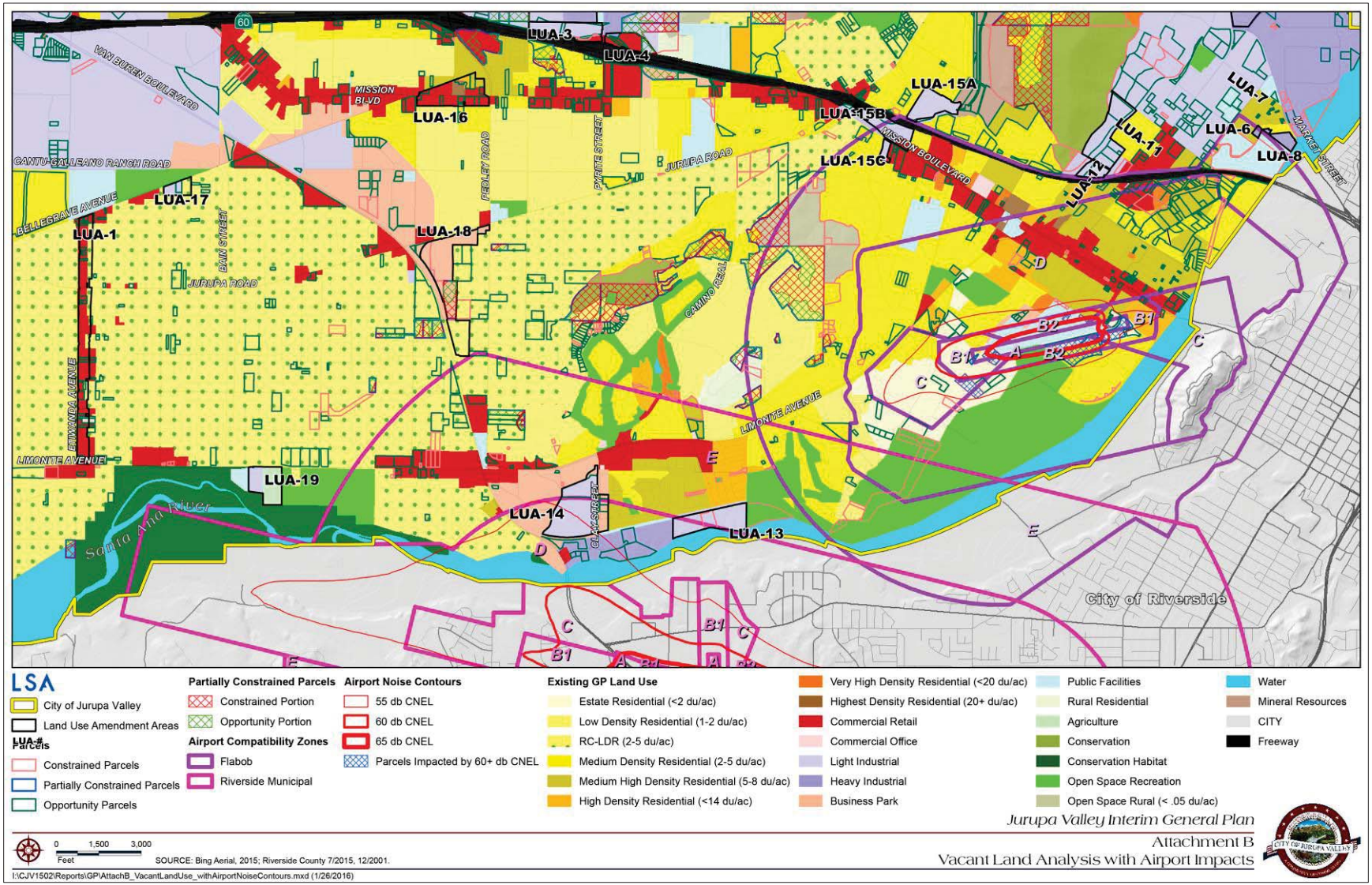

Figure 7-9: Airport Land Use Constraints

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Aircraft noise tends to generate the greatest community anti-noise response, although the duration of noise from a single airplane is much less, for example, than that from a freight train. There is great economic benefit to be gained from airports of any size, although living in proximity to an airport can expose residents to aircraft noise. An Airport Land Use Compatibility Plan has been created for each of the airports and includes noise contours and guidelines for compatible land uses, included in the Noise Handbook, Appendix 4.0.

Policies

NE 2.1 **Roadway Projects.** Include noise mitigation measures in the design and construction of new roadway projects in the City. Noise mitigation may include speed reduction, roadway design, noise-reducing materials or surfaces, edge treatments and parkways with berms and landscaping, and other measures.

NE 2.2 **Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.

NE 2.3 **Off-Road Vehicles.** Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles except where designated for that purpose. Enforce strict operating hours for these vehicles where they are located to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

NE 2.4 **Rail Noise.** Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning and discretionary approval process.

NE 2.5 **Rail Noise Mitigation.** Encourage and, where possible, require the rail service provider to install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses.

NE 2.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.8 **Preferred Noise Mitigation Methods.** When approving new development of noise-sensitive uses or noise-generating uses, the City will require noise mitigation in the order of preference, as listed below, with "1" being most preferred. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before approving a less desirable approach, the City approval body must make a finding that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

A. Mitigating Noise Generation
    1. Design the site of the noise-producing project so that buildings or other solid structures shield neighboring noise-sensitive uses;
    2. Limit the operating times of noise-producing activities;
    3. Provide features, such as walls, with a primary purpose of blocking noise.

B. Mitigating Outdoor Noise Exposure
    1. Provide distance between noise source and recipient;
    2. Provide distance plus planted earthen berms;
    3. Provide distance and planted earthen berms, combined with sound walls;
    4. Provide earthen berms combined with sound walls;
    5. Provide sound walls only;
    6. Integrate buildings and sound walls to create a continuous noise barrier.

NE 2.9 **Noise Walls.** Noise mitigation walls (sound walls) should be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria in the General Plan. Where noise walls are used, they should be designed to enhance community character, protect significant views, discourage graffiti, and help create an attractive pedestrian-friendly residential setting through features such as setbacks, changes in vertical and horizontal alignment, detail and texture, public art, walkways or trails, and landscaping. The height of such walls should be minimized, and where sound attenuation requires that a buffer that exceeds 10 feet in height, the sound buffer should consist of a combination of berms and a

wall, or two or more retaining walls stepped back to allow intervening landscaping.

Programs

NE 2.1.1 **Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

NE 2.1.2 **City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:

A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and that do not adjoin noise-sensitive land uses.
B. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.
C. Constructing noise barriers.
D. Reducing traffic speeds through street or inter-section design methods (also refer to the Mobility Element).
E. Retrofitting buildings with noise-reducing features.
F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.
G. Encourage and support stepped up enforcement of traffic laws and the *California Vehicle Code*.

NE 2.1.3 **City Operations and Purchasing**. The City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.

NE 3 – Stationary Noise Sources

A stationary noise source is a land use, building, or activity in a relatively fixed location that emits noise. The noise may be temporary, intermittent, or continuous. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, generators, and amplified sounds are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Industrial, commercial, and manufacturing facilities can also generate stationary noise that may affect sensitive land uses.



Figure 7-10: Leaf blower use in residential neighborhood

The emitted noise can usually be reduced to acceptable levels either at the source or on the adjacent property through the use of

proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer. In Jurupa Valley, some of the stationary noise producers include truck transfer stations, construction activities, idling trucks, and a go-kart racetrack. Maximum noise exposure levels from stationary sources for noise-sensitive uses are regulated by the Municipal Code.

Nuisance noise, such as amplified music from bars and private parties, dog barking, and illegal firework use, is another type of stationary source noise that has been identified by area residents as creating a problem within the City. The effects or significance of nuisance noise can be compounded by the time of day, volume, and proximity to sensitive receptors. For instance, a loud party might be tolerated by neighbors in the early evening hours but be considered a nuisance after 10:00 p.m. The City's Noise Ordinance contains regulations limiting the allowable noise generated by private parties and other events.

Policies

NE 3.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.

NE 3.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping or parking facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.

NE 3.3 **Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.

NE 3.4 **Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

NE 3.5 **Construction Noise.** Limit commercial construction activities adjacent to or within 200 feet of residential

uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

NE 3.6 **Commercial Truck Idling**. Restrict truck idling near noise sensitive receptors.

NE 3.7 **Automobile-Oriented Uses**. Require that parking structures, terminals, drive-through restaurants, automobile sales and repair, fueling stations, mini-marts, car washes, and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.

NE 3.8 **Entertainment Uses.** Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

NE 3.9 **Neighborhood Noise.** Support efforts of the Sheriff's Department, Animal Control, and Code Enforcement to curb nuisance noise from private parties, barking dogs, and illegal firework use.

Program

NE 3.1.1 **Ensuring Compliance.** Ensure that required noise mitigation measures are enforced as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission Control," as amended, and "Noise Insulation Standards" (*California Code of Regulations*, Title 24).

NE 4 – Ground-Borne Vibration

In Jurupa Valley, the primary sources of vibration are construction activities, such as demolition, excavation, and pile driving; rail transport, including light and heavy rail, truck idling, and truck transport. In addition, because most hillside areas are solid granite, grading for new construction often includes blasting. All of these sources can be disruptive to vibration-sensitive receptors such as residential uses, concert halls, hospitals, libraries, research operations, schools, and offices. The following policies and programs seek to minimize the adverse effects of vibration on sensitive uses in Jurupa Valley.



Figure 7-11: Construction graders, Inland Empire

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Policies

NE 4.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses adjacent to or within one-quarter mile of vibration-producing land uses.

NE 4.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses adjacent to or within one-quarter mile of sensitive receptors.

NE 4.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or the second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches per second over a range of 1 to 100 Hz.

NE 4.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.

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8 – COMMUNITY SAFETY, SERVICES, AND FACILITIES ELEMENT



Figure 8-1: Glen Avon Regional Library in Jurupa Valley

A. INTRODUCTION

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

The General Plan Advisory Committee (GPAC) addressed community safety, services, and facilities in-depth, as summarized in Appendix 5.0. The Committee acknowledged the important contributions of the many public safety professionals that serve Jurupa Valley citizens and protect the City from natural and man-made hazards. In addition, the Committee urged that public safety services be enhanced and maintained, as expressed in the adopted Community Values Statement:

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Public Safety. *Support for public safety, law enforcement and emergency medical services are a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails, and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and man-made disasters.*

The Community Safety, Services and Facilities Element is a hybrid element of the General Plan, combining the state-mandated Safety Element with an optional element addressing community services and facilities. The Safety Element overlaps topics covered in the Land Use Element and the Conservation/Open Space Element and addresses the protection of the community from hazards and risks. Community services and facilities have also been included in this element, addressing local resources and services that influence the physical development and the quality of life of Jurupa Valley.

Goals and Policy Sections

1. *Community Safety*
2. *Community Services and Facilities*

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B. BACKGROUND

Community Safety

Safety hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes, and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.



Figure 8-2: CAL FIRE crew responding to structure fire

Portions of Jurupa Valley may be subjected to hazards such as flooding, dam inundation, seismic occurrences, and structure and wildland fire. These hazards are located throughout Jurupa Valley and pose varying degrees of risk and danger. Some hazards must be avoided entirely, while the potential impacts of others can be mitigated by special building techniques and other measures. Critical facilities and lifelines are those facilities that must remain operational after a disaster. Critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, and industrial sites that use or store hazardous materials. Lifelines are utilities or networks that are essential to daily living such as transportation facilities, water and gas lines, electrical power, and communications networks. Critical facilities and lifelines must be sited and designed to reduce or avoid damage and plan for redundant and/or replacement facilities in the event they are compromised.

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Community Services and Facilities

Community services and facilities are essential to maintain Jurupa Valley's quality of life and support existing and future development. Owing to the City's historical development as an unincorporated community in Riverside County, services and facilities are provided by a variety of public and private agencies. To facilitate ongoing coordination between the City and these agencies, regular inter-agency meetings are held to discuss service needs, share information, coordinate programs, and ensure the timely provision of services throughout the City.

This element addresses the provision and maintenance of the following major services and facilities in Jurupa Valley: City governance, police services, fire and emergency medical services, educational facilities, libraries, parks and recreation, social services, water, wastewater, storm water and solid waste disposal. Additional services and facilities provided in Jurupa Valley but not specifically addressed in the General Plan include natural gas, electricity, landscape maintenance, and telecommunication services.

C. Community Safety, Services, and Facilities Goals, Policies and Programs

Goals

CSSF 1 Minimize risks resulting from natural and manmade hazards to its residents and businesses.

CSSF 2 Honor and support our public safety professionals.

Policies and Programs

CSSF 1 – Community Safety

1. Seismic and Geologic Hazards



Figure 8-3: Hillside neighborhoods in Jurupa Valley

The State of California requires that the General Plan Safety Element address seismic and geologic hazards and include policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation.

Seismic Hazards

Seismic hazards are t related to earthquakes and earth movement, such as fault rupture, liquefaction, landslides, and rock falls. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 requires the mapping of known surface faults to minimize the direct impact surface fault-rupture would have on structures designed for human habitation. Although Riverside County as a whole is considered seismically active, there are no known seismic faults within Jurupa

Valley, nor is Jurupa Valley located within a mapped Alquist-Priolo Earthquake Fault Zone. While the potential earthquake risk is considered low, regional faults such as the Rialto-Colton, San Jacinto, and Chino Faults pose earthquake risks to the West Riverside County area, including Jurupa Valley. Moreover, new faults and fault traces may be identified in the future; consequently, new structures designed for human occupancy should be required to be set back from newly identified and potential seismic hazards. *Figure 8-4* below shows the locations of mapped faults in northwestern Riverside County.

Seismic shaking can cause liquefaction, landslides, and rock falls. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas with a high groundwater table. Shaking can cause the soils to lose strength and liquefy. Most of Jurupa Valley has a high groundwater table and is considered to have a "High" liquefaction potential. While a general risk of liquefaction potential can be provided based on soil type and groundwater depth, site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site. *Figure 8-5* below shows the locations of liquefaction susceptibility in Jurupa Valley.

Seismically induced landslides and rock falls could occur in Jurupa Valley in a major earthquake. Landslides and rock falls occur most often on steep, eroded or undercut, or disturbed hillsides. Factors controlling the stability of slopes include: 1) slope height and steepness; 2) engineering characteristics of the earth materials comprising the slope; and 3) the intensity of ground shaking. Field investigation enables identification of slide-prone areas before an earthquake occurs. *Figure 8-6* below contains a map of landslide susceptibility in Jurupa Valley. Typically, areas with steep slopes pose a higher risk of slope instability in an earthquake. Within Jurupa Valley, the Jurupa Mountains are designated as having steep slopes of 30% slope or greater.

Geologic Hazards

Geologic hazards also pose a safety risk in Jurupa Valley and include landslides, rock falls and debris flows, subsidence, expansive and collapsible soils, and wind erosion. Landslides, rock falls, and debris flows are associated with mountainous and hilly areas, and although natural processes, their risks are increased near housing and human activities. The Jurupa Mountains and the Pedley Hills are characterized by moderate to steep rocky slopes and are potentially prone to landslides, rock falls, and debris flows. The City's building code establishes specific site investigation requirements for hillside development to reduce risks from landslides, rock falls, and debris flows.

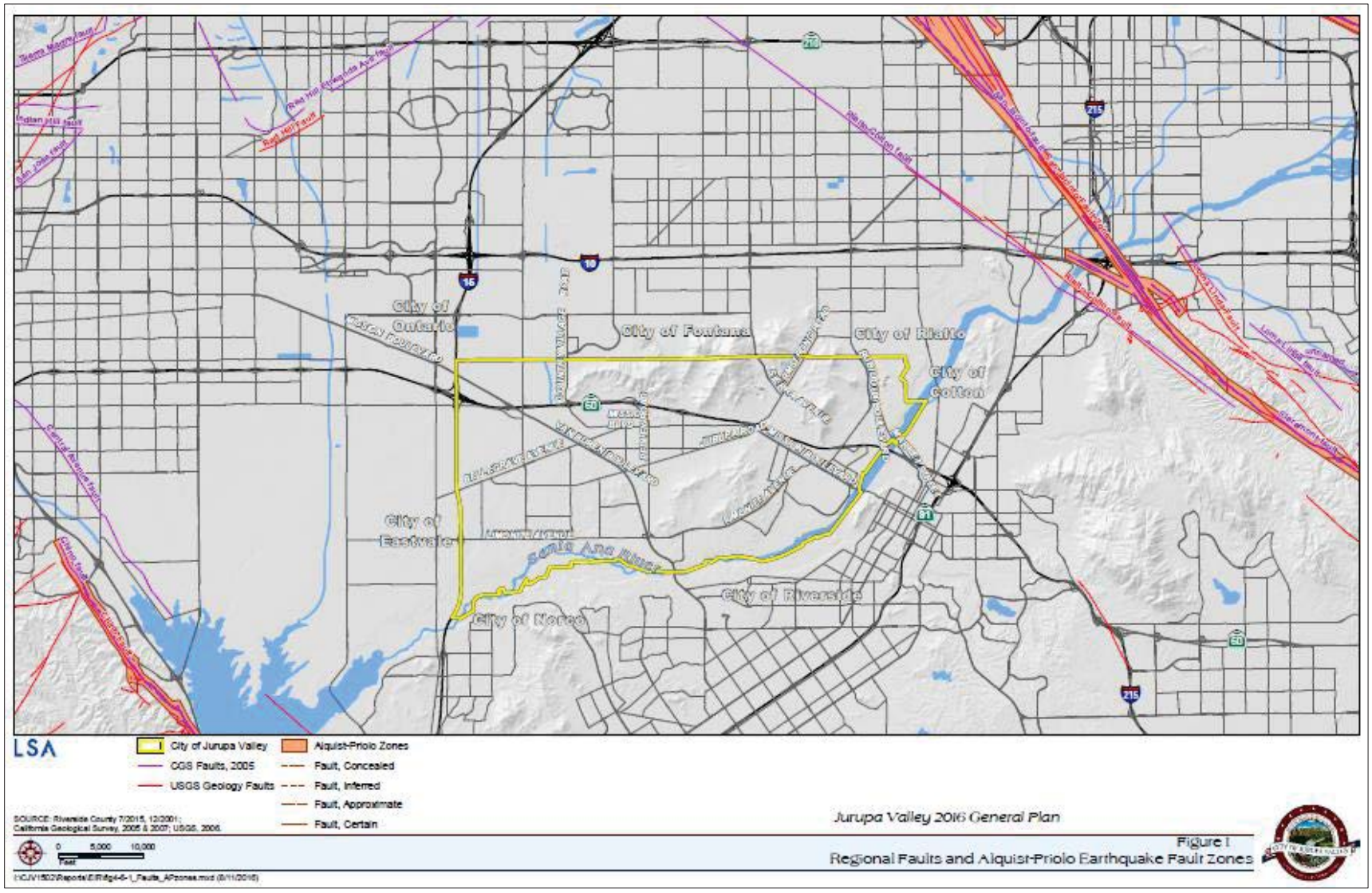

Figure 8-4: Mapped Fault Zones

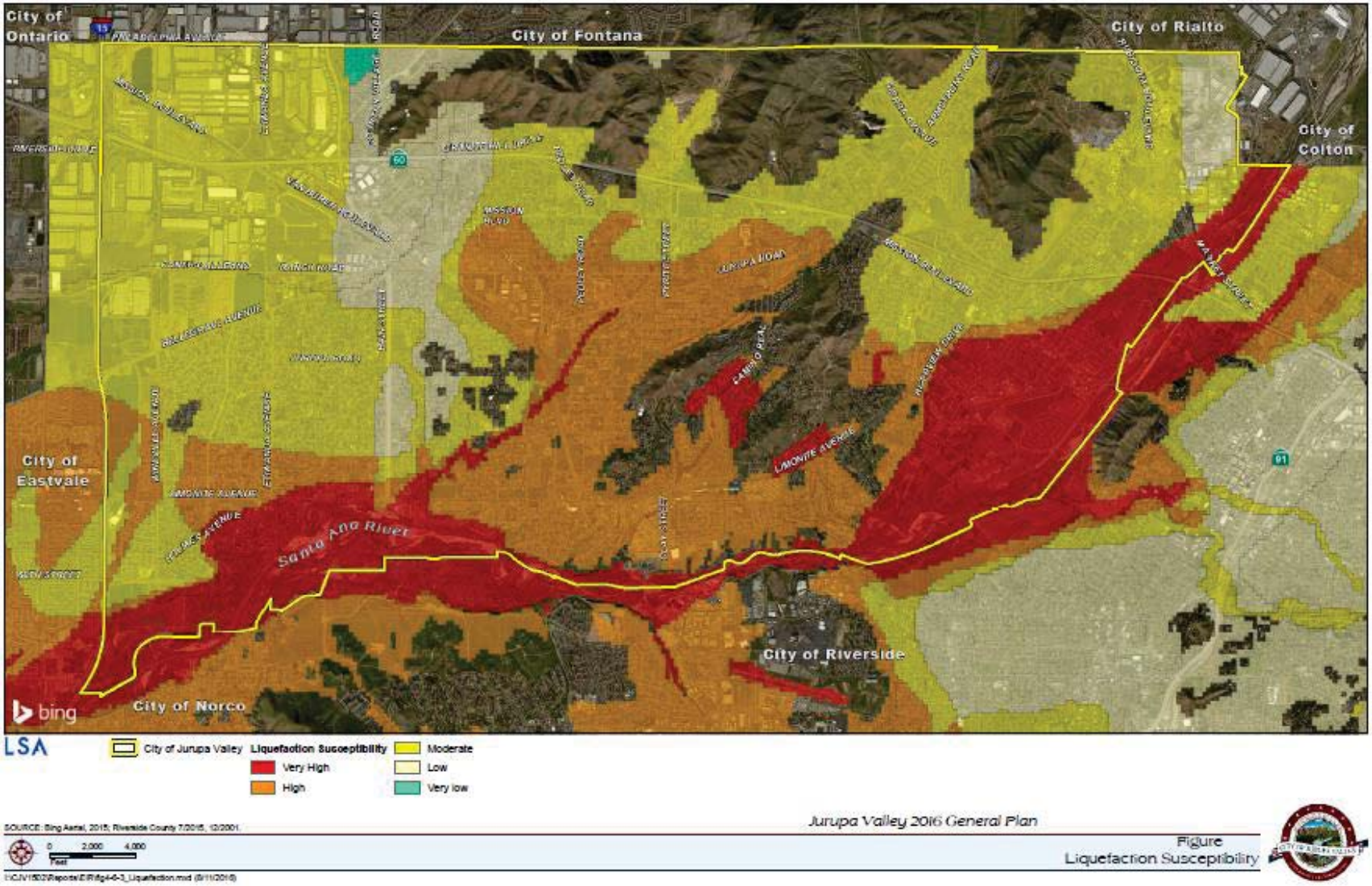

Figure 8-5: Liquefaction Susceptibility in Jurupa Valley

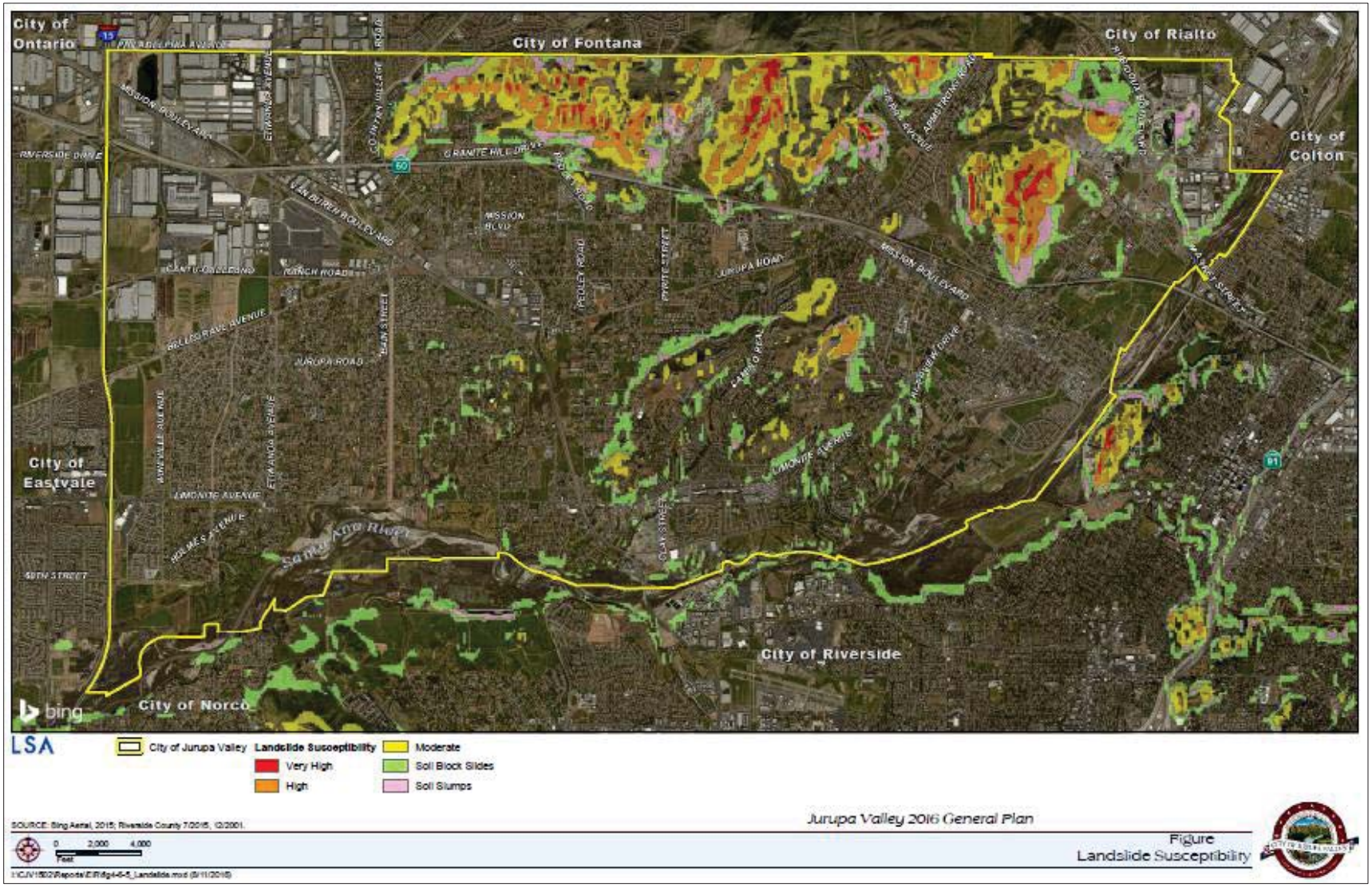

Figure 8-6: Landslide Susceptibility in Jurupa Valley



Figure 8-7: Jurupa Mountains, looking northward toward City of Fontana

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. This process can be gradual or rapid and can pose significant hazards to property and life. It may be caused by a variety of human and natural activities. In Jurupa Valley, ground subsidence and associated fissuring has resulted from rising and falling ground water tables.

Expansive and collapsible soils are also problematic for development. Expansive soils have a significant amount of clay particles, which can give up water (shrink) or take on water (swell), causing foundations and structures to crack, move, and/or fail. Geotechnical studies, appropriate grading, and construction methods can identify and mitigate adverse effects from expansive and collapsible soils.

Jurupa Valley is also susceptible to wind erosion. Wind erosion generates soil movement as blowing air exerts force against the surface of the ground, releasing soil particles, or dust. Atmospheric dust causes respiratory discomfort, may carry pathogens that cause eye infections and skin disorders, and reduces highway and air traffic visibility. Buildings, fences, roads, crops, trees, and shrubs can also be damaged by abrasive blowing soil.

Policies

CSSF 1.1 **Fault Rupture Hazards.** When reviewing new development, minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements:

a. Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high-risk occupancies located within 0.5 mile of all active or potentially active faults.

b. Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for especially critical or vulnerable structures or lifelines.
c. Require that critical infrastructure, including roads, bridges, and utilities be designed to resist, without failure, their crossing of a fault, if fault rupture occurs.
d. Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, state and local governments, private organizations, utility agencies, or universities.

CSSF 1.2 **Geologic Investigations.** Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.

CSSF 1.3 **Structural/Non-Structural Assessment.** Require structural and nonstructural assessment and, when necessary, mitigation for other types of potentially hazardous buildings that are undergoing substantial repair or improvements costing more than half of the assessed property value. Potential implementation measures could include:

a. Use of variances, tax rebates, fee waivers, credits, or public recognition as incentives.
b. Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency.
c. Development of a mandatory retrofit program for hazardous, high occupancy, essential, dependent, or high-risk facilities.
d. Development of a mandatory program requiring public posting of seismically vulnerable buildings.

CSSF 1.4 **Structural Damage.** Utilize the latest approaches to minimize damage to structures located in areas

determined to have a high liquefaction potential during seismic events.

CSSF 1.5 **Hillside Development.** Encourage and, where possible require, mitigation of potential erosion, landslide, and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, CAL FIRE, or County Sheriff's Department.

Programs

CSSF 1.1.1 **Hazard Mitigation.** Mitigate potential seismic hazards through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

CSSF 1.1.2 **Liaison Program.** Develop a liaison program with all water purveyors to prevent water extraction-induced subsidence.

2. Flood Hazards and Inundation

As identified by the GPAC, the Santa Ana River is tremendous asset to the City, providing open space, environmental, recreational, and visual amenities. It also presents the potential for flood hazards and inundation. Throughout the years, flooding events on the Santa Ana River have resulted in the loss of livestock, infrastructure, property, and even lives. To manage and minimize the risk of flooding, the Riverside County Flood Control and Water Conservation District was formed in 1945 to reduce the risks and damage due to flooding in western Riverside County. The District's responsibilities include the maintenance and construction of flood control structures and facilities, and regulating development in and near floodplains. Despite major improvements in flood management methods and planning, portions of Jurupa Valley are still at risk of flooding during major events. It continues to be in the City's best interest to regulate and monitor development in floodplain and flood prone areas. Waterways and drainage facilities existing in 2017 are shown in *Figure 8-9*.



Figure 8-8: Van Buren Bridge collapse during the 1969 Santa Ana River flood (Riverside County Flood Control and Water Conservation District)

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps, or FIRM maps, to graphically show areas prone to flooding during 100-year and 500-year frequency floods. *Figure 8-9* identifies the flood prone portions of Jurupa Valley based on FIRM maps and flood district data, and *Figure 8-10* (page 8-13) shows the FIRM map for Jurupa Valley.



Figure 8-9: Existing Floodways and Drainage Facilities in Jurupa Valley

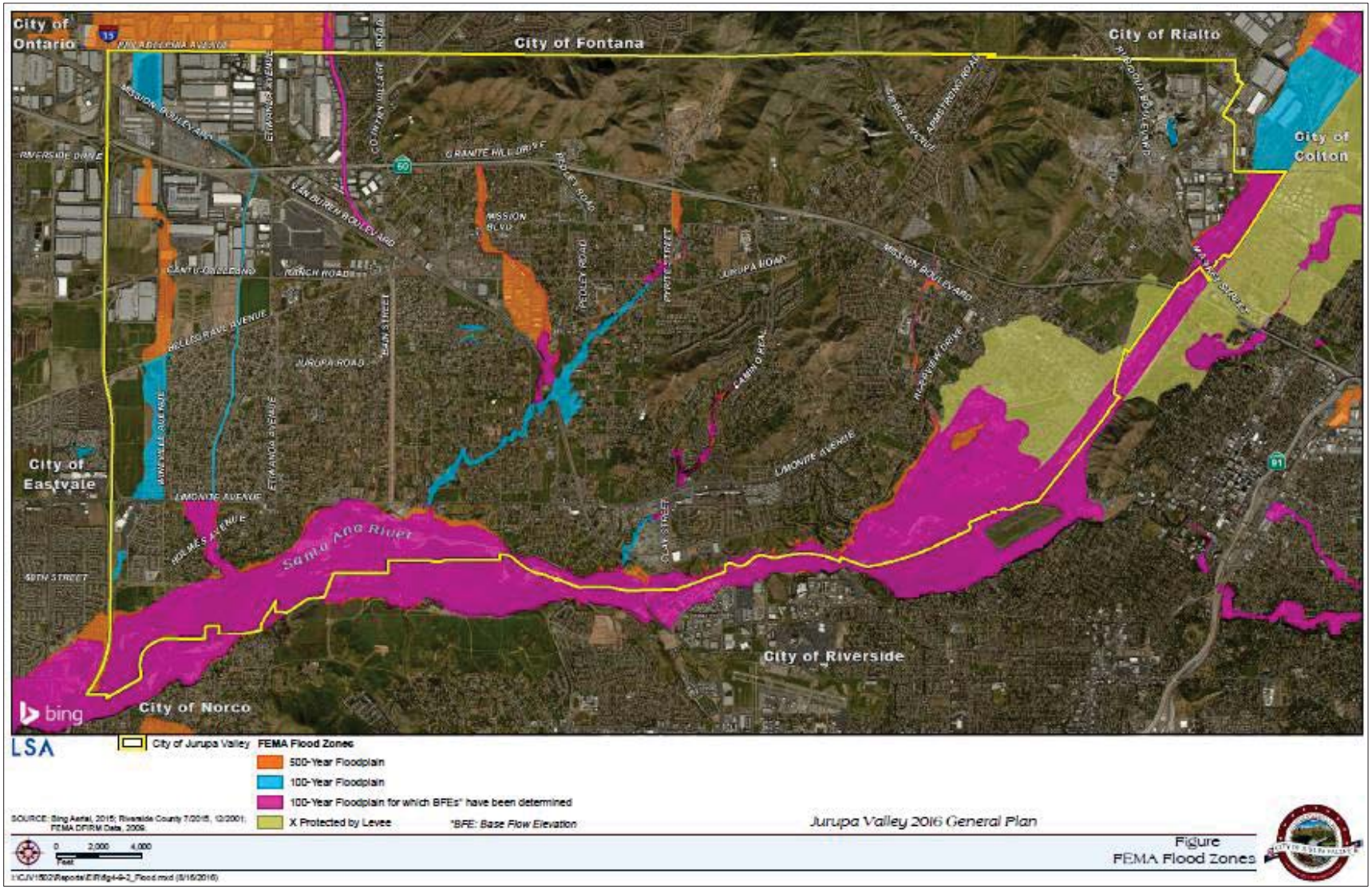

Figure 8-10: Flood Insurance Rate Map (FIRM)

In addition to the Santa Ana River, the Riverside Basin (northeast of the Interstate 15/SR 60 interchange), and those areas bordering the Etiwanda Flood Control Channel, Pyrite Channel, and the Riverside Canal, are part of the 100-year floodplain. Most of these areas are also where a substantial amount of development exists or is intended to occur. Many techniques may be used to address the danger of flooding, such as preventing or limiting development in floodplains, reducing urban runoff, maintaining floodways, using special building techniques, elevating foundations and structures, and enforcing building setbacks.

One effective technique for maintaining floodways and reducing flood hazards is controlling the spread of *Arundo donax* (giant cane). Giant cane is a highly invasive, non-native aquatic plan that grows in the Santa Ana River and other local drainage courses. The plant is hazardous from a flooding perspective because it grows quickly, clogs channels, and increases flood risks. Left unchecked, the plant can easily take over riparian areas, excluding native plants and damaging natural habitat. However, the Santa Ana Watershed Project Authority (SAWPA), the County of Riverside, and other agencies have been working to eliminate giant cane from the Santa Ana River Watershed and restore natural habitat.

Policies

CSSF 1.6 **Flood Risk.** In reviewing new construction and substantial improvements within the 100-year floodplain, the City shall disapprove projects that cannot minimize the flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA. The City shall:

a. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan that provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood; and
b. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan, which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.

CSSF 1.7 **Floodway Alteration.** Require that any alterations of the floodway utilize naturalized edge treatments as outlined in the Conservation and Open Space Element (Policies 3.16 and 3.17).

CSSF 1.8 **Building Codes.** Enforce provisions of the Building Code in conjunction with the following guidelines:

a. Critical facilities shall not be permitted in flood-plains unless the project design ensures that there are at least two routes for emergency ingress and egress, and minimizes the potential for debris or flooding to block emergency routes.
b. Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials shall not be permitted unless all standards for evaluation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.
c. Specific flood-proofing measures that may be required include, but are not limited to: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. Fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of walls.

CSSF 1.9 **Permanent Structures.** Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other similar, non-habitation uses are allowable if flood control and groundwater recharge functions are maintained.

CSSF 1.10 **Floodway Alteration.** Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or unless alternative methods are already utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat preservation requirements, and as

applicable to provide incentives for natural watercourse preservation. Preservation incentives may include density transfer programs as may be adopted.

CSSF 1.11 **Modification of Water Courses.** Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.

CSSF 1.12 **Flood Control Improvements.** Direct flood-control improvement measures toward the protection of existing and planned development.

CSSF 1.13 **Environmental Protection.** Ensure that any substantial modification to a watercourse is accomplished in the least environmentally damaging manner possible to maintain adequate wildlife corridors and linkages and maximize groundwater recharge

CSSF 1.14 **Ability to Withstand Flooding.** Require development within the floodplain to be capable of withstanding flooding and to minimize use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, flood heights, erosion backwater effects, or concentrations of flows.

CSSF 1.15 **Regional Storm Drain System.** All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.

CSSF 1.16 **Neighboring Jurisdictions.** Encourage neighboring jurisdictions to require development occurring adjacent to the City to consider the impact of flooding and flood control measures on properties within the City.

CSSF 1.17 **Hazardous Materials Storage.** Require that facilities storing substantial quantities of hazardous materials within designated 100- or 500-year flood zones be adequately flood-proofed and that hazardous materials containers be anchored and secured to prevent flotation and contamination.

CSSF 1.18 **Lifeline Facilities.** Require that all lifeline and dependent care facilities, such as convalescent homes, group housing, police stations, fire stations, and emergency operation centers in designated flood zones be flood-proofed and to maintain and rehearse inundation response plans.

CSSF 1.19 **Open Space Tools.** Utilize various means of land acquisition tools and land use measures, such as density credit for open space and dedication of floodplain areas to the Riverside Conservation Agency, to create open space zoning in designated flood zones that are likely to be developed or redeveloped with uses that are more intensive.

CSSF 1.20 **Risk Assessment.** Continue to assess and upgrade inundation risk and protection in the City.

CSSF 1.21 **Flood Hazard Zones.** Encourage periodic reevaluation of the 500-year, 100-year and 10-year flood hazard zones by state, federal, county, and other sources and use such studies to improve existing protection, review flood protection standards for new development and redevelopment, and update emergency response plans.

CS 1.22 **Specific Plans.** Encourage the use of specific plans to allow increased densities in certain areas of a proposed development and to transfer density to locate residential, commercial, industrial, and public facility uses outside of natural hazard areas; and to direct appropriate uses to these areas, such as open space, passive recreational uses, or other uses compatible with these hazards.

Programs

CSSF 1.1.3 **Property Acquisition.** As resources allow, acquire property in high-risk flood zones and designate the land as open space for public use or wildlife habitat.

CSSF 1.1.4 **Giant Cane**. Encourage and, as resources allow, support the efforts of SAWPA, the County of Riverside, and other agencies to remove giant cane from the Santa Ana River corridor and restore native riparian habitat.

3. Fire Hazards

Due to the rural and somewhat mountainous nature of the City, and some of the flora, such as oak woodlands and chaparral habitat, the foothill areas and mountainsides are subject to a risk of fire hazards. The lush riparian vegetation of the Santa Ana River also poses conditions conducive to wildfires, and giant cane, where present in the watershed, is even more combustible than native species. The highest danger of wildfires can be found in the most rugged terrain where, fortunately, development intensity is relatively low. Methods to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to



Figure 8-11: CAL FIRE strike crew fighting a wildland fire

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reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations, such as the California Fire Safe Council, can provide assistance in educating the public and promoting practices that contribute to improved public safety.

As stated in the State of California's General Plan Guidelines, "California's increasing population and expansion of development into previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires." To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in *Figure 8-12*, Jurupa Valley contains several areas within Very High and High fire severity zones that are located in an SRA. SRAs are those areas of the state in which the responsibility of preventing and suppressing fires is primarily that of the Department of Forestry and Fire Protection, also known as CAL FIRE.

Policies

CSSF 1.23 **Fire Prevention.** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

b. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or "lifeline" facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not:
   - impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
   - hinder evacuation from fire, including potential blockage of stairways or fire doors.

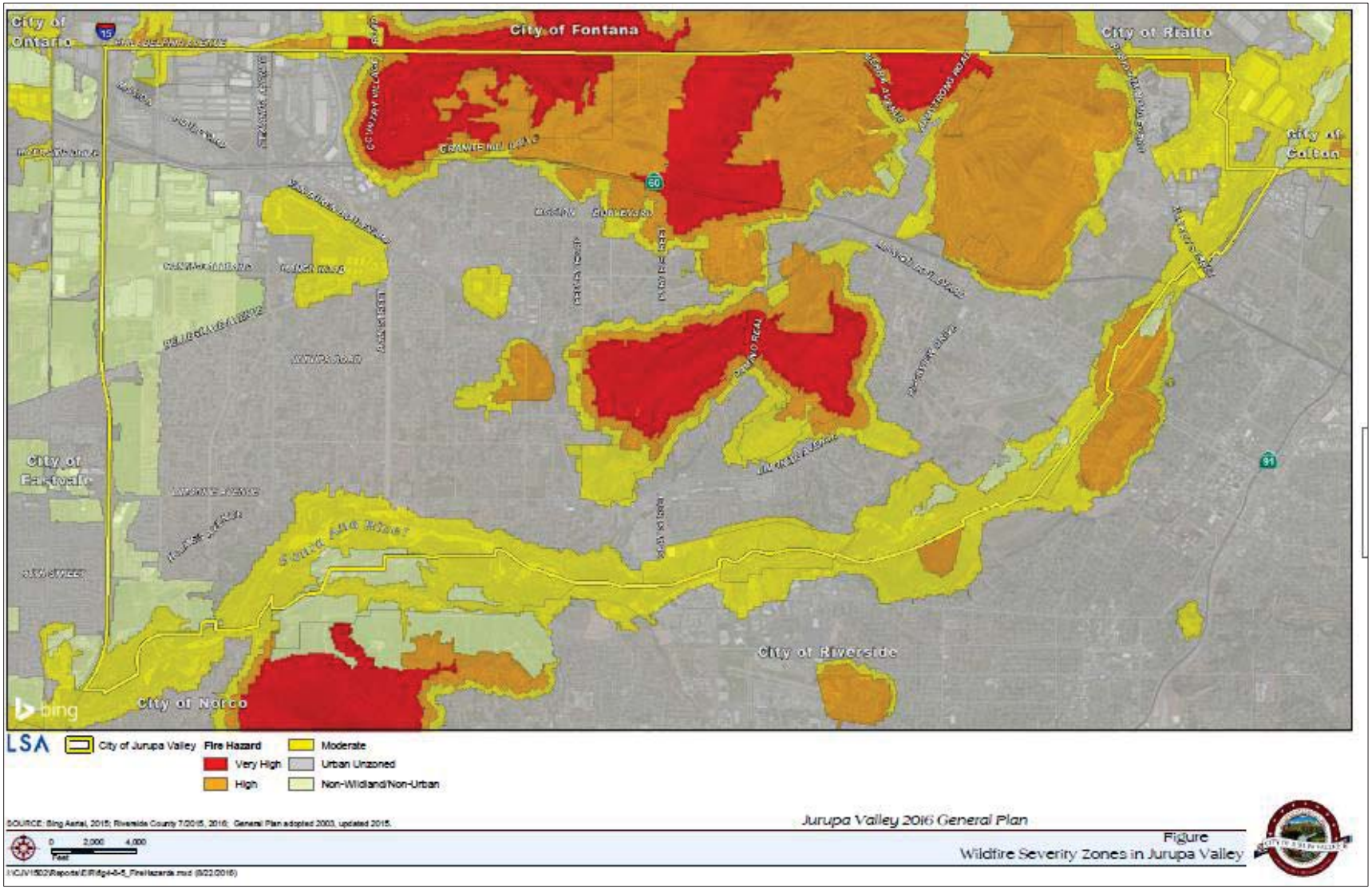

Figure 8-12: Wildfire Severity Zones in Jurupa Valley

c. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official.

CSSF 1.24 **Adjacent Natural Vegetation.** Development that adjoins large areas of native vegetation will require fuel modification with drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.

CSSF 1.25 **Wildfire Hazards.** Encourage and, as resources allow, support CAL FIRE and other agency efforts to reduce wildfire hazards and improve fire-fighting capacity to successfully respond to multiple fires.

CSSF 1.26 **Gas Shutoff.** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage their installation in all residences.

CSSF 1.27 **Coordination.** During preparation and implementation of the City's capital improvement programs, encourage coordination between CAL FIRE and Community Services Districts providing water services in Jurupa Valley to improve firefighting infrastructure, by proposing or requiring, when appropriate:

a. Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
b. Assessment of impact fees as a condition of development; and
c. Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.

CSSF 1.28 **Fire Protection Master Plan.** Continue to utilize the Riverside County Fire Protection Master Plan and Jurupa Emergency Response Plan as the base documents to implement the goals and objectives of the Community Safety Element.

CSSF 1.29 **Water Resources.** Encourage and, as resources allow, support efforts to utilize existing water bodies, tanks, and water wells in the City for emergency fire suppression water sources.

CSSF 1.30 **Brush Clearance.** Utilize ongoing brush-clearance fire inspections to educate homeowners on fire prevention tips.

Programs

CSSF 1.1.5 **Fire Safety Planning.** Conduct and implement long-range fire safety planning, including updating building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sectors.

CSSF 1.1.6 **Fire Response Agreements.** Review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the County Fire Protection Master Plan, to keep pace with development and to ensure that:

a. Fire reporting and response times do not exceed those listed in the County Fire Protection Master Plan identified for each of the development densities described;
b. Fire flow requirements (water for fire protection) are consistent with Insurance Service Office (ISO) recommendations; and
c. The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development anticipated.

4. Hazardous Materials

Hazardous materials are those substances that have the potential to cause harm to humans, animals, or the environment, by themselves or through interaction with other factors (Institute of Hazardous Materials Management). In Jurupa Valley, hazardous materials include petroleum products, solvents, pesticides, and other substances used in or generated by commercial, industrial, agricultural, or residential activities. State and federal laws govern the storage, transport, and disposal of hazardous materials.

Contaminated sites are another source of hazardous materials in Jurupa Valley. The Stringfellow Remediation Site near SR 60 and Pyrite Street is perhaps the most well-known contaminated site in the region. The former hazardous waste disposal site leached toxins into the environment and has been undergoing remediation through the federal Superfund process. In addition to contaminating the surface and soil, the site leaked toxins into Pyrite Creek and the groundwater basin, which traveled in a southwest-trending ”plume” to the community of Glen Avon and other areas. The remediation effort includes monitoring and remediation of groundwater supplies.

Policies

CSSF 1.31 **Federal/State Laws.** Comply with federal and state laws regarding the management of hazardous waste and materials.

CSSF 1.32 **Hazardous Waste Storage/Disposal.** Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.

CSSF 1.33 **Hazardous Waste Collection.** Encourage and, as resources allow, support household hazardous waste collection activities.

CSSF 1.34 **Stringfellow Remediation Site.** Encourage and support state and federal efforts to complete the clean-up of the Stringfellow Remediation Site and related groundwater and soil contamination.

CSSF 1.35 **Information Dissemination.** Disseminate information to the public on the storage, use, and disposal of hazardous materials.

5. Disaster Preparedness

The Federal Emergency Management Agency (FEMA) defines disaster preparedness as "a continuous cycle of planning, organizing, training, equipping, exercising, evaluating, and taking corrective action in an effort to ensure effective coordination during incident response." Disaster preparedness is important to Jurupa Valley to establish the most effective and efficient ways to address hazards and minimize the effects of hazards on life and property, reduce the potential for disasters, and recover from the effects of disasters as quickly as possible.

Hazard Mitigation Plans exist at the federal, state, regional, and local level. The California Disaster Mitigation Act of 2000 requires state, local, and tribal governments to prepare Hazard Mitigation Plans that address actions and strategies to mitigate hazards, risks, and vulnerabilities. The City of Jurupa Valley has adopted a Local Hazard Mitigation Plan (LHMP) and participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MHFP). The plans set goals to mitigate potential risks from natural and man-made hazards, identify vulnerabilities, provide recommendations for actions, evaluate resources, and identify future mitigation planning and maintenance of existing plan.

The City also has an Emergency Operations Plan (EOP) that addresses how the City will respond to emergency situations ranging from minor incidents to large-scale disasters. The plan

addresses four primary phases of emergency operation including Preparedness, Response, Recovery, and Mitigation. The plan discusses the activation and management of the City's Emergency Operations Center (EOC), which may be set up during an emergency to manage the event and coordinate with other EOCs such as the Riverside County EOC. The EOC also coordinates the sharing of resources under the California Mutual Aid Agreement.

The City also participates in the County of Riverside's HAZUS Program, which is a standardized methodology for earthquake loss estimation based on geographic information systems (GIS). HAZUS, which stands for Hazards – United States, is designed for use by state, regional, and local governments in planning for earthquake loss mitigation, emergency preparedness, response, and recovery.

Policies

CSSF 1.36 **Multi-Hazard Functional Plan.** Strengthen the Multi-Hazard Functional Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in:

a. clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress;
b. heavy search and rescue;
c. fire suppression;
d. hazardous materials response;
e. temporary shelter;
f. geologic and engineering needs;
g. traffic and crowd control; and
h. building inspection.

CSSF 1.37 **Hazardous Waste Handling.** Require businesses, utilities, and industrial facilities that handle hazardous materials to:

a. install automatic fire and hazardous materials detection, reporting, and shut-off devices; and
b. install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

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CSSF 1.38 **Self-Sufficiency.** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:

a. maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams to respond to and extinguish small fires; and
b. identifying medical personnel, employees, or local residents who are capable and certified in first aid and CPR.

CSSF 1.39 **Critical Facilities.** Ensure that critical facilities such as City Hall, Sheriff's Substations, City Fire Stations, electrical substations, community services district offices, and water and sewer facilities are subject to the following design considerations:

a. Require that special development standards, designs, and construction practices be implemented to reduce risk of compromise in a disaster to acceptable levels for capital improvements, utility projects, and development projects involving critical facilities, large-scale residential development, and major commercial or industrial development. Special standards should be applied through conditional use permits and the subdivision review process and, where appropriate, impact fees should be assessed to finance required actions.
b. Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.
c. Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, and fit with safety shutoff valves; be designed for easy maintenance, and have redundant back-up lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.
d. Review proposed uses of fault setback areas closely to ensure that City infrastructure (roads, utilities, sanitary and storm sewers) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the City for the potential costs of repair.

CSSF 1.40 **Strengthen Utilities/Lifelines.** Encourage the strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of structurally unsound utility structures and public facilities, and the relocation of certain critical facilities where appropriate.

CSSF 1.41 **Alternative Facilities.** Encourage alternatives that improve site safety for the protection of critical facilities, including property acquisition for open space, change in building use or occupancy, or other appropriate measures that can reduce risks posed by hazards.

CSSF 1.42 **Critical Facilities in Inundation Areas.** Discourage development of critical facilities that are proposed in dam failure inundation areas, and apply hazardous materials safety guidelines within such zones.

CSSF 1.43 **Santa Ana River Levees.** Ensure that the City's emergency preparedness plans include response protocols for the breaching of the Santa Ana River levees.

CSSF 1.44 **Rebuilding After Disaster.** Allow rebuilding after a disaster consistent with the General Plan allowing exceptions on a case-by-case basis for previously non-conforming uses and structures when such an action would be consistent with public safety goals and in the City's best interests.

Programs

CSSF 1.1.7 **Post-Disaster Recovery.** Develop plans for short-term and long-term post-disaster recovery.

CSSF 1.1.8 **Safeguard Instructure**. Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:

a. extend through areas of high liquefaction potential;
b. cross active faults; or
c. traverse earth cracks or landslides.

CSSF 1.1.9 **Earthquake Drills.** Conduct City earthquake drills and, where appropriate:

a. Develop internal scenarios for City emergency response, including emergency drills; and
b. Test back-up power generators in public facilities and other critical facilities taking part in emergency drills.

CSSF 1.1.10 **Information Dissemination.** Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain:

a. Hazardous Materials Disclosure Business Plans regarding the location and types of hazardous materials;
b. Real-time information on seismic, geologic, or flood hazards; and
c. The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.

CSSF 2 – Provide a high level of community services and facilities to serve the existing and future needs of Jurupa Valley

1. General



Figure 8-13: Jurupa Valley City Hall

Jurupa Valley's community services and facilities are a source of pride for the community and directly affect public health and safety, quality of life, land values, economic and environmental sustainability, and fiscal health. Due to the City's recent history as an unincorporated area, community services and facilities are provided by a number of public and private agencies and service districts. Because of this, close coordination is needed to ensure that existing and future needs of the City are met.

Programs

CSSF 2.1 **Provide Facilities and Services.** Work with community services agencies and districts on the planning and provision of adequate community facilities and services.

CSSF 2.2 **Concurrency with Development.** Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

CSSF 2.3 **Facility Design.** Work with service agencies to ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.

CSSF 2.4 **Fair Share.** Ensure that new development pays its fair share of public facilities and service costs.

CSSF 2.5 **Joint Use.** Promote the joint use of public facilities to meet multiple needs of the community.

2. City Governance

After the incorporation of Jurupa Valley on July 1, 2011, the City began operating out of a small commercial storefront building in the De Anza Marketplace. City Council meetings were initially held at the Jurupa Valley Unified School District Education Center. However, in 2012, the City Council began meeting at the vacant Sam's Western Wear, a vintage, western-themed building located at 8930 Limonite Avenue in the Pedley community. Soon thereafter, the City began converting Sam's Western Wear into City Hall with offices, public counters, meeting rooms, and enhanced Council chambers. City staff and consultants moved into the new City Hall in early 2015, and a grand opening was held to celebrate the important milestone in February of 2015.

The City prides itself on providing quality municipal services in a cost effective manner. The City is responsible for police (including crime and traffic), fire suppression and prevention, street construction, maintenance and repair, building and grading permits and inspections, code enforcement, zoning and planning, water quality management, business registrations, and finance. The City of Jurupa Valley provides these services at City Hall through the following departments: City Manager, City Attorney, Finance, City Clerk, Engineering, Public Works, Building and Safety, Code Enforcement, Planning, and Economic Development. The City provides for police services through the Riverside County Sheriff's Department, and fire services are provided by the Riverside County Fire Department and the Rubidoux Community Services District. In addition, the City Council and the Planning Commission operate from City Hall and conduct their meetings in the Council chambers. Regular City Council meetings are held on the first and third Thursdays of the month, and Planning Commission meetings are held on the second and fourth Wednesdays of the month.

Policies

CSSF 2.6 **Municipal Services.** Continue to consolidate municipal services at City Hall to meet the needs of Jurupa Valley citizens.

Program

CSSF 2.1.1 **Evaluate Municipal Services.** Allocate municipal resources to evaluate the need, cost, and feasibility of the City assuming responsibility for providing facilities or services currently provided by other agencies.

3. Police Services

One of the primary benefits of the City's incorporation in 2011 was to achieve enhanced police services. The Riverside County Sheriff's Department provides police services in Jurupa Valley and throughout much of Riverside County. The department is the second largest Sheriff's Office in California and includes ten stations, five correctional facilities and other facilities. Sheriff services are provided to Jurupa Valley through a contract with the City from the Jurupa Valley Sheriff's station located at 7477 Mission Boulevard. The station also serves the cities of Norco, Eastvale, and several unincorporated areas of the County and is led by a commander who serves as the Police Chief for the area.

As of 2017, the Jurupa Valley Sheriff's Station responds to approximately 35,000 total calls per year. Calls are broken down by priority level. Priority 1 calls are urgent calls that involve a threat to human life or property and have the potential for serious injury. Priority 2 calls involve circumstances that are urgent but not life threatening. Priority 3 and Priority 4 calls involve non-urgent nor life threatening issues. The Department's 2015 response times for Priority 1 and Priority 2 calls within the service area of the Jurupa Valley Sheriff's Station are shown in *Table 8.1*.

Table 8.1: 2015 Police Response Times, Jurupa Valley Sheriff's Station

Type of Emergency Call	2015 Response Times
Priority 1	7.57 minutes
Priority 2	21.31 minutes

Source: Captain Jason Horton, Riverside County Sheriff's Department, 2/17/16

Graffiti. The Sheriff's Department and the JCSD regularly patrol the City for graffiti to enable quick eradication and limit its proliferation. In addition, residents in Jurupa Valley are encouraged to report graffiti vandalism. The City contracts with the JCSD and the Riverside County Economic Development Agency to paint out graffiti in the City. The Sheriff's Department also actively pursues conviction of graffiti vandals in accordance with local and state laws.

Homelessness. As of January 2015, there were estimated to be 170 homeless individuals living within the City limits with 20 homeless encampments identified. A number of the encampments are

located within the Santa Ana River as well as on public and private property along SR 60 and in other areas of the City. Homelessness is associated with a number of negative issues, including crime, blight, trash, unsanitary conditions, and illegal fires. In 2014, the Sheriff's Department created a Homeless Outreach Team to identify homeless individuals, reduce the homeless population, and coordinate the delivery of resources to the homeless. The Sheriff's Department coordinates homeless outreach with a number of additional agencies including, but not limited to, the City of Jurupa Valley, the Riverside County Department of Social Services, the Probation Department, the Department of Veteran's Affairs, and the Riverside County Flood Control and Water Conservation District.

Residential Noise Complaints. Every weekend, the Sheriff's Department receives numerous complaints about noise resulting from loud parties that keep residents awake at night. Residents have expressed concerns about loud parties with amplified music that last well into the night and early morning hours and disturb the peace. The Sheriff's Department maintains a two-deputy noise unit that specifically deals with residential noise complaints and enforces the City's Noise Ordinance.

Community-Oriented Policing. The Jurupa Valley Sheriff's Department actively engages in Community-Oriented Policing, which brings together law enforcement professionals with the community in a variety of outreach efforts to reduce crime. In addition, the Department assists the City incorporate Crime Prevention through Environmental Design, or CPTED, techniques in new development. CPTED is a concept supported by law enforcement officers, city planners, designers, and other professionals to design the physical environment in ways that discourage criminal activity and increase safety. The concept is based on three principles: natural surveillance, territoriality, and access control. When incorporated into development projects, these principles serve to eliminate hiding places and enhance visibility so that law-abiding people can easily watch over the physical environment and discourage criminal activities. For example, one effective design strategy to deter crime is to design buildings and sites to maximize visibility of public areas and avoid designs that create hidden entries or site areas that are difficult to monitor or secure.

Policies

CSSF 2.7 **Community Safety.** Coordinate with the Riverside County Sheriff's Department on an ongoing basis to ensure the continued safety of the City.

CSSF 2.8 **Criminal Activity.** Support efforts to develop innovative methods to reduce criminal activity and increase safety in the community.

CSSF 2.9 **Graffiti**. Support efforts of the Sheriff's Department, the JCSD, and the Riverside County Economic Development Agency to identify and remove graffiti and prosecute graffiti vandals.

CSSF 2.10 **Homelessness**. Support efforts to reduce the homeless population and provide outreach services to the homeless.

CSSF 2.11 **Residential Noise Complaints.** Discourage loud parties with amplified music in residential neighborhoods and support the Sheriff Department's efforts to do the same.

CSSF 2.12 **CPTED.** Incorporate CPTED principles in the design of new development to encourage natural surveillance and reduce crime.

Programs

CSSF 2.1.2 **Planning Applications.** Route new Planning applications to the Sheriff's Department to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.

4. Fire and Emergency Medical Services

The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection (CAL FIRE), provides full service municipal and wildland fire protection, emergency medical response, technical rescue services, and response to hazardous materials discharges in Jurupa Valley. The Department operates 97 fire stations throughout the County of Riverside with four of those located in Jurupa Valley, as shown in *Table 8.2*.

Table 8.2: Jurupa Valley Fire Stations

Station Number	Name/Location	Address
16	Pedley Fire Station	9270 Limonite Avenue
17	Glen Avon Station	10400 San Sevaine Way
18	West Riverside Station	7545 Mission Boulevard
38	Rubidoux Station	5721 Mission Boulevard

In 2015, the Department responded to 9,161 calls for service with the majority for emergency medical assistance (73%), traffic collisions (10%), and false alarms (8%) (Riverside County Fire Department 2015 Annual Report).

Policies

CSSF 2.13 **Fire Safety Techniques.** Incorporate fire-safety techniques in new development

CSSF 2.14 **Fire Department Review.** Involve the Fire Department in the review of development applications in fire prone areas.

CSSF 2.15 **Coordination.** Coordinate with the Fire Marshal on fire prevention throughout the community.

CSSF 2.16 **Adequate Facilities.** Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City's needs over time.

CSSF 2.17 **Public Education.** Support efforts to educate the public about fire safety and prevention.

5. Educational Facilities

A well-educated population is essential to maintain and enhance the City's overall quality of life and economic vitality. Educated citizens are more likely to participate in youth programs, community-based volunteer organizations, and civic affairs. In a very real sense, these citizens form the foundation of what it means to be a "community." Local schools strengthen and support the City's social fabric and are leaders in maintaining an educated and informed citizenry.



Figure 8-14: Jurupa Valley High School

Two school districts provide public educational services in Jurupa Valley. They are the Jurupa Unified School District (JUSD) and the Corona-Norco Unified School District (CNUSD). JUSD serves most of Jurupa Valley as well as a small portion of Eastvale west of I-15. The District's Benita B. Roberts Education Center is located at 4850 Pedley Road. Named after a former JUSD Superintendent, the Center contains district offices and the Board of Education meeting room. The District operates 16 elementary schools, 3 middle schools, and 3 high schools in Jurupa Valley. Total student enrollment as of 2015 was 19,465.

CNUSD serves students living in the southwestern area of Jurupa Valley, as well as students living in the cities of Corona, Norco, and Eastvale, and portions of unincorporated Riverside County. The CNUSD Education Center is located in the City of Norco. The District operates one school in the City of Jurupa Valley: VanderMolen Fundamental Elementary School located at 6744 Carnelian Street. Older students living in this area attend River Heights Intermediate School and Roosevelt High School, both of which are located in Eastvale. Students may also request a transfer to other schools.

During the General Plan preparation process, the GPAC identified several issues related to schools. Community members pointed out

that schools should ideally be community centers and serve as focal points where the community comes together for education, recreation, and other activities. The GPAC also identified the need to modernize and remodel several additional schools within JUSD and to provide a community college, occupational training institute, or similar facility. In addition, as most students walk, bike, or are driven to schools, community members identified the need to ensure the safety of travel routes to schools.

There are currently no institutions of higher education in Jurupa Valley. The closest facilities within Riverside County are Norco College, Riverside City College, and the University of California, Riverside. The GPAC stated a strong desire to build a satellite college campus and/or trade school in Jurupa Valley, and to provide other venues offering adult education.

Policies

CSSF 2.18 **Coordination with School Districts.** Coordinate with JUSD and CNUSD in planning for the current and future needs of Jurupa Valley students.

CSSF 2.19 **Modernization.** Encourage efforts of JUSD to modernize and renovate schools within the district.

CSSF 2.20 **Safe Routes to School.** Work with the school districts to ensure the safety of travel routes to and from schools.

CSSF 2.21 **Schools as Neighborhood Centers.** Develop new schools, as needed, that also serve as neighborhood centers and that are pedestrian- and bicyclist-friendly.

CSSF 2.22 **Joint Use.** Encourage school districts to allow joint use of schools for after-school sports, classes, childcare, or other uses to maximize the community value of these important public investments.

CSSF 2.23 **Review of Development Proposals.** Involve the school districts in the review of large residential development proposals to ensure that adequate schools are provided without affecting existing facilities.

CSSF 2.24 **Higher Education.** Encourage institutions of higher education, and other adult education providers, to locate facilities and programs in Jurupa Valley.

CSSF 2.25 **Vocational and Trade Schools.** Encourage and accommodate to the greatest extent possible the development and location of vocational and trade schools to broaden the local pool of skilled and technical workers.

Program

CSSF 2.1.4 **Incentivize Advanced Educational Opportunities.** Review the Zoning Ordinance to identify potential zones, locations, development incentives, and requirements for advanced educational and occupational training schools and similar facilities. Make this information available to potential applicants, real estate and development professionals, marketing and construction firms, and local school districts.

6. Libraries

Libraries are sources of lifelong learning and enrichment. Jurupa Valley's public libraries provide free access to collections of books and media in a wide range of subjects, titles and formats. In so doing, they provide the community with universal access to resources that are integral for education, leisure, personal growth, health, skill building, and vocational training. As community centers, libraries can also foster social interaction, community involvement, and lifelong learning for residents of all ages.



Figure 8-15: School Library, Jurupa Valley

The Riverside County Library System provides library services in Jurupa Valley and throughout Riverside County. Overall, the Library System operates 35 libraries and 2 bookmobiles. Library facilities in Jurupa Valley include the Glen Avon Library located at 9244 Galena Street and the Rubidoux Library located at 5840 Mission Boulevard. The GPAC stressed the importance of Jurupa Valley's libraries and their desire to provide additional libraries in underserved areas of the City such as the western quadrant of the City. They also expressed a desire to develop libraries as focal points of the community with good access to pedestrian and bicycle routes, and public transit.

Policies

CSSF 2.26 **Provide Adequate Facilities.** Work with the Riverside County Library System to provide adequate facilities and services for the current and future population of Jurupa Valley and to promote and use the libraries for community meetings and events.

CSSF 2.27 **New Libraries.** Encourage the development of new libraries in underserved areas of the city.

CSSF 2.28 **Libraries as Community Centers.** Design new library facilities as community centers with access to pedestrian and bicycle routes as well as public transit.

CSSF 2.29 **Educational Programming.** Encourage the County of Riverside to provide reading and literacy programs and

other educational programs at the local library branch or via other means for those who cannot visit library facilities.

CSSF 2.30 **Funding.** Encourage County of Riverside efforts to provide adequate funding for improvements to local library facilities and programs through county, state, and federal funding, private and corporate donations, or other resources.

CSSF 2.31 **Technology.** Encourage the adoption of technological advances that can provide improved access to library resources.

7. Parks and Recreation



Figure 8-16: "The Cove" Waterpark, Jurupa Valley

Parks, sports fields, trails, recreation facilities, special events, and programs are at the core of Jurupa Valley's quality of life and provide residents with a healthy alternative to the built environment. Jurupa Valley's active and passive parks, recreational facilities, and programs reflect the City's our local culture and unique history, and benefit residents and local businesses by promoting health and wellness, nurturing the City's agricultural/ equestrian heritage, and fostering community interaction and pride. Recreational facilities help define who we are as a community and serve as gathering spaces for celebration, sport, and relaxation. In describing the Community's values, the GPAC emphasized the importance of recreation in residents' lives:

> ***Active Outdoor Life.*** *Many Jurupa Valley residents were drawn here because of the City's unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, and airport and joint use school facilities.*

In Jurupa Valley, parks and recreation facilities and programs are provided primarily by the Jurupa Area Recreation and Park District (JARPD). Similar facilities and programs are provided by the Jurupa Community Services District in the western edge of the City and the Riverside County Regional Parks and Open Space District. Additional playground and sports field areas are made available to the public through joint use agreements with the Jurupa Unified School District.



Figure 8-17: Jurupa Area Recreation and Parks District ("JARPD") Parks

The JARPD offers a diverse range of parks, playgrounds, greenbelts, trails, and recreation facilities. *Figure 8-18* shows the locations of Jurupa Valley area parks managed by multiple agencies. JARPD owns and maintains over 125 acres of parkland, 173 acres of undeveloped parks and open space, and about 23 acres of trails, Citywide. *Figure 8-19* (page 8-37) summarizes the JARPD's recreation facilities and acreages.

The Riverside County Regional Park and Open Space District operates several important recreation facilities in Jurupa Valley that are available to all residents. These are:

A. **Jurupa Area Recreation and Park District Parks**. Formed in 1984, the Jurupa Area Recreation and Park District (JARPD) provides parks and recreational facilities for Jurupa Valley. The District offices are located at 4810 Pedley Road and offers a wide variety of year-round recreational programs and opportunities at 10 facilities throughout the Jurupa area.

B. **The Louis Robidoux Nature Center.** The Center is located at 5370 Riverview, in the heart of the Community of Rubidoux area, about 2 miles southeast of Limonite Avenue. Named after a Frenchman born in St. Louis, Missouri in 1796, the Louis Robidoux Nature Center provides educational programs and tours for the public and school groups on a variety of natural history topics, including Native American history, native plants and animals, astronomy, the environment, and local history.



Figure 8-18: Jurupa Valley Area Parks

Facilities and Parks

	Park Name	Amenities														
		Playground	Grassy Area	Picnic Tables	Ball Fields	Outside Basketball	Sand Volleyball	Equestrain Area	Community Center	Basketball Gynasium	Pool	Restrooms	Picnic Shelter	Splash Ground	Skate Park	Walking Trail
1	District Office Jurupa Community Center Jurupa Skate Park 4810 Pedley Rd. Jurupa Valley 92509	x							x			x			x	
2	Rick Thompson Arena 8629 Jurupa Rd., Jurupa Valley 92509							x				x				
2	Agate Park/Harvey Field 8623 Jurupa Rd., Jurupa Valley 92509	x	x	x	x							x	x			
3	Avalon Park - Cliff Wanamaker Gynasium 2500 Avalon St., Jurupa Valley 92509	x	x	x	x	x	x			x		x				
4	Clay Park 8029 Havenview Dr., Jurupa Valley 92509	x	x	x		x	x					x	x			
5	Knowles Field 5001 Poinsettia Pl., Jurupa Valley 92509				x							x				
6	Laramore Park and Arena 11380 Little Dipper, Jurupa Valley 91752	x	x	x				x				x				
7	Veterans Memorial Community Center/Pool 4393 Riverview Dr., Jurupa Valley 92509 Memorial Ball Fields, 4340 Pacific Ave.	x	x	x	x	x			x		△	x	x			
8	Rancho Mira Loma Park 3206 Wysocki Ln., Jurupa Valley 91752	x	x	x		x						x	x			
9	Wineville Park 5535 Trail Canyon Dr., Jurupa Valley 91752	x	x	x												
10	Felspar Arena 5832 Felspar, Jurupa Valley 92509							x								
11	Limonite Meadows Park 6596 Pat's Ranch Rd., Jurupa Valley 91752	x	x	x												
12	Centennial Park 7330 Jurupa Rd., Jurupa Valley 92509		x													
13	Horseshoe Lake Park (Dry)^ 8788 Lakeview Ave., Jurupa Valley 92509							x								
14	Moon River Park 6859 Moon River St., Eastvale 91752	x	x	x												
15	Delaware Greenbelt 6986 Delaware River Dr., Eastvale 91752		x	x												
16	Cambria Park 5471 Harmony Dr., Eastvale 91752	x	x	x									x			
17	Harmony Park 5641 Treasure Dr., Eastvale 91752	x	x	x		x										
18	Glen Avon Heritage Park ☆ 7821 Mission Blvd., Jurupa Valley 92509	x	x	x		x						x	x	x		
19	Vernola Family Park 5211 Wineville Ave., Jurupa Valley 91752	x	x	x	x	x						x	x			x
20	Shaylar Park & Tot Lot - *Coming Soon* Jurupa Valley 92509	x	x	x		x										
21	Turnleaf Community Park - *Coming Soon* Jurupa Valley, 91752	x	x	x	x											x
22	Esplande Park (Phase 1) - *Coming Soon* Jurupa Valley, 91752	x	x	x	x	x						x				
23	Village Park - *Coming Soon* Jurupa Valley 91752	x	x	x									x			

* Under construction
^ Undeveloped
△ Temporarily Closed
☆ Splash Pad Open Memorial Day weekend through Labor Day

Figure 8-19: List of JARPD Facilities and Parks



C. **Rancho Jurupa Regional Sports Park.** Located at 5249 Crestmore Road, the Rancho Jurupa Regional Sports Park provides 32 acres of well-maintained, natural, and synthetic turf fields. It comprises four large marked and lighted synthetic turf fields, two large natural turf fields, plus nine smaller natural turf fields, with a plaza with picnic shelters, restrooms, a snack bar, and two playgrounds. The Park provides individual, team, and group play facilities year around.

D. **Rancho Jurupa Park and Campground.** Located at 4800 Crestmore Road, Rancho Jurupa Park and Campground is a 200-acre regional park and serves as a popular destination for local campers and anglers as well as out-of-town visitors. The Park offers 140 camping sites, 5 cabins, and two 3-acre lakes. Rancho Jurupa Park offers many amenities, including a "splash pad" for water play, rock climbing, picnic areas, children's playgrounds, miniature golf and a disc golf course, and fishing.



E. **Historic Crestmore Manor.** The historic Crestmore Manor, located at 4600 Crestmore Road, is a 10,830-square-foot colonial-style mansion built in the mid-1950s by W.W. "Tiny" Naylor, a restaurateur, and the state's second-leading thoroughbred horse breeder of the time. The Manor, a California Historical Landmark, is owned by the Riverside County Regional Park and Open-Space District and is available for community, group, or individual events, such as meetings, festivals, shows, weddings, receptions, parties, and other special events, and can accommodate up to 400 guests.



F. **The Cove Waterpark.** Located at 4310 Camino Real, The Cove is operated by the County of Riverside Park and Open-Space District and was developed in partnership with the Economic Development Agency and the Jurupa Unified School District. Also called the Jurupa Aquatic Center, the facility consists of 7.5 acres with a waterpark and a competition sports pool. The Caribbean-themed waterpark consists of children's activity pool and splash playground, river rafting, a water slide, a wave machine for surfing, a multi-purpose room, restrooms and lockers, a picnic area, and concessions.

In cooperation with community services districts, the County of Riverside, the Jurupa Unified School District, and other agencies, the City helps meet the diverse recreation needs of existing and new residents by requiring the dedication and improvement of new parks and recreation facilities as a condition of new development. The City also promotes recreation and healthy exercise by providing equestrian, bicycle, and walking paths within the public right of way and by requiring new residential neighborhoods to include

pedestrian and equestrian paths, where appropriate. In California, local governments play a critical role in the effort to set aside parkland and open space for recreational purposes. Under the California State Quimby Act (*California Government Code* §66477), local governments can adopt ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Generally, the parkland dedication standard is 5 acres of parkland per 1,000 new residents. The Jurupa Area Recreation and Park District uses a standard parkland dedication requirement 5 acres per 1,000 new residents. Frequently, developers choose to pay fees "in lieu" of actually providing parkland. The fees are set by the local agency and are equivalent to the value of the parkland dedication required. Special districts must work with cities to receive parkland dedications or in-lieu fees inasmuch as only cities and counties have the authority to tie such requirements to new development project entitlements.

As a young city, Jurupa Valley faces special challenges in meeting existing parks and recreation needs. Residents in some communities, such as Pedley, Mira Loma, and Glen Avon, are largely built out but remain underserved in terms of neighborhood-oriented park and recreation facilities. In addition, park administration and maintenance through multiple agencies can pose difficulties in meeting growing and/or changing park and recreation needs. In its new role as a city, Jurupa Valley seeks to play a more direct role in ensuring that residents' park and recreation needs are met and in adopting the goals and standards to help improve and expand residents' access to parks, playgrounds, trails, recreation facilities, and open space.

Policies

CSSF 2.32 **Evaluation of User Needs.** Encourage park and recreation service providers to evaluate user feedback, track facility use, and utilize projections to understand park and recreation facility needs and plan for future acquisition and development.

CSSF 2.33 **Park and Recreation Facilities Maintenance.** Encourage park and recreation service providers to maintain parks, trails, and other recreation facilities in good condition and strive to meet Council-adopted community parks and recreation goals.

CSSF 2.34 **Joint Use Agreements.** Maintain and improve joint-use recreational agreements with school districts and public agencies and seek new opportunities for joint recreational uses.

CSSF 2.35 **Universal Access.** Encourage responsible agencies to provide, where feasible, inclusive recreation facilities that meet or exceed accepted standards for universal access for all persons and abilities, and encourage others to do likewise.

CSSF 2.36 **Users.** Encourage responsible agencies to provide parks and recreation facilities and programs that meet the needs of all residents, regardless of income levels, ages, and abilities, and encourage others to do likewise.

CSSF 2.37 **Historic Sites.** Celebrate historic sites with recreational learning opportunities in parks and recreation facilities.

CSSF 2.38 **Natural Environment.** Protect and, where possible, utilize parks, trails, and open spaces for learning opportunities and passive recreation in conjunction with our environmental goals.

CSSF 2.39 **Street Closures/Public Spaces.** Support temporary and, where safe and appropriate, long-term street closures to create or expand public spaces and to accommodate street fairs, farmers' markets, art shows, and other special community events.

CSSF 2.40 **Equestrian Heritage.** Work with community groups to encourage, promote, and as resources allow, help support projects that celebrate the City's equestrian heritage, such as trails, staging areas, hitching posts, corrals, exercise areas, and performance arena.

Program

CSSF 2.1.5 **Master Plan.** In cooperation with JARPD, County of Riverside, JCSD, and other responsible agencies, prepare and adopt a Joint Recreational Opportunities and Open Space Master Plan that identifies priorities for park expansion, acquisition, improvement, and funding. The Plan will be adopted within 2 years of General Plan adoption and updated at least every 10 years.

8. Social Services

Riverside County provides a variety of public assistance programs in Jurupa Valley. The County's Department of Public Social Services (DPSS) operates several offices in the region including an office in Jurupa Valley located at 5961 Mission Boulevard. The Jurupa Valley office offers a number of programs to assist City residents become self-sufficient. Services include the California Work Opportunity and Responsibility to Kids program, or CalWORKS, which provides temporary financial assistance to eligible families with minor children who have lost or had a reduction in their income. Other

services include Medi-Cal, which provides no-cost or low-cost health care coverage for eligible participants, and CalFresh/SNAP, which provides healthy food for needy families. Riverside County also has other services and facilities located in Jurupa Valley, including the Youth Center and Fleet Services in Rubidoux, and the Transportation Facility in Glen Avon.

Policies

CSSF 2.42 **Social Services.** Support Riverside County to assist Jurupa Valley residents with social services and other programs.

9. Water

Jurupa Valley is fortunate that it does not rely on imported water to provide its domestic needs. Instead, it relies on local groundwater from the Chino and Riverside Groundwater Basins. Three agencies provide water to the City of Jurupa Valley. They are the Jurupa Community Services District, the Rubidoux Community Services District, and the Santa Ana River Water Company. These agencies rely on groundwater supplies for both "potable" and "non-potable" water. Potable water is that which is drinkable and fit for human consumption. Non-potable water contains chemicals or other contaminants that make the water unhealthy for humans and animals, but that with proper treatment, may be used for irrigation, manufacturing, and other purposes. Imported water is used by other agencies to recharge local groundwater supplies.



Figure 8-20: Water desalter plant, Jurupa Valley (Press-Enterprise)

Although local groundwater supplies are forecast to meet Jurupa Valley's water needs for the foreseeable future, ongoing drought conditions in California have severely impacted water supplies and the ability of water purveyors to meet various water demands. In response, water purveyors throughout California, including Jurupa Valley's local community services districts, have implemented emergency water conservation regulations to eliminate or reduce water-wasting practices and to conserve precious water resources on an on-going basis.

Policies

CSSF 2.43 **Grey Water Systems.** Facilitate the utilization of grey water systems.

CSSF 2.44 **Drought-Tolerant Landscaping.** Require the use of drought-tolerant landscaping in all new development.

CSSF 2.45 **Reclaimed Water.** Encourage the development and use of reclaimed water for landscape irrigation and other uses.

DRAFT

CSSF 2.46 **Public Education.** Support public education efforts to promote water conservation throughout the community.

CSSF 2.47 **Water Storage.** Encourage local water purveyors to expand local domestic water storage and recycling capabilities.

CSSF 2.48 **Public Education/Outreach.** Continue providing education and community outreach on water conservation options and methods.

CSSF 2.49 **Water Conservation Ordinance.** Implement and enforce the City's Landscape Water Conservation ordinance.

CSSF 2.50 **Water Conservation.** Make use of state-of-the-art water conservation technology in all City facilities and landscaping, and require new developments to include drought-tolerant landscaping and water-saving systems and fixtures.

Programs

CSSF 2.1.6 **Urban Water Management Plan.** Work with local water purveyors to prepare a unified Urban Water Management Plan for Jurupa Valley and to ensure that the Plan is updated as needed.

CSSF 2.1.7 **Alternative Water Resources.** Explore the feasibility of desalinization and other regional projects as additional sources of local water.

10. Wastewater



Figure 8-21: Water Treatment Facility, Rubidoux Community Services District

The Jurupa Community Services District and the Rubidoux Community Services District provide wastewater service to most of Jurupa Valley. However, some areas in the City, particularly in Old Mira Loma and Sky Country, still rely on private septic systems. The community services districts collect and distribute wastewater through a system of pipes, mains, lift stations, force mains, and pump stations. Wastewater is transported to two nearby municipal wastewater treatment plants. The Riverside Water Quality Control Plant is located in, and operated by, the City of Riverside. The Western Riverside County Regional Wastewater Authority (WRCRWA) operates the Western Riverside County Regional Wastewater Treatment Plant, which is located in the City of Corona. As of 2017, both treatment plants were undergoing expansion projects to serve future population growth.

The two treatment plants treat the majority of wastewater to very clean tertiary levels, which can then be discharged into the Santa

Ana River. In addition, some of the wastewater is treated to recycled, or reclaimed, levels for irrigation purposes. The use of reclaimed water for irrigation has several environmental benefits including reducing the demand for potable (drinkable) water for landscaping, reducing the amount of groundwater withdrawal, and increasing the quality of groundwater supplies by reducing outflow.

Salty water produced through groundwater extraction and through commercial and industrial processes is transported to the Santa Ana Watershed Project Authority's (SAWPA) Inland Empire Brine Line, which runs through Jurupa Valley. The Brine Line helps to maintain the water quality of the Santa Ana River Watershed by reducing the salt content of water that percolates into the groundwater basin.

Policies

CSSF 2.51 **Adequate Wastewater Conveyance.** Work with the Jurupa Community Services District and the Rubidoux Community Services District to ensure sufficient wastewater conveyance and pumping capacity to meet the existing and future needs of the City.

CSSF 2.52 **Septic Systems.** Work with the Jurupa Community Services District to convert areas of the City relying on septic systems to municipal wastewater service.

CSSF 2.53 **Recycled Water.** Encourage the continued production and expansion of recycled water for irrigation and other purposes.

CSSF 2.54 **Wastewater Treatment Capacity.** Encourage efforts of the City of Riverside and the Western Riverside County Regional Wastewater Authority (WRCRWA) to provide adequate wastewater treatment capacity to serve the existing and future needs of the City.

CSSF 2.55 **Fair-Share Costs.** Require new development to contribute fair-share costs for the provision of wastewater infrastructure and treatment.

CSSF 2.56 **Brine Line.** Support the continued maintenance and use of the Inland Empire Brine Line to transport salty wastewater to the ocean and maintain the quality of the Santa Ana River Watershed.

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11. Storm Water



Figure 8-22: Flood levee along Santa Ana River in Jurupa Valley

The Riverside County Flood Control and Water Conservation District serves as the regional flood management agency for western Riverside County. It was formed in 1945 largely in response to the devastating floods of 1938, which destroyed most of the bridges across the Santa Ana River including the Van Buren Bridge. The District provides flood protection including the identification of flood hazards, the regulation of floodplains, watercourse and drainage planning, and the design, construction, and maintenance of flood control facilities. The District operates a series of storm drains and channels throughout Jurupa Valley that collect runoff water and ultimately direct it to the Santa Ana River. As shown in ***Error! Reference source not found.***, a levee was built along portions of the Santa Ana River to prevent reoccurrence of catastrophic flooding.

As runoff enters the storm drain system, it collects trash, debris, and pollutants, which ultimately make their way to the Santa Ana River. The Flood Control and Water Conservation District, Jurupa Valley, and other permittees along the Santa Ana River are regulated by the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) as well as a Municipal Separate Storm Sewer System (MS4) Permit issued by the Santa Ana Regional Water Quality Control Board. These regulations require the agencies to implement storm water management techniques to reduce the amount of pollutants entering the storm water system.

During preparation of the General Plan, the GPAC addressed issues of flooding and storm water. The GPAC generally agreed that storm water facilities in Jurupa Valley are adequate, except in some areas where flooding occurs, such as Old Mira Loma. In addition, a recurring theme among GPAC members was the desire to utilize property along flood control channels and creeks for walking, bicycling, and potentially even equestrian travel. These facilities crisscross the community and offer unimpeded routes to the Santa Ana River. While flood control, pollution prevention, and safety are paramount with these facilities, the potential for additional community use should be explored.

Policies

CSSF 2.57 **Adequate Facilities.** Work with the Riverside County Flood Control and Water Conservation District to develop and maintain adequate flood control facilities to reduce the potential for flooding and protect the quality of the Santa Ana River and other natural drainage courses.

CSSF 2.58 **New Development.** Require new development to implement on-site measures to clean and contain storm water runoff.

CSSF 2.59 **Public Education.** Support public education and other efforts to inform the community about the hazards of runoff pollution.

Program

CSSF 2.1.8 **Multi-Modal Trails.** Develop a multi-agency program with the Riverside County Flood Control and Water Conservation District, the Jurupa Area Recreation and Park District, and the City for the use of flood control channels and associated maintenance and accessways for pedestrian, bicycle, and equestrian trails.

12. Solid Waste Disposal

Waste and recycling disposal in Jurupa Valley is provided by private companies. Residential, commercial, and industrial subscription services are provided as well as specialized services such as dumpsters, construction containers, and neighborhood clean-up events. Trash from Jurupa Valley is transported to the Agua Mansa Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Community members may drop off waste, recycling, and bulk items at the Agua Mansa Station. Residents may also request collection of hazardous household wastes such as petroleum products, garden chemicals, and paint up to one time per year.



Figure 8-23: Residential waste and recycle bins

The semi-rural nature of many areas of the City has attracted individuals and businesses to dispose of unwanted items or construction materials along local roadways and vacant lots. This practice creates a blight and must be prevented to maintain the quality of life desired by those who live and work in the community. In addition to strict enforcement of anti-dumping regulations, a program is needed to facilitate the proper means of disposing of solid waste. Such a program could include free pick up on certain days several times per year or establishing small local disposal stations in key locations in the community.

Policies

CSSF 2.60 **Solid Waste Services.** Work with private disposal companies to ensure the continued provision of adequate solid waste and recycling services in Jurupa

Valley, including the availability of adequate landfill capacity to meet the City's future needs.

CSSF 2.61 **Waste Reduction.** Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.

CSSF 2.62 **Waste Management.** Encourage new development to employ construction waste management techniques to divert construction materials and debris away from landfills.

CSSF 2.63 **Public Education.** Encourage and, as resources allow, support public education efforts to inform the public about waste reduction, reuse, and recycling.

CSSF 2.64 **Neighborhood Clean-Up Efforts.** Sponsor and/or participate in neighborhood clean-up efforts.

CSSF 2.65 **Commercial Recycling.** Expand mandatory recycling for commercial customers consistent with state requirements.

CSSF 2.66 **Rubberized Asphalt.** Consider using rubberized asphalt and recycled aggregate for City street projects, as appropriate.

CSSF 2.67 **Waste Diversion.** Achieve at least the minimum construction and demolition waste diversion requirement of 75%.

CSSF 2.67 **Litter and Recycling Containers.** Place public litter and recycling containers at key locations in the public right of way, as resources allow. Encourage other responsible agencies and service districts to do likewise.

CSSF 2.68 **Illegal Dumping.** Strictly enforce the laws and ordinances against illegal dumping along streets and highways or vacant private property, and establish convenient alternatives for local residents and businesses.

###

9 – Environmental Justice Element



Figure 9-1: Ensuring a community that is a healthy place for all residents is the goal of the Environmental Justice Element

A. Introduction

Environmental Justice is a concept that seeks to minimize and equalize the effects of environmental hazards among all people regardless of race, ethnicity, or income level. In Jurupa Valley, the issue of Environmental Justice has gained momentum partly as a result of litigation challenging the approval of industrial development by the County of Riverside prior to the City's incorporation near a low-income residential neighborhood. This Element seeks to address environmental justice through a set of comprehensive goals, policies, and programs aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. The Element will be used by the Jurupa Valley City Council and the Planning Commission, other boards, commissions and agencies, developers, and the public in planning for the physical development of the City.

The Environmental Justice Element is an optional element of the General Plan. As outlined in the California General Plan Guidelines, environmental justice is a subject that should be addressed in the General Plan either through integration into the seven mandatory elements of the plan, or as an optional element. The City has elected to emphasize the importance of ensuring environmental equity for disadvantaged persons in Jurupa Valley through adoption of a separate Environmental Justice Element. The Element was adopted in advance of the City's first General Plan and was awarded the California Chapter of the American Planning Association's 2015 Advancing Diversity and Social Change in Honor of Paul Davidoff

Award of Merit. In bestowing this prestigious award to the City, the organization acknowledged Jurupa Valley's commitment to ensuring the inclusion of all persons in the public decision-making process. The importance of environmental justice to Jurupa Valley residents is reflected in the City's Community Values Statement:

> ***Environmental Justice.*** *We value the health, well-being, safety, and livability of all our communities and strive to distribute public benefits and resources equitably. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.*

Primary Goal

Ensure environmental equity for all persons, regardless of race, color, national origin, or income, and establish and maintain an open and inclusionary public decision-making process.

Policy and Program Sections

1. *Meaningful Public Input and Capacity Building*
2. *Land Use and the Environment*
3. *Mobility and Active Living*
4. *Healthy and Affordable Housing*

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B. BACKGROUND

Environmental Justice Defined

The *California Government Code* (§65040.12) defines Environmental Justice as "The fair treatment and meaningful participation of people of all races, culture, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice policies and laws have been established to ensure that all people, regardless of race, color, national origin, or income, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.



Figure 9-2: Jurupa Valley's setting and location provide challenges and opportunities as the community strives to ensure environmental justice for its residents.

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CCAEJ and the Mira Loma Settlement

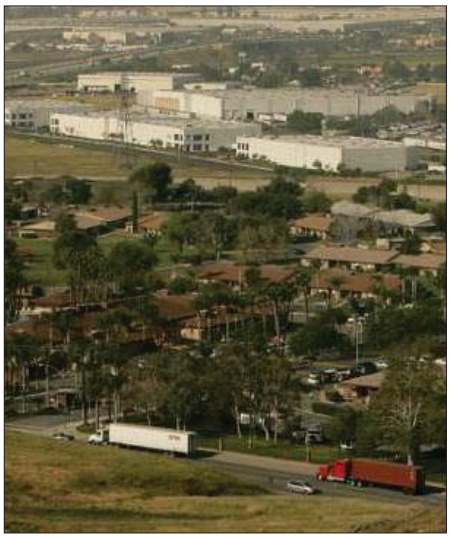

Figure 9-3: The Environmental Justice Element includes policies that promote environmental equity.

The Center for Community Action and Environmental Justice (CCAEJ) is an environmental health and justice organization that has been working in the San Bernardino-Riverside County region for over three decades. CCAEJ focuses on land use, air quality, and respiratory health in the low-income communities of color in the City of Jurupa Valley and the Westside area of San Bernardino. In 2011, the CCAEJ filed a lawsuit against the County of Riverside, the City of Jurupa Valley, and others challenging approval of the 1.1-million-square-foot Mira Loma Industrial/Warehouse Project. The lawsuit contended that the project violated the California Environmental Quality Act (CEQA) by failing to mitigate its environmental effects on Mira Loma Village, a single-family residential neighborhood.

A settlement was reached and the City and project applicant agreed to implement a variety of mitigation measures, including instituting an air quality monitoring program, installing air filtration systems in nearby homes, and conducting hearings to consider adoption of a restricted truck route. In addition, the settlement called for the preparation and consideration of an Environmental Justice Element of the General Plan. By creating a standalone element that addresses environmental justice, the City has established policies to promote a healthier community for all.

Land Use and Transportation



Figure 9-4: The proximity of major air pollution sources such as Interstate 15 poses health risks to many Jurupa Valley residents.

The arrangement of land use and transportation can affect the healthfulness of an area because it affects exposure to environmental hazards, accessibility to daily needs, and the ability to be physically active. Existing land uses in Jurupa Valley include residential, commercial, industrial, agricultural, and open space uses. The City includes nine distinct communities ranging from the community of Rubidoux, the largest and most densely developed area with a variety of land uses, to Mira Loma, which is predominantly industrial north of Bellegrave Avenue, with large lot semi-rural residential development south of Bellegrave Avenue. In general, historic land use patterns led to the development of well-balanced communities with a separation of incompatible uses. However, some environmental justice issues have also been created, such as the proximity of residential development to freeways and industrial uses as outlined below.

The 2017 General Plan Land Use Element outlines the land use plan for the City. The Plan includes 22 land use designations and 11 land use overlays and was developed based on sound planning practices such as preserving rural and equestrian uses and open space, concentrating employment uses along major transportation

corridors, and the creation of Village Centers. The Jurupa Valley Zoning Map and Ordinance contain detailed development regulations to implement the policies in the Land Use Element.

The City's circulation system, and its network of highways, streets, trails, and sidewalks, influences the environmental health of an area, and is further described in the 2017 General Plan Mobility Element. Inadequate circulation can make it difficult for residents to access daily needs that influence their health, such as grocery stores and healthcare facilities. Likewise, the lack of transportation choices and reliance on the automobile mean that alternative modes of transportation are harder to use, which can contribute to the lack of physical activity.

Environmental Justice Communities

As outlined by CalEnviroScreen[1], environmental justice communities are those areas of a city "that have higher pollution burdens and vulnerabilities than other areas, and therefore are most in need of assistance." Environmental justice communities can be defined both by characteristics of the population and the pollution burden they bear. Characteristics of the population include the number of people most vulnerable to pollution, i.e. "sensitive receptors" (children, pregnant women, the sick, and the elderly), and their socioeconomic status, such as poverty level and unemployment status. Social factors that may also contribute to increased environmental vulnerabilities include a lack of access to fresh food, a lack of park and recreation opportunities, as well as an overabundance of liquor stores and fast food facilities.

Pollution burden is measured by the presence of direct environmental threats (i.e., proximity to a toxic cleanup site) as well as exposure to other toxics such as air and water pollution. A number of resources are available to help identify environmental justice communities, such as CalEnviroScreen and the Environmental Justice Screening Model (EJSM). Using multiple environmental "indicators," these resources scientifically determine what areas of the City face disproportionate environmental burdens. The City Planning Department maintains a current map of environmental justice communities in Jurupa Valley. By identifying these areas, the City can work to mitigate existing adverse conditions and ensure that new development does not affect vulnerable populations.

[1] State of California, Office of Environmental Health Hazard Assessment (OEHHA), Draft California Community Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0), April 2014.

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Demographics

The City of Jurupa Valley is a majority-minority area, meaning that Non-Hispanic Whites make up less than 50% of the population. Sixty-six percent of its residents are Hispanic or Latino, 4% are African American, 3% are Asian, and 2% are American Indian/Alaska Native, Hawaiian, and Pacific Islander, two or more races, or some other race (see *Table 2.1*).

There are 26,874 total housing units in the City (2015) with the majority (77%) being single-family, detached homes. The average number of persons per household is 3.86, and most working residents are employed in the transportation and warehousing, retail trade, manufacturing, education, or construction industries. Jurupa Valley residents have a lower per capita and household income than the County of Riverside and the State of California, as shown in *Table 2.2*. Approximately 16% of Jurupa Valley residents live below the poverty level. For more information on Jurupa Valley's demographics and housing, refer to the 2017 General Plan Housing Element.

Table 9.1: Jurupa Valley Racial and Ethnic Population – 2013

	Number	Percent
African American	3,890	4.0%
Asian	2,723	2.8%
American Indian/Alaska Native	194	0.2%
Hawaiian and Pacific Islander	97	0.1%
Some Other Races	194	0.2%
Two or More Races	1,264	1.3%
Hispanic (can be of any race)	62,182	66.0%
Total	97,246	100%

Source: Decennial Census, U.S. Census Bureau

Table 9.2: Jurupa Valley Income and Poverty Level Comparison

	City of Jurupa Valley	County of Riverside	State of California
Per capita money income in past 12 months (2012 dollars), 2008-2012	$17,853	$23,863	$29,551
Median household income, 2008-2012	$55,516	$57,096	$61,400
Persons below poverty level, 2008-2012	16.1%	15.6%	15.3%

Source: US Census Bureau QuickFacts, January 2014

Air Quality

As outlined in the 2017 General Plan Air Quality Element, the Inland Empire, including the City of Jurupa Valley, has some of the worst air pollution in the State, primarily due to land use patterns, weather systems, and topography. Prior to the 1970s, the area was a major agricultural center. Agricultural uses declined over time as

land was converted to residential, industrial, and commercial development. The concentration of many highways and railroads has made the Inland Empire a major shipping hub, and many manufacturing companies have located their distribution facilities in the area. Trucks and rail lines accessing these facilities generate increased levels of diesel emissions. In addition, the prevailing wind pattern of sea breezes from throughout Southern California blowing east brings emissions from cars, trucks, ports, construction equipment, power plants, and refineries, which are blocked by the San Bernardino Mountains and tend to concentrate over the Inland Empire. This issue is further compounded as the pollution mixes with oxygen in the presence of sunlight to form ozone.

Discriminating State Tax Allocation Policies

The City of Jurupa Valley was incorporated in 2011 after a group of unincorporated communities came together to form a city to assert their right to govern themselves and preserve their lifestyle. They sought meaningful opportunities to participate in the governmental actions that would mitigate land use impacts in this predominantly low-income, minority area. However, at the same time the City was incorporating, the State was modifying the tax allocation formulas to divert motor vehicle license fees away from cities. This had a disproportional impact on new cities like Jurupa Valley, which relied more heavily on motor vehicle license fees than established cities with other sources of revenue. Faced with an anticipated budgetary shortfall, the City began the disincorporation process while still working with State legislators to restore needed funding. The City is pursuing alternate funding strategies to maintain and fund cityhood and is no longer considering disincorporation. However, the diversion of funding has threatened to deny this low-income minority community of what other cities take for granted—the right to govern themselves, take control of land use decisions, and implement the principles of environmental justice.



Figure 9-5: The Inland Empire's topography, concentration of industrial and distribution facilities, and transportation networks often contribute to poor air quality.

C. Key Findings and Recommendations

Environmental Justice Issue Areas

The manner in which the City of Jurupa Valley has developed over time presents some key environmental justice issues, as outlined below.

New Residential Development Adjacent to Freeways

Two major freeways run through or border the City of Jurupa Valley. The I-15 freeway is adjacent to approximately 200 acres of land

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between 68th Street and Bellegrave Avenue that is zoned for residential use. Other residentially zoned vacant land exists adjacent to SR 60, including the 200-acre Emerald Meadow site in Rubidoux. Motor vehicle emissions along freeways and other high traffic roads generate carbon monoxide, nitrogen oxides, particulate matter, and hydrocarbons that react in sunlight to form ozone. According to the California Air Resources Board (ARB), living close to freeways and other high traffic roads can increase the incidence of respiratory diseases and other adverse health effects. In addition, a 2002 University of Southern California Children's Health Study found that Mira Loma children had the weakest lung capacity and the slowest lung growth of all children studied in Southern California due to diesel exhaust. This element provides policies to reduce the exposure of residents to traffic-related pollution.

Mira Loma Village

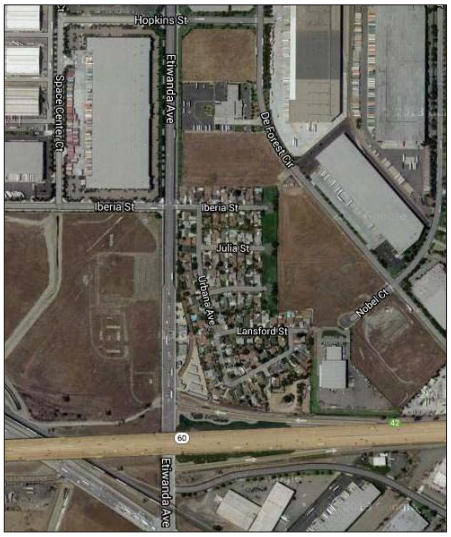

Figure 9-6: The Mira Loma Village neighborhood is surrounded by industrial land.

Mira Loma Village is a 101-unit single-family residential neighborhood located on the east side of Etiwanda Avenue, near the junction of SR 60 and I-15 and a rail line. As outlined above, the area was the subject of a legal settlement associated with new industrial facilities approved by the County of Riverside in the area. The neighborhood comprises mostly low-income, Hispanic residents and is located close to existing and planned warehousing and distribution facilities. Numerous diesel trucks travel in and through the area to access the warehousing and distribution center, which generates diesel emissions in the area. Diesel emissions generate gases and fine particulate matter that have been proven to have serious health risks, particularly in the young.

Other Industrial Zoned Land Adjacent to Residential Neighborhoods

Numerous other properties are zoned for industrial uses in close proximity to existing residential neighborhoods. In particular, the large area north of the SR 60 freeway and east of Rubidoux Boulevard in Belltown, and a large area south of Jurupa Road and easterly of Van Buren Boulevard have industrially and residentially zoned land in close proximity. Other sites that could impact residential neighborhoods include approximately 60 acres on the west side of Clay Street, south of Limonite, the old Belltown Borrow Pit between 24th and 26th streets northwest of Hall Avenue, and various sites in the Glen Avon community. This element provides goals, policies, and programs to reduce the exposure of residents to diesel emissions from industrial development.

Stringfellow Remediation Site

Located in Pyrite Canyon in north-central Jurupa Valley, the Stringfellow Remediation Site includes toxic property that is undergoing long-term remediation. The site was originally a rock quarry that was converted to a toxic waste dump in 1956. During its 16 years of operation, more than 34 million gallons of caustics, metals, solvents, and pesticide residue were dumped into the unlined pits at Stringfellow. Throughout the years, the pollutants leached into the groundwater and overflowed into Pyrite Creek thereby contaminating soil, groundwater, and surface water. The site was designated a Superfund clean-up site in 1983 and has been undergoing clean up and remediation since then. As of 2017, the California Department of Toxic Substances Control is constructing a new, larger treatment facility that will remain in operation until the site is fully remediated.

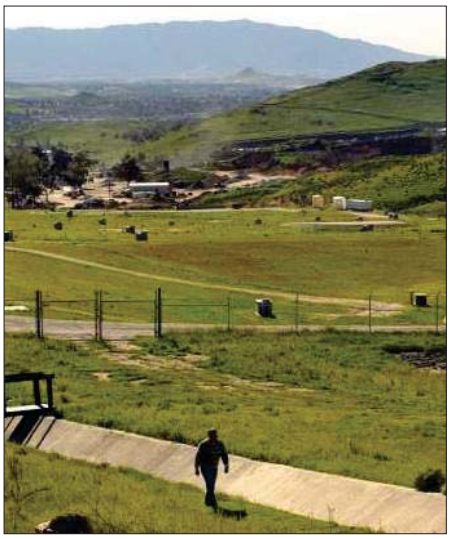

Figure 9-7: Ongoing remediation of the Stringfellow Acid Pits has helped reduce the impacts of prior ground and water contamination.

D. Environmental Justice Goals, Policies, and Programs

Goals

To be a City that supports and achieves environmental justice by ensuring:

EJ 1 An open and transparent public process that improves the quality of life relative to a cleaner and healthier environment.

EJ 2 Meaningful participation in the public process by all members of the community.

EJ 3 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

EJ 4 Increased mobility and accessibility for all residents.

EJ 5 Healthy and affordable housing opportunities for all segments of the community.

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Policies and Programs

EJ 1 – Meaningful Public Input and Capacity Building



Figure 9-8: Public engagement activities can go far beyond traditional meetings to include festivals, cultural fairs and community-specific events.

Disadvantaged members of the community often do not have a meaningful voice in decisions that affect their environment. The causes of this are many, including cultural and language barriers, the lack of information, inadequate training, lack of exposure to the decision-making process, and officials who are not informed about issues of concern for those members of the community. The Environmental Protection Agency (EPA) identifies community capacity building as efforts to engage disadvantaged populations to help them better identify and meet the needs of their areas. It includes building on existing skills, providing education on issues and processes, and helping disadvantaged persons communicate effectively in the public realm. At the individual level, capacity building focuses on the development of conditions that allow individual participants to build and enhance existing knowledge and skills and engage in public processes. At the City level, capacity building refers to ensuring the municipal organization is responsive and accountable to all stakeholders and that officials are informed about issues of concern for those neighborhoods.

Policies

EJ 1.1 **Public Participation.** Ensure that affected residents have the opportunity to participate in decisions that affect their health.

EJ 1.2 **Facilitate Community Involvement.** Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.

EJ 1.3 **Culturally Appropriate Approaches.** Utilize culturally appropriate approaches to public participation and involvement.

EJ 1.4 **Public Meetings.** Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.

EJ 1.5 **Communication Techniques.** Utilize a variety of communication techniques and social media tools to convey information to the public.

EJ 1.6 **Translation Services.** Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person's time limit for comments.

EJ 1.7 **Public Awareness.** Support efforts to raise the public's awareness of the importance of a healthy environment and physical activity.

EJ 1.8 **Education.** Educate decision makers and the public on the principles of environmental justice.

EJ 1.9 **Tribal Consultation.** Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.

EJ 1.10 **Agency Collaboration.** Collaborate with and among public agencies to leverage resources, avoid duplication of effort, and enhance the effectiveness of public participation.

EJ 1.11 **Environmental Screening.** Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM), or other model.

Program

EJ 1.1.1 **Alternative Funding Strategies.** Pursue alternate funding strategies to maintain the financial stability of Jurupa Valley so as to enable the City to implement the principles of environmental justice described in this Element.

EJ 2 – Land Use and the Environment

This section addresses environmental hazards, as well as land use planning to ensure that disadvantaged or minority communities are not adversely affected by new development where they live, work, and play. Additionally, policies that address how to improve or retrofit existing hazards are included. In addition to air emissions from commercial and industrial development, the resultant commercial truck trips from such development can also generate traffic, noise, odors, light and glare, which can adversely affect residential populations.



Figure 9-9: Participatory events and workshops are useful to help educate and share ideas on environmental justice in the community.



Figure 9-10: Providing adequate vegetative buffers between residential properties and features such as rail lines can mitigate negative visual and environmental conditions.

Policies

EJ 2.1 **Separation of Land Uses.** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.

EJ 2.2 **Sensitive Land Use Buffers.** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize air quality impacts.

EJ 2.3 **School Buffers.** Provide adequate buffers between schools and industrial facilities and transportation corridors.

EJ 2.4 **Stationary Source Emissions.** Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.

EJ 2.5 **Residential Buffers.** Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

EJ 2.6 **Mitigate Air Quality.** Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and other measures.

EJ 2.7 **Latest Technologies.** Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.

EJ 2.8 **Separation of Uses.** Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.

EJ 2.9 **Access to Decision-making Process.** Ensure that low income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at development sites, and conducting public information meetings with interpreters.

EJ 2.10 **Information Dissemination.** Ensure that low-income and minority populations understand the potential for adverse pollution, noise, odor, vibration, and lighting and

glare when new commercial and industrial developments are proposed.

EJ 2.11 **Toxic Emissions.** Ensure that low-income and minority populations understand the effect of projects that may use or generate toxic materials or emissions.

EJ 2.12 **Public Outreach.** Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome.

EJ 2.13 **Healthy Needs Assessment.** Consider the health needs of projects with sensitive receptors through a healthy needs assessment, the Healthy Development Measurement Tool (HDMT), or other tool.

EJ 2.14 **Truck Idling.** Seek the necessary funding and resources to enforce the statewide idling limit of five minutes for heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or more.

EJ 2.15 **Noise Reduction.** Request that transportation agencies incorporate noise reduction technologies when planning facilities near homes and other sensitive receptors.

EJ 2.16 **Noise Mitigation.** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design, and other measures.

EJ 2.17 **Brownfield Sites.** Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.

EJ 2.18 **Energy Efficiency.** Support programs to promote the use of energy efficiency products and renewable energy systems.

EJ 2.19 **Green Building Techniques.** Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.

EJ 2.20 **Vehicle Fleet.** Monitor and maintain City facilities and the City's vehicle fleet to maximize energy efficiency and reduce emissions.



Figure 9-11: Recreation is a core component of a healthy, active lifestyle for area youth.

Programs

EJ 2.1.1 **Truck Routes.** Designate truck routes to avoid residential areas including low-income and minority neighborhoods.

EJ 2.1.2 **Training.** Provide staff and City officials training on the principles and methods of comprehensive public

participation. Guidelines for how to conduct staff/official training are contained in the Cal/EPA Environmental Justice Advisory Committee Recommendations.

EJ 3 – Mobility and Active Living

Mobility is a critical issue in bringing equity to disadvantaged persons and communities. These communities often lack access to needed resources, such as schools, health clinics, and healthy food outlets. Disadvantaged communities are more likely to rely on public transportation than their more affluent neighbors are, but are often located in areas with limited transit service. Increased mobility options will provide critical links and opportunities for active living. For more information on mobility options and community-wide access facilities for all persons, refer to the 2016 General Plan Mobility Element.

Policies

EJ 3.1 **Location of Housing.** Locate medium- and high-density housing near jobs, transit, shopping, schools, and other needed facilities.

EJ 3.2 **Access.** Increase access to shopping, jobs, and healthcare facilities for low-income and minority populations.

EJ 3.3 **Balanced Transportation.** Balance walking, bicycling, and transit use with automobile use.

EJ 3.4 **Facilities and Services.** Plan for the equitable distribution of public facilities and services, prioritizing new facilities in traditionally underserved areas.

EJ 3.5 **Transit Routes.** Encourage transit providers to establish and maintain routes to jobs, shopping, schools, parks, and healthcare facilities that are convenient to low-income and minority populations.

EJ 3.6 **Traffic Calming.** Implement traffic calming measures such as pop-outs and road narrowing to slow down traffic, and improve pedestrian and bicycle safety.

EJ 3.7 **Walking and Bicycling.** Explore measures to encourage walking and bicycling in the City as part of daily physical activities.

EJ 3.8 **Alternative Modes of Transportation.** Promote the use of alternative modes of transportation.

EJ 3.9 **Shuttle Systems.** Support public and/or private shuttle systems to transport residents to grocery stores and other sources of healthy food.



Figure 9-12: Amenities such as the bike trail along the Santa Ana River encourage healthy activity and alternative transportation modes.

EJ 3.10 **Safe Routes to School.** Work with local school districts to ensure that all schools have safe and walkable routes to school.

EJ 3.11 **Bicycle Facilities.** Require new commercial and industrial development to provide bicycle facilities on-site.

EJ 3.12 **Healthy Living.** Support the efforts of Healthy Jurupa Valley and others to promote active living and healthy choices.

EJ 3.13 **Joint Use.** Work with local school districts to provide the joint use of school properties for neighborhood parks and recreation centers.

EJ 3.14 **Open Space Access.** Increase access to urban parks, green space, and natural environments for traditionally under-served communities.

EJ 3.15 **Public Parks.** Provide a variety of active and passive parks and recreational activities accessible to all residents of Jurupa Valley.

EJ 3.16 **Private Recreational Facilities.** Encourage the private and non-profit sectors to provide recreational opportunities in the City.

EJ 3.17 **Emergency Preparedness.** Ensure that emergency preparedness and disaster response programs serve all parts of the City.



Figure 9-13: Community gardens can engage, educate, and nourish neighborhoods.

EJ 4 – Healthy and Affordable Housing

A major emphasis of environmental justice is ensuring that people have a healthy home environment. According to the National Human Activity Pattern Survey, Americans spend 70% of the time in their homes. Low-income and minority populations are disproportionately affected by home health hazards, as their limited incomes reduce housing choices and their options for maintenance and repairs. Housing-related environmental hazards include exposure to indoor air pollution, lead-based paint, asbestos, mold, and mildew. These toxins can cause developmental delays, asthma, allergies, and other health risks. Ensuring that all residents have access to healthy homes is an important way to achieve environmental justice. For more information on housing choice and affordability, refer to the 2017 General Plan Housing Element.



Figure 9-14: Affordable housing projects are particularly beneficial to families who face challenges in finding safe and desirable places to live.

Policies

EJ 4.1 **Affordable Housing.** Ensure that proposed new affordable housing projects meet the same standards of health and safety as conventional market rate housing.

EJ 4.2 **Air Pollution.** Require new housing proposals in areas subject to unhealthful air quality to incorporate setbacks, barriers, landscaping, ventilation systems, or other measures to ensure that air pollution does not affect the residents.

EJ 4.3 **Housing Rehabilitation.** Promote efforts to repair, improve, and rehabilitate substandard housing.

EJ 4.4 **Contaminants.** Support the efforts of responsible public agencies to develop and implement programs to remediate lead-based paint and other contaminants in residential structures.

EJ 4.5 **Applicant Responsibilities.** Require applicants of residential remodel and rehabilitation projects to remediate lead-based paint, mold and mildew, and any other structural hazards.

EJ 4.6 **Code Enforcement.** Prioritize enforcement activities of residential structures with known health hazards.

EJ 4.7 **Affordable Housing Incentives.** Incentivize affordable housing through permit streamlining and financial incentives.

EJ 4.8 **Homeownership.** Support programs to provide rental and homeownership assistance to low-income persons.

EJ 4.9 **Community/Private Gardens.** Ensure that regulations allow community and private gardens where residents can grow healthy fruits and vegetables.

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10 – HEALTHY COMMUNITIES ELEMENT



Figure 10-1: Second tee, Jurupa Hills Country Club

A. INTRODUCTION

The Healthy Communities Element establishes goals and policies to help improve quality of life and foster healthy behavior and lifestyles, translating the General Plan vision for a robust Jurupa Valley into reality. The General Plan Advisory Committee (GPAC) placed a strong emphasis on opportunities for residents to improve their physical and mental well-being while meeting daily needs, as stated in the adopted Community Values Statement:

> ***Healthy Communities.*** *We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods, and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social, and environmental health, and to share and teach these values to achieve and sustain a healthy, clean, and safe environment for current and future generations.*

Our immediate environment—including physical, social, and cultural factors—directly affects human health and well-being. Convenient access to healthy foods, recreation, and medical services is essential for a healthy population. Appropriate land use and design policies can promote strong neighborhoods that, in turn, help create safe, harmonious communities.

The Healthy Communities Element is an optional section of the General Plan. It emphasizes the City's commitment to improving and maintaining the health of our community. In addressing community design, access, and overall health, the element works

closely with the Land Use, Mobility, and Environmental Justice Elements of the General Plan, as well as other elements.

Primary Goal

To be a City that, through its public policies and municipal actions, promotes and maintains a health-giving quality of life, where fresh food options, health care services and recreational opportunities are readily available to all residents.

Goals and Policy Sections

1. *Overall Health*
2. *Access to Healthy Foods and Nutrition*
3. *Health Care Facilities and Services*
4. *Land Use and Mobility*
5. *Social Interaction and Community Participation*
6. *Urban Forestry*

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B. Background

According to the Centers for Disease Control (CDC)[2], evidence increasingly shows that built environments influence chronic, or ongoing, diseases as well as infectious diseases. Infectious diseases may receive the most publicity, but the real and continually growing threat to community health is chronic disease. Diseases and poor health conditions reduce the productivity and quality of life of Jurupa Valley residents throughout their daily routines. Daily routines are those encounters in homes, neighborhoods, and

[2]Centers for Disease Control and Prevention—Division of Community Health. A Practitioner's Guide for Advancing Health Equity. Community Strategies for Preventing Chronic Disease. Atlanta, GA: US Department of Health and Human Services, 2013.



Figure 10-2: Community health fair

streets that surround and connect residents to their jobs, retail outlets, daily activities, and each other. Being physically inactive, eating poorly, breathing poor quality air, and having stress or depression may not immediately result in poor health; but data shows that over a number of years, these risks are associated with the leading causes of death and illness in our communities.

According to the CDC, the current leading causes of death are: 1) heart disease, 2) cancer, and 3) stroke, with heart disease strongly linked to lifestyle and individual behavior. It is of particular concern that Riverside County ranks 53rd out of 58 California counties, indicating a much higher than normal incidence of heart disease[3]. Other illnesses like diabetes, asthma, and lung disease are also related to the direct and indirect effects of built environments that discourage physical activity, promote unhealthy eating habits, and increase exposure to environmental toxins in the air, water, and soil.

According to the County of Riverside Department of Public Health (DOPH), Jurupa Valley residents have a higher rate of chronic diseases, such as cardiovascular disease, obesity, and diabetes, than the national average. Studies show that on average, Jurupa Valley residents are less active than their Riverside County neighbors. Due to its inland location and the prevalence of warehousing, shipping, and industrial uses near housing, Jurupa Valley residents have concerns about the potential health effects of poor air quality. In December of 2013, Healthy Jurupa Valley (HJV) was formally established as part of the National Healthy Cities movement to improve the health and quality of life of the City's residents. HJV is a collaborative effort between the City of Jurupa

[3]County of Riverside Department of Public Health (DOPH) 2014 Annual Report.

Valley and Reach Out, a nonprofit agency working to improve the quality of life for area residents. Since its inception, HJV and community leaders have worked to raise awareness of health issues, increase access to healthy foods, and promote healthy living.



Figure 10-3: Equestrians on the Santa Ana River Trail

As part of its effort to promote healthy living, the City of Jurupa Valley is collaborating with the Jurupa Area Recreation and Park District (JARPD) to create an integrated, multi-purpose trails network to encourage walking, jogging, horseback riding, and off-road bicycle use. Pedestrian and bicycle paths are addressed in the Mobility Element and in the City's Bicycle and Pedestrian Master Plan. In addition, DOPH has sponsored various classes and community workshops countywide, and provided information on important topics such as obesity, physical activity levels, access to healthy foods, inequities in parkland and facilities, vehicle crash data, and pedestrian injuries. HJV is also working on creating walking corridors and programs throughout Jurupa Valley, including Safe Routes to School programs to improve safety and walkability around local schools.

C. Healthy Communities Goals, Policies, and Programs

The Healthy Communities Element addresses Jurupa Valley's key health issues and challenges with a commitment to help citizens preserve and enhance their health and make positive lifestyle choices. Key topics are Overall Health; Access to Healthy Foods and Nutrition; Health Care Facilities and Services; Land Use and Mobility; Social Interaction and Community Participation; and, Urban Forestry. Special emphasis is placed on those residents who may be especially vulnerable to public health risks, such as children, the elderly, the disabled, and the poor.

Goals

To be a City that:

HC 1 Fosters physical activity, social interaction, and access to healthy food and medical care.

HC 2 Is known for its healthy lifestyle and commitment to preserving and improving residents' quality of life.

HC 3 Has readily accessible high quality, fresh foods, and convenient health services.

HC 4 Allows residents to easily choose to engage in healthy activities and lifestyles, and where health and wellness considerations help guide City decision-making.

HC 5 Supports sustainable, health-supporting land uses and activities, such as farmers' markets, food cooperatives, fruit trees in public places, and residential vegetable gardens.

Policies and Programs

HC 1 – Overall Health

Policies

HC 1.1 **Land Use Decisions.** Give priority to the overall health and well-being of residents in City land use decisions and City actions, particularly in terms of their effects on the most vulnerable populations, such as children, persons living at or below poverty level, disabled persons, and seniors.

HC 1.2 **Public Information.** Promote an understanding of the connections between the built environment and the ongoing health challenges in Jurupa Valley and encourage other agencies to do likewise.

HC 1.3 **Volunteer Efforts.** Encourage the efforts of Healthy Jurupa Valley and other volunteers, agencies, and organizations working to improve the overall health of City residents.

Programs

HC 1.1.1 **Health Events.** Sponsor special City health events, Mayor's Walks, and similar activities to raise resident awareness of health programs and to promote healthy neighborhood activities, such as cleanup days and bike rodeos.

HC 1.1.2 **Public Health Information.** Collaborate with local health providers to provide public health information, programs and events at local community centers, parks, food markets, and other public places.

HC 2 – Access to Healthy Foods and Nutrition

Good health requires a state of physical, mental, and social well-being. It is widely documented that a healthy lifestyle includes the need for a varied, healthy diet. According to the Riverside County DOPH, poor diets for many Jurupa Valley residents increase risks for several major chronic health issues. It is estimated that 80% of teens, 50% of adults, and 50% of children do not eat the daily-recommended five fruits and vegetables. The GPAC identified access to healthy foods as an issue of primary importance and expressed a desire for more full-service grocery stores in the City. In addition, the committee pointed out that the majority of the



Figure 10-4: Garden to table – part of a healthy diet

City's restaurants are fast-food outlets with limited healthy food options. The GPAC stressed the need for farmers' markets, more and diverse food options, and a greater variety of full-service restaurants with healthy food options.

Studies have shown that communities without access to sources of fresh, healthy, and affordable food have higher obesity rates[4]. Low-income and underserved communities often have less access to stores that sell healthy foods, especially high-quality fruits and vegetables. In addition to retail markets, farm and garden-scale urban agriculture provides excellent opportunities and benefits for public health, including encouraging residents to produce and purchase fresh products and engage in healthy activities. This type of urban agriculture also helps create safe, healthy, and green environments and can include the reuse of otherwise vacant or underutilized land.

Policies

HC 2.1 **More Grocery Store Options.** Encourage the development of additional full-service grocery stores, especially in underserved areas.

HC 2.2 **Farmers' Markets.** Attract farmers' markets offering fresh food options to operate in the City on a regular basis.

HC 2.3 **Food Cooperatives.** Encourage the development and maintenance of community food cooperatives and community gardens.

HC 2.4 **Restaurant Options.** Encourage full-service restaurants offering a variety of healthy food choices to locate within the City.

HC 2.5 **Education Programs.** Encourage school and adult education programs that provide opportunities to learn about healthy eating, cooking, gardening, composting, and selling locally grown produce.

HC 2.6 **Healthy Food Choices.** Encourage the availability of healthy food choices in local schools, public buildings, facilities, and parks and at City-sponsored events.

Programs

HC 2.1.1 **Zoning for Local Food Outlets.** Encourage the development of healthy food outlets, small neighborhood markets, farmers' markets, and food cooperatives in

[4]Liese AD, Weis KE, Pluto D, Smith E, Lawson A. Food store types, availability, and cost of foods in a rural environment. *Journal of American Dietetic Association, 2007*.

residential zones by adopting flexible zoning standards to allow such uses where appropriate.

HC 2.1.2 **Community Gardens.** Identify and inventory potential community garden/urban farm sites on existing parks, utility easements and rights of way, and prioritize site use as community gardens in appropriate locations.

HC 2.1.3 **Grant Funding.** Seek grant funding and innovative public-private partnerships, where feasible, to increase residents' access to healthy foods and opportunities for physical activity, especially in underserved areas.

HC 3 – Health Care Facilities and Services

Access to affordable health care is important to the overall health of the community. It enables health care professionals to reach underserved residents, educate patients about healthy living, prevent disease by identifying early warning signs, and address illnesses at earlier, more treatable, stages. The lack of medical facilities in a community can cause residents to travel long distances for needed health care, or not to access it at all. The GPAC identified the lack of health care facilities as a critical issue and cited the need for a full-service hospital and urgent care facilities, as well as medical offices and other facilities.



Figure 10-5: Community garden

Policies

HC 3.1 **Accessible Health Care.** Encourage the development of a wide range of accessible health care facilities and services, including mental health facilities, to meet the diverse needs of the City.

HC 3.2 **Public Transit.** Encourage public transit agencies to locate routes near health care facilities.

HC 3.3 **Health Fairs.** Promote local health service providers' participation in community-wide health fairs and similar events.

HC 3.4 **Health Care Services.** Encourage and, as resources allow, participate with nonprofit health organizations to provide no- or low-cost health care services on a regular basis, as resources allow.

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HC 4 – Land Use and Mobility



Figure 10-6: Urgent care center, Jurupa Valley

The overall design of a city includes an arrangement of land uses that provide for the basic needs of individuals, including food, shelter, and safety. Jurupa Valley is diverse; it has nine distinct communities that differ in terms of character, density, uses, and scale. There are also large areas of open space that include significant natural resources and recreational opportunities. As the City continues to grow, it is important to maintain open space and create land use patterns that contribute to a healthy environment, as described below.

1. Land Use Planning

Land use is discussed in detail in the Land Use Element. The Healthy Communities Element addresses land use as it relates to community health. The arrangement and design of land uses, together with transportation systems, can have a positive or negative effect on health outcomes. For example, separating residential land uses from retail commercial and services without having a variety of transportation options increases residents' dependence on the use of private automobiles. This, in turn, reduces residents' ability to incorporate physical activity into daily activities and can have negative health outcomes. In addition, increasing reliance on the private automobile contributes to pollution, which can also adversely affect individual and community-wide health and quality of life.

Planning for healthy communities involves designing neighborhoods so that residents can shop, run errands, recreate, and get to work by walking, biking, riding a horse, or taking public transit. This can be accomplished in a variety of ways, such as providing a diversity of housing options, ensuring that goods, services, and public and private recreational facilities are available near housing, and providing safe and accessible pedestrian, equestrian, and bicycle paths between land uses. In this manner, residents are more likely to walk, bike, or ride to where they need to go, which in turn increases their level of physical activity and overall health. These concepts make the healthy choice the easy choice.

Policies

HC 4.1 **Housing Location.** Locate housing near shopping, services, and recreational facilities to allow residents to access daily needs and services by walking, riding a bike or a horse, or using public transit.

HC 4.2 **Housing Variety.** Provide for a range of housing options to accommodate a full range of income levels and household types.

HC 4.3 **Higher Density Housing.** Encourage higher density residential development near existing and proposed high-use transit centers and major transit corridors.

HC 4.4 **Compact Development Patterns.** Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit use by requiring, where appropriate, the development of compact development patterns that are pedestrian- and bicycle-friendly.

HC 4.5 **Neighborhoods.** Support healthy aging in place and childhood development by promoting safe streets to accommodate a wide range of housing types and affordability within neighborhoods.

HC 4.6 **Connectivity.** Interconnect neighborhoods with safe, well designed, and regularly maintained walking, equestrian, and/or biking trails and sidewalks, where appropriate, consistent with the City's Bicycle and Pedestrian Master Plan.

HC 4.7 **Neighborhood-Serving Development.** Locate compact, neighborhood-serving development that provides healthy foods or essential services within walking or biking distance from residential neighborhoods, schools, and parks.

HC 4.8 **Trails**. Encourage use of public trails and work with civic organizations, community groups, youth groups, homeowner associations, regional and state agencies and nonprofit organizations to improve, expand, and maintain the trail network.

HC 4.9 **Streetscape Amenities.** Require new development to include streetscape amenities such as sidewalks that are separated from the roadway by landscaping and parkways with street trees, trails, hitching posts (where appropriate), pedestrian waiting shelters, and other features that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe and attractive.

Programs

HC 4.1.1 **Neighborhood Markets**. Amend the Zoning Ordinance to allow small, neighborhood-serving markets within easy walking and biking distance from most residential areas, and encourage such markets to include fruits, vegetables, and other healthy foods.

HC 4.1.2 **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan and allocate a portion of the annual City budget, as resources allow, to

complete bike and sidewalk projects that infill public sidewalk gaps and provide connectivity.



Figure 10-7: Granite Hills Elementary School garden project

HC 4.1.3 **Community Gardens.** Amend the Zoning Ordinance to allow the development of community gardens throughout the City.

HC 4.1.4 **Compatible Agriculture.** Amend the Zoning Ordinance to allow compatible agriculture uses in Residential, Commercial, and Public zones.

2. Traffic Calming

A critical component of designing healthy and walkable neighborhoods is ensuring that local travel routes are safe and enjoyable to pedestrians, bicyclists, equestrians, and transit riders. By their very nature, most sidewalks and trails in Jurupa Valley are located along public roads that can carry heavy traffic volumes, particularly at peak periods. The Mobility Element addresses the co-location and design of transportation facilities. This element focuses on how to "calm" traffic in these areas to make the experience safer and more enjoyable. Traffic calming relates to identifying unsafe conditions and implementing measures to slow down vehicles and increase safety and accessibility for all modes of transportation. Potential measures include reducing speed limits, restriping roads, narrowing road widths, and installing rumble bars or heavily textured paving. To help achieve traffic calming, the City intends to implement these policies and programs:

Policies

HC 4.10 **Municipal Actions**. Place a high priority on land use decisions and municipal actions that reduce or avoid traffic safety issues and promote traffic calming.

Programs

HC 4.1.5 **Risk Reduction.** Pursue grants and other funding for projects that reduce the risk of pedestrian/vehicle collisions and equestrian/vehicle interactions, particularly in areas where there are frequent incidents.

HC 4.1.6 **Traffic Calming.** Implement traffic calming and traffic-slowing measures on roads with a high level of pedestrian and non-motorized vehicle activity.

HC 4.1.7 **Safety Features.** Incorporate non-motorized safety features within road improvement projects, as resources allow.

HC 4.1.8 **Equestrian Crossings**. Provide special accommodations for equestrians at crossings where trails and roads intersect.

3. Safe Routes to Schools

Jurupa Valley values the health of all its residents, but particularly of its children. One way to promote healthy living is to encourage children to walk or bike to school. However, in many communities, roads, schools, and neighborhoods have developed in ways that make it difficult, unsafe, or impossible for children to get to school by foot or bicycle. Safe Routes to School initiatives bring together residents, schools, and local governments to make it safe, fun, and convenient to walk and bike to school. Safe Routes to School programs look at conditions around schools and develop programs to improve safety and accessibility. Programs may include physical improvements, such as installing traffic lights and crosswalks, as well as educational programs to inform students and drivers how to travel safely around schools.

Policies

HC 4.11 **City Decisions and Actions.** Place a high priority on land use decisions and municipal actions that reduce or avoid traffic safety issues and that promote traffic calming.

HC 4.12 **Development Approvals.** Consult with local school districts to determine the routes to schools that will serve new development, and ensure the routes are free of hazards or unsafe conditions when approving new residential development.

HC 4.13 **Coordination with School Districts.** Work with local school districts to ensure the safety of all walking and biking routes to schools within the City.

HC 4.14 **School Safety.** Encourage local school districts to educate parents and students about pedestrian and bicycle safety in and around schools.

HC 4.15 **Development Features.** Require new residential development to include design features, such as sidewalks, decorative crosswalks, and bulbouts, bike paths and bike racks, to promote walking and biking to schools.

HC 4.16 **Community Events.** Help sponsor and support active transportation events, such as Walk and Bike to School Days, to raise awareness of safe walking and biking practices.

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4. Recreational Opportunities

The Jurupa Valley General Plan includes goals and policies to preserve the rural equestrian lifestyle that is an integral part of the City's character and appeal. The plan includes a multi-use trails network, including parks as destination points that promote recreation and physical activity throughout the City, incorporating special attention to the equestrian community and areas within the Equestrian Lifestyle Protection Overlay. With the prevalence of obesity on the rise, incorporating physical activity into daily routines helps reduce the health risks from obesity and other leading chronic diseases.

Providing recreational facilities to serve residents throughout their lives requires a range of facilities for all ages and abilities. A range of recreational centers, daycare centers, senior centers, schools, and other facilities is needed to support the overall well-being of residents. Community facilities and schools support physical activity, civic life, and social connections for residents of all ages and interests, and facilitate improved health on a community-wide level.

Policies

HC 4.17 **Recreational Access.** Ensure that residents of all ages, abilities, and income levels have access to convenient and safe opportunities for recreation and physical activities.

HC 4.18 **Parks.** Encourage the expansion of existing parks with needed facilities and amenities, and encourage the construction of new parks and open spaces located near homes and offices in collaboration with the special districts that provide recreation and parks.

HC 4.19 **Recreation Centers.** Encourage the development of recreational centers to provide activities and services for all phases of life (e.g., children, families, and senior citizens) in collaboration with the special districts that provide recreation and parks.

HC 4.20 **Concurrent Park Development.** Require that development of parks, trails, and open space facilities occur concurrently with new development consistent with City and outside agency requirements and, when feasible, that they are located near other community facilities such as schools, senior centers, and recreation centers.

HC 4.21 **Multi-Use Features.** Incorporate design features into the multi-use trail and park network that reflect the unique equestrian characteristics of the community.

HC 4.22 **Safety Features.** Address actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.

HC 4.23 **Easements.** Coordinate with public entities to allow easements to be used as parks and trails.

HC 4.24 **Regional Trails.** Ensure that regional trail plans are implemented at the development plan and Specific Plan level.

HC 4.25 **Joint Use.** Encourage collaboration with schools and other agencies to optimize resources and public facilities through joint use agreements.

HC 5 – Social Interaction and Community Participation

A complete, healthy community involves the creation of "a sense of place"—features, events, and qualities that make a place unique and memorable. One important ingredient of sense of place is the establishment of gathering places for residents to meet, learn, and socialize. Communities that have cultural activities, the arts, social networking, civic engagement, personal recreation, and other activities that create social bonds between individuals and groups are healthier and provide a higher quality of life for all residents. Studies show that community involvement and social connectedness improve cardiovascular and mental health and can speed recovery from illnesses[5]. As articulated by the GPAC, Jurupa Valley seeks to attract clubs, arts, cultural and educational facilities, and services to produce a thriving social, cultural, and artistic environment that supports social interaction and participation for residents of all abilities and ages.



Figure 10-8:Multi-use urban trail

Policies

HC 5.1 **Community Centers.** Support the development of public and private neighborhood centers with social, artistic, cultural, and educational facilities and services.

HC 5.2 **New Development.** Encourage new development to incorporate social, artistic, cultural, and educational facilities, and services into the project design, where appropriate.

[5]Centers for Disease Control and Prevention. *Healthy places: social capital* [online]. Nov 16, 2009.



Figure 10-9: Public Art in Jurupa Valley (Courtesy of Christine Chavez, artist)

HC 5.3 **Community Partnerships.** Facilitate partnerships among local groups and organizations that promote civic and cultural programs, promote community identity, and enhance neighborhood pride.

HC 5.4 **Public Art.** Encourage the creation of public art throughout the City, and preserve and increase access to cultural resources.

HC 6 – Urban Forestry

A prevalent theme throughout GPAC meetings was urban forestry and the value of trees. Urban forestry refers to planning for, and managing, trees in the urban environment. GPAC members addressed the desire to maintain existing trees, replace trees when lost, and plant more trees to enhance the aesthetic quality and healthfulness of the City. Trees contribute to the health of a community by improving air and water quality, reducing temperatures, providing shade and habitat, and reducing erosion and runoff. Trees also provide aesthetic beauty and have calming qualities. Planting and maintaining trees helps a city become more sustainable and reduces the negative effects of development on the environment.

When discussing trees, it is important to consider the availability and consumption of water. As a semi-arid area with limited rainfall and frequent periods of drought, Jurupa Valley needs to manage its water resources carefully. In general, native trees and other drought-resistant plants that require less water should be prioritized over those that consume greater amounts. After a growing-in period, many trees need minimal watering while greatly contributing to the quality and character of the City.

Policies

HC 6.1 **Urban Forest/Trees.** Support best practices in the planting and maintenance of trees in the public realm to improve air quality and reduce “heat island” effects due to reflected heat from hardscape and urban uses.

HC 6.2 **Low Water Requirements.** Prioritize and strategically plant trees in the public right of way that have low water requirements and are well adapted to the City's semi-arid climate, especially California native species.

HC 6.3 **Landscape Improvements.** Strive to incorporate existing mature trees and native vegetation into existing and new development, particularly expansive parking lots.

HC 6.4 **Historically Significant Trees.** Require that historically significant trees be preserved, wherever possible.

HC 6.5 **Trees on Public Land.** Prohibit private citizens from removing or severely trimming trees that are located in public rights of way, parks, athletic fields, and other public land that is adjacent to private property.

HC 6.6 **Partnerships.** Partner with federal, state, regional, and local governmental agencies, community nonprofits, and civic and youth groups to plant and maintain trees within the City.

Programs

HC 6.1.1 **Street Tree Master Plan.** Prepare a Street Tree Master Plan to address tree preservation, planting, and maintenance.

HC 6.1.2 **Pilot "Edible Landscape" Program**. Establish a pilot Community Living Gardens program in cooperation with volunteer groups and other agencies; identify viable community garden sites, and consider the feasibility of planting fruit trees in local parks, parkways, and on publicly controlled parties.



Figure 10-10: Canopy street trees

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11 – ECONOMIC SUSTAINABILITY ELEMENT

A. INTRODUCTION

The Economic Sustainability Element sets goals and policies to guide decisions that affect the local economy and the City's fiscal health. It also expands upon Land Use Element goals and policies by addressing how to grow and sustain the local economy. The element's main purpose is to enhance and preserve our prosperity and quality of life, consistent with the City's Community Values Statement:

> **Economic and Fiscal Health**. We support high quality economic growth and development that isenvironmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.



Figure 11-1: Vernola Marketplace, Jurupa Valley

Primary Goal

Build and maintain a thriving local economy to expand employment and business opportunities, provide needed products and services, increase median income and property values, and help achieve the City of Jurupa Valley's General Plan goals and preserve and enhance Jurupa Valley's quality of life.

Goal and Policy Sections

1. *Economic Development and Fiscal Sustainability*
2. *Industrial Base*
3. *Retail Commercial Base*
4. *Tourism Base*
5. *Workforce Development*
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B. Background

The City of Jurupa Valley recognizes the importance of a sustainable economy to the City's overall health. Despite initial economic challenges, the young city has established itself as a financially sound and well-managed municipality. It has begun the important tasks of improving its services and infrastructure, strengthening its economy, and ensuring a safe, healthy, and prosperous future for its residents. Continued determination, patience and ongoing attention are needed to ensure the long-term financial stability of this "Community of Communities." From a fledgling City to a stable municipality, Jurupa Valley is poised to establish itself as an anchor in the economic health of the Inland Empire.

Setting

The City was incorporated in 2011 after a group of unincorporated communities came together to assert their right to govern themselves, improve the local economy, and preserve the area's "equestrian lifestyle." However, at the same time the City was incorporating, the State of California was modifying the tax allocation formulas to divert vehicle license fee revenue away from cities. This had an especially adverse impact on new cities like Jurupa Valley, which relied more heavily on motor vehicle license fees than established cities with other sources of revenue.

Concurrently, the state eliminated redevelopment as a tool to build tax base and counteract the effects of blight.

With a population of almost 100,000 in 2017, the City is faced with many challenging tasks that come with cityhood, including: providing police services, repairing roads that have not been maintained for decades, and coping with numerous issues that threaten the semi-rural lifestyle and that prompted incorporation. Graffiti, illegal dumping, property maintenance, and noise complaints are just a few of the ongoing needs to be met. The elimination of a significant portion of the City's tax base by the state has made it challenging to provide basic services to a largely underserved minority citizenry.

In 2015, California Senate Bill 107 was approved, which provided one-time funding to the County of Riverside in exchange for the County retiring approximately $22 million in first year service costs to the City. By relieving the City's outstanding debt, this action enabled the City to plan for its future. Additional long-term funding is needed, however, to ensure the future financial viability of Jurupa Valley, and the City is continuing to work with its legislators to restore vehicle license fees and explore other revenue sources.

Jurupa Valley's location near the I-15, I-10, I-215, and SR 60 freeways makes it regionally accessible and ideally suited for industrial and commercial development. Businesses have easy access to the local and regional employee and customer base. However, the economy of Jurupa Valley has struggled. Warehousing and logistics have dominated the industrial base, providing low-wage jobs and scant property or sales tax revenues. Likewise, retail commercial development has been limited in terms of distribution and diversity, forcing residents to travel outside the City for needed goods and services. Most employed residents must also travel outside the City to access regional employment opportunities. Jurupa Valley needs a comprehensive economic strategy to identify how to expand its industrial and commercial base that, in turn, will benefit City residents, property owners, and businesses.

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Socio-Economic Profile



Figure 11-2: Jurupa Valley Food Fest

Jurupa Valley has a large blue collar population with most employees working in the transportation, warehousing, and retail trade and manufacturing services. Unemployment rates vary widely within the City, with some communities having higher levels of unemployment (e.g., Rubidoux, Glen Avon) than county and state averages and some areas having lower levels (e.g., Pedley). The City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City. Within the next 25 years, the number of jobs within the City is projected to grow at a faster rate than the number of households (US Census Bureau Center for Economic Studies (2011): US Census Bureau (2010); ESRI (2014); Southern California Association of Governments (2010), Dun & Bradstreet, Inc. (2014)).

Housing

While tax base development focuses on commerce, including retail, dining, entertainment, services, and industrial, it is interactive with the housing market. The quality and diversity of residential neighborhoods create the basis for the local job market. To attract higher paying jobs to Jurupa Valley, residential neighborhoods that meet the needs and preferences of skilled and professional labor must be available in the community. This leads to increasing median income and, in turn, attracts the diversity of commercial and industrial development that benefits the entire community and builds tax base for the City government.

GPAC Findings and Recommendations

Members of the General Plan Advisory Committee (GPAC) discussed Jurupa Valley's economic assets, issues, and needs and identified what Committee members considered the City's main economic assets. These included: its location near freeways and job centers, existing retail centers (e.g., Vernola Marketplace), recreational amenities (e.g., golf courses, parks) and open spaces (e.g., Santa Ana River), a large supply of vacant, developable land and buildings, the historic Flabob Airport, and the City's role as a warehousing and transportation hub. The Committee considered Jurupa Valley's main economic challenges to be lack of retail shopping opportunities, lack of high paying jobs (skilled and professional), lack of hotels and visitor attractions, and urban blight, including trash, graffiti, and lack of maintenance of roads and building facades in some areas.

In discussing the City's economic needs and opportunities, the GPAC members agreed that several types of businesses or activities should be encouraged, including high-tech industries, such as

bioengineering and medical, medical centers or a hospital, and technical schools and a community college campus. Committee members also discussed "opportunity sites" that presented special development or redevelopment opportunities. The sites and possible uses discussed included: vacant land along the I-15 and SR 60 freeway corridors (hotels, restaurants, and visitor-serving uses), Emerald Meadows (shopping and mixed use), the City Hall area, Pedley near SR 60, Mission and Rubidoux Boulevards, the Riverside Cement Plant property, and the Clay Street area.

Economic Analysis

An economic analysis and implementation plan prepared by Kosmont Companies in 2015 included key socio-economic findings, market analyses, and economic development strategies. The analyses identified economic "voids," or commercial sectors and uses in Jurupa Valley that were not meeting local demand or needs. A partial list of voids in national retailers is shown in *Figure 11-3*. The complete list is included in *Appendix 15.0.*



Figure 11-3: National retailer voids in Jurupa Valley (partial list)

Potential voids included clothing/apparel, casual and other restaurants, sporting goods, office supply, fitness, drug stores, dollar stores, wholesale, and others, including a listing of specific national retailers that were not represented in Jurupa Valley. Other key findings included:

- Jurupa Valley's economy is driven by a younger, largely Hispanic, and blue collar local population with strong incomes;
- City employment is concentrated within transportation, warehousing, retail trade, and manufacturing services;
- The City performs below average relative to neighboring jurisdictions in terms of taxable retail sales and capture of resident and non-resident spending (i.e., retail "leakage");
- Higher performing retail categories include grocery, electronics and appliances, and miscellaneous retail sales, while lower performing retail categories include apparel, restaurants and bars, and sporting goods.

Based on these and other findings, Kosmont recommended that the City explore the use of alternative economic tools to retain and attract businesses that meet local demand, improve the tax base, and create a potential for public-private cooperation.

C. Economic Sustainability Element Goals, Policies, and Programs

The health and stability of Jurupa Valley's overall economy is of vital importance to the City. Key issues include Economic Development and Fiscal Stability; the Industrial Base; the Retail Commercial Base; the Tourism Base; Workforce Development; and Special Opportunities. Policies and programs for each of these topic areas are outlined below, following overall economic sustainability goals.

Goals

ES 1 Be a stable municipal government with adequate financial resources to serve the needs of the City's residents, businesses, and property owners.

ES 2 Achieve a sustainable industrial base that supports skilled and professional employment and contributes to the local economy, capitalizes on the City's unique attributes, and has a positive effect on residents' quality of life and environmental quality.

ES 3 Be a City with a diversity of commercial enterprises that meet local needs.

ES 4 Provide a wide range of visitor-serving uses, such as hotels, motels, restaurants, RV parking, commercial recreation, and other uses that appeal to tourists as well as residents.

ES 5 Be a City with a well-trained workforce with diverse opportunities for living wage jobs.

ES 6 Attract high quality, economically sustainable commercial, professional, and industrial uses that are well suited to the City, particularly in the Special Economic Opportunity Areas.

ES 7 Make land use decisions that result in sustainable increases in median income and property values.

ES 8 Be a City whose citizens have pride in their community and that is well maintained and free of blight from conditions such as poorly maintained roads, graffiti, homeless encampments, and illegal dumping.

Policies and Programs

EC 1 – Economic Development and Fiscal Sustainability

The financial health of Jurupa Valley, under threat upon the City's incorporation, has become stronger and gained stability under local governance; however, the ongoing need for fiscal stability continues to be a major economic driver. Economic development enhances Jurupa Valley's quality of life by providing local goods and services, expanding employment and business opportunities, and improving the local tax base. As important components of economic development, the community expects municipal facilities and services to maintain and enhance Jurupa Valley's quality of life and spur further investment. The community also recognizes that providing these facilities and services is costly and often requires tradeoffs among competing and changing needs and priorities.



Figure 11-4: New housing under construction near Vernola Marketplace

Sustainable economic growth refers to growth that is both economically prosperous and environmentally friendly. Economic growth refers to the capacity of the economy to produce goods and services and can be measured in a variety of ways. Sustainable economic growth is that which improves the overall economy while minimizing adverse social and environmental effects.

Policies

ES 1.1 **Funding Reinstatement.** Continue to pursue the reinstatement of funding due to the loss of vehicle license fees (VLF) to ensure the ongoing economic stability of the City and achieve parity with other cities,

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including the possibility of additional property taxes passed through to the City in-lieu of VLF.

ES 1.2 **Economic Development Strategy.** Seek out selective development opportunities that will bring private capital investment into the community, provide skilled and professional labor, and increase median income and property values. Ensure that land use, capital improvement, and fiscal management decisions are consistent with the City's Economic Development Strategy, are guided by the General Plan, and emphasize mid- and long-term development of the local economy, rather than focus on short-term goals or individual projects.

ES 1.3 **Balanced Budget.** Seek to adopt a balanced City budget, annually.

ES 1.4 **Fair Share.** Ensure that new development pays its fair share of facilities and infrastructure costs.

ES 1.5 **Allocation of Public Resources.** Allocate municipal budget resources based on an adopted Economic Development Strategy.

ES 1.6 **Staff Resources.** Budget for adequate staffing to implement the adopted Economic Development Strategy, as resources allow.

ES 1.7 **Long-Term Benefits.** Consider long-term Community benefits, not just short-term returns, in our decision-making processes.

ES 1.8 **Evaluation of Progress.** Annually evaluate City progress in achieving the Economic Development Strategy. This evaluation will guide decisions to maintain or modify the allocation of resources for economic development.

ES 1.9 **Business Competitiveness.** Assign high priority to City initiatives, investments, and the allocation of municipal resources that address the needs and challenges of conducting business in Jurupa Valley, and improve the City's attractiveness for new business and industry to locate here.

ES 1.10 **Existing Businesses.** Assign high priority to initiatives, investments, and the allocation of municipal resources that help existing businesses remain and prosper in Jurupa Valley.

Programs

ES 1.1.1 **Economic Development Strategy.** Prepare and adopt an Economic Development Strategy to achieve the goals of

this General Plan and to capitalize on economic development opportunities.

ES 1.1.2 **Cost of Services Study/Impact Fees.** Conduct a cost of municipal services study and, if warranted, consider establishing impact fees to defray costs of maintaining and improving municipal services and facilities.

ES 1.1.3 **Regional Economic Influence.** Build Jurupa Valley's role as a regional economic leader through active participation in local and regional business forums, regional economic and transportation planning, and business recruitment activities, as resources allow.

EC 2 – Industrial Base

Jurupa Valley and the entire Inland Empire area is one of the fastest growing logistics hubs in California. Logistics refers to the flow of goods between producers and consumers. It includes warehousing, materials handling, and transportation. In addition, while such uses can be part of a robust local economy, they have some drawbacks. They can result in large areas with over concentrations of warehousing and truck parking, relatively low job and local revenue generation, and related traffic, air quality and paving impacts. As part of its industrial sector, the City also seeks to encourage clean industry, job-rich manufacturing businesses, and research and development parks to achieve long-term and sustainable economic health. In addition, the City encourages point-of-sale fulfillment centers to locate in Jurupa Valley to provide retail options for residents and visitors and improve the local tax base. It is the City's intent to continue to accommodate logistics uses in appropriate areas—primarily in the Mira Loma Warehouse and Distribution Center area—while expanding the industrial base in a manner that promotes economic sustainability and that benefits the City and its residents.



Figure 11-5: Logistics building, Jurupa Valley

Policies

ES 2.1 **Industrial Expansion.** Expand and diversify the City's industrial base by encouraging clean industry, including job-rich manufacturing and assembly uses, research and development, and point-of-sale fulfillment centers.

ES 2.2 **Job Growth.** Encourage industrial uses that provide well-paying skilled and professional jobs.

ES 2.3 **City Investments.** Assign a high priority to City initiatives, investments, and the allocation of City resources that benefit the ongoing quality of life for all, including employees, rather than focusing solely on

reducing initial industrial or commercial development costs.

ES 2.4 **Jobs-Housing Balance.** Assign high priority to City initiatives, investments, Council decisions, and the allocation of City resources, and development approvals that improve the jobs/housing ratio by expanding local job opportunities for residents and housing opportunities for employees.

Program

ES 2.1.1 **Industrial Development Profiles.** Prepare development profiles for specific industrial opportunity sites, including information on site attributes, allowed land use and development standards, relevant County or City approvals, and potential development incentives.

EC 3 – Retail Commercial Base



Figure 11-6: New office/business park space, Jurupa Valley

Retail vacancy within the City is below the Inland Empire average, while lease rates are above the average. Average retail sales per capita are lower for the City (approximately $5,500) than the County (approximately $9,400). Higher performing sales categories include grocery, sporting goods, office supplies, drug stores, and other retail uses. Lower performing retail categories include apparel, general merchandise, restaurants and bars, building materials, and automotive dealerships/supply. During public workshops, many residents commented on the need for more choice in full-service grocery shopping, specialty retail, and quality, full-service restaurants. The GPAC recommended that the City diversify its commercial base by attracting high-quality retail shopping opportunities, such as a Target, Albertson's or Vons markets, and Olive Garden Restaurant.

Overall, retail sales in Jurupa Valley are lower than average household spending potential and household income, suggesting that the City is "leaking" resident retail purchases to other jurisdictions. However, some retail categories, such as general merchandise, supply, and food and beverage stores have higher than projected household spending per average income, resulting in an inflow of retail sales. Potential retail voids include clothing/apparel, casual and other restaurants, sporting goods, office supplies, fitness, drug stores, dollar stores, office supplies, wholesale, and others.

Policies

ES 3.1 **Business Retention.** Support programs and activities that help retain high quality businesses that provide

needed goods, services, and/or jobs for the community or regions.

ES 3.2 **New Business Attraction.** Attract new commercial enterprises that balance and diversify the commercial base and provide needed goods and services. These could include the introduction of new commercial and institutional sectors such as medical, educational, and visitor-serving uses.

ES 3.3 **Opportunity Areas.** Actively promote development in the Opportunity Areas that achieves General Plan goals and is consistent with Community Values.

ES 3.4 **Unique Commercial Districts.** Recognize and enhance the unique visual qualities of commercial areas in the different communities of the City through development approvals and infrastructure improvements, as resources allow.

ES 3.5 **Local Businesses**. Encourage and support local business associations, particularly along principal commercial corridors and in village centers.

ES 3.6 **Residential Uses in Commercial Centers.** Consider the addition of residential development to underutilized community commercial shopping centers.

ES 3.7 **Mixed Uses.** Promote mixed-use commercial and residential development adjacent to the Metrolink Station.

ES 3.8 **Nodal Development.** Promote the development of focused commercial development at key nodes along commercial corridors.

ES 3.9 **Home Businesses.** Continue to permit home enterprise and home occupation activities in appropriate areas of the City.

ES 3.10 **Business-Friendly City Processes.** Ensure that the City development review and permit process is fair, efficient, and business-friendly.

ES 3.11 **Gateway Improvements.** Enhance major gateways along I-15, SR 60, Van Buren Boulevard, Mission Boulevard, and other important corridors to create attractive entrances into the City, as resources allow, through the City's land use and capital improvement program.



Figure 11-7: 2016 Dedication of the Clay Street Grade Separation Project (from left: Gary Thompson, City Manager; Frank Johnston, Council Member; Verne Lauritzen, Council Member; Laura Roughton, Mayor; Riverside County Supervisor John Tavaglione; Patricia Romo, Riverside County Transportation Department; Ann Mayer, Executive Director, Riverside County Transportation Commission; Juan C. Perez, Riverside County Transportation Department)

ES 3.12 **Rubidoux, Pedley, and Glen Avon Village Centers.** Ensure that City initiatives, investments, and development approvals for the historic Village Centers in Rubidoux, Pedley, and Glen Avon contribute to the vision of these areas as multi-modal, mixed-use retail, residential and entertainment centers. These areas shall promote high-quality pedestrian experiences and preserve and enhance their visual character (can refer to the Land Use Element for descriptions of each Village Center's visual character and assets).

ES 3.13 **Mission Boulevard.** Require that City initiatives, investments, and development approvals for Mission Boulevard contribute to the vision of the corridor as a mixed-use commercial corridor that serves a wide range of commercial needs of Jurupa Valley residents and visitors.

ES 3.14 **Other Commercial Districts.** Ensure that City initiatives, investments, and development approvals for commercial districts other than those described above contribute to the vision of these areas as primarily serving the day-to-day retail shopping, services, and dining needs of residents of adjacent and nearby neighborhoods.

Programs

ES 3.1.1 **Business Retention Strategy.** Adopt a Business Retention and Expansion (BRE) Program to address outreach strategies, business improvement and marketing in village centers, feasibility of business improvement districts, and potential business incentives.

ES 3.1.2 **Branding and Business Attraction.** Prepare and adopt an Economic Development Strategy, including: 1) branding and business attraction strategy to establish a unified identity for Jurupa Valley based on its unique character, quality of life, and business attributes, and 2) a communications program to publicize the Jurupa Valley brand for residents, visitors, and potential visitors.

ES 3.1.3 **Commercial Corridors.** Work with property owners along the principal commercial corridors, including Mission Boulevard, Rubidoux Boulevard, Limonite Avenue, and Jurupa Road to explore General Plan and zoning strategies to consolidate commercial uses into vibrant nodes and allow residential development along the corridors.

ES 3.1.4 **Business Visitation Program.** Establish and operate a City business visitation program to improve communication and understanding of business needs, opportunities, and issues.

ES 3.1.5 **Mayor's Business Awards Program.** Consider initiating an annual Mayor's Business Award to recognize Jurupa Valley's outstanding business citizens and businesses.

EC 4 – Tourism Base

As outlined previously, Jurupa Valley's location in the region adjacent to a number of major freeways and a convenient stop on the route to several major vacation destinations makes Jurupa Valley a logical tourist spot, primarily for business, overnight, and short-term stays. The City desires to tap into this potential economic sector and market itself to travelers desiring an interesting destination or just passing through the area in need of a place to eat or stay.



Figure 11-8: Fishing Lake, Rancho Jurupa County Park and Campground

Policies

ES 4.1 **Regional Location.** Capitalize on Jurupa Valley's regional location to attract tourism.

ES 4.2 **Visitor and Business Travel Lodging**. Encourage the development of quality hotels, inns, recreational vehicle campgrounds, and other high quality lodging facilities catering to Jurupa Valley visitors and business travelers.

ES 4.3 **Golf Courses.** Promote the City's golf courses as a major attraction within the community.

ES 4.4 **Flabob Airport.** Support the revitalization and continued improvement of Flabob Airport as a cultural destination as well as a municipal airport.

ES 4.5 **Cultural and Recreational Assets.** Promote the City's cultural and recreational assets to the traveling public.

ES 4.6 **Cultural Facilities**. Attract arts and cultural facilities such as theaters and museums to locate in Jurupa Valley.

ES 4.7 **Community Festivals and Special Events.** Encourage trade fairs, festivals, concerts, equestrian events, and other special events to be held in Jurupa Valley.

Program

ES 4.1.1 **Commercial Recreation and Visitor Attraction Plan.** Prepare and adopt a commercial recreation and visitor attraction plan in cooperation with the Chamber of Commerce and other interested parties, which identifies the City's recreational, equestrian, cultural and tourism assets, potential resources and funding sources, potential land use and zoning incentives, target uses, businesses and/or attractions, and marketing strategies.

EC 5 – Workforce Development

Economic studies indicate that a significant portion of Jurupa Valley's workforce is low skilled and low paid, partly as a result of the prevalence of low education levels, low-paying jobs, and low-cost housing in the region. Workforce development is an economic development strategy to develop a supply of trained employees that in turn can help attract quality industrial and commercial jobs to the area. This in turn has the beneficial effect of keeping young people in the community and raising the standard of living for Jurupa Valley residents.

Policies

ES 5.1 **Employee Commuting.** Reduce the number of Jurupa Valley residents who commute to other areas for work by expanding and diversifying the City's job base.

ES 5.2 **Job Training**. Encourage school districts, trade schools, learning centers, colleges, and universities to offer programs to develop and maintain a well-trained workforce, such as evening and weekend programs at local schools.

ES 5.3 **Emerging Industry Training.** Support programs that address skills gaps in growing and emerging industries, such as hospitality industries and high tech.

ES 5.4 **Regional Collaboration.** Collaborate with public and private entities to develop a regional technology plan to address current and future industrial technology needs.

ES 5.5 **Promote Living Wage Jobs.** Promote the development of quality jobs for local residents, especially those with living wages and career ladders.

ES 5.6 **Internships.** Encourage local businesses to offer internships and apprenticeships to local students.

ES 5.7 **Diverse Job Opportunities.** Help promote job opportunities for people of all income levels, including low-income residents.

ES 5.8 **Entrepreneurship Programs**. Support programs to train minority entrepreneurs on how to establish and maintain successful businesses.

Programs

ES 5.1.1 **Business Incubator.** Explore opportunities to collaborate with a business "incubator" in Jurupa Valley, such as a research and technology development campus, a regional occupation center, or a technology training institute.

ES 6 – Special Economic Opportunity Areas

To promote economic sustainability and diversity, the City has identified six opportunity areas in the City as shown on *Figure 11-9*. These are areas where private commercial and industrial development could have a moderate to high economic impact based on fiscal revenue and job creation forecasts. The City is actively collaborating with property owners in these areas to attract potential developers. The six areas are discussed below:

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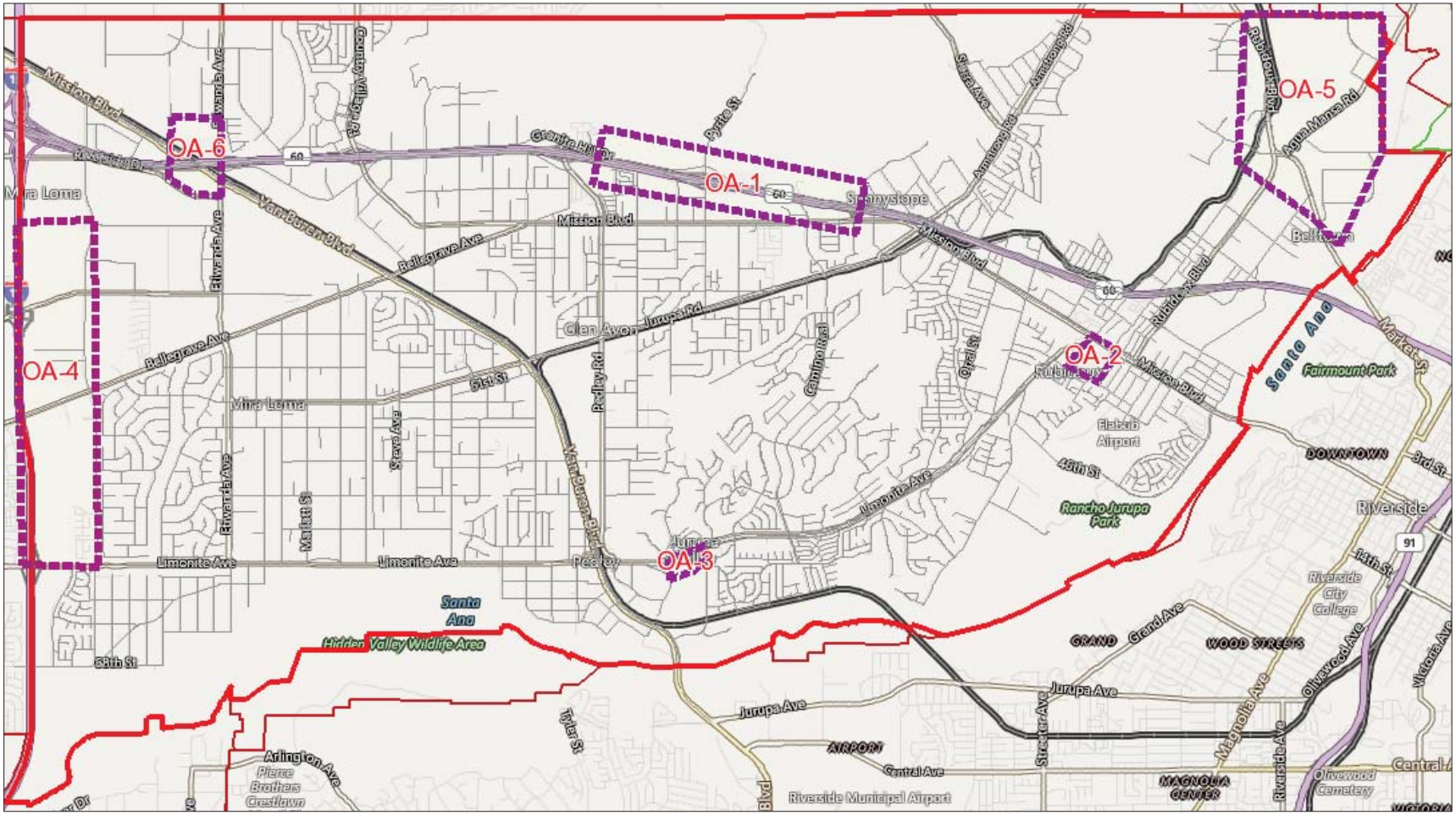

Figure 11-9: Economic Opportunity Areas

OA-1) SR 60 Freeway Commercial Opportunity Area: The SR 60 Freeway Commercial area includes four areas immediately south of the SR 60 Freeway with excellent freeway access and visibility. These areas are considered to have a high potential economic impact based on fiscal revenue and job creation forecasts. Potential uses could include retail, commercial, residential, tourist-commercial (e.g., hotel, RV park) and recreational development as well as other freeway-oriented uses.

OA-2) Mission Street District Retail Opportunity Area: This area includes two sites located on the south side of Mission Boulevard near Riverview Drive as shown on *Figure 11-9.* These areas are also considered to have a high potential fiscal revenue generation and job creation. These sites are considered suitable for neighborhood retail and commercial development, particularly because they are situated in an underserved retail trade area.

OA-3) Suburban Retail/Medical Opportunity Area: Three sites have been identified for potential suburban retail and/or medical office development, including the old Albertson's grocery store site south of Limonite Avenue at Clay Street.

OA-4) I-15 Freeway Commercial Opportunity Area: Two sites, comprising more than 300 acres, have been identified along the I-15 Corridor, on either side of Bellegrave Avenue. Owing to their excellent visibility from I-15, the sites are suitable for myriad uses, including industrial, commercial, business park, tourist-commercial (e.g., hotel, conference facility), retail, and entertainment uses. These areas are considered to have a high potential for fiscal revenue generation and job creation.

OA-5) Northeast Industrial Opportunity Area: Various sites in northeastern Jurupa Valley have been identified for industrial and commercial uses. These include the approximately 250-acre Riverside Cement Company site. These areas are considered to have a low potential for fiscal revenue generation but a medium potential for job creation.

OA-6) Space Center Industrial Opportunity Area: Approximately 50 acres located at the northeast corner of SR 60 and Etiwanda have been identified as an industrial development opportunity site as identified on *Figure 11-9*. This site is considered to have a medium potential for fiscal revenue generation and job creation.

Policies

ES 6.1 **Opportunity Areas.** Ensure that City economic initiatives, budgeting, and land use actions for designated Opportunity Areas are consistent with the 2017 General Plan Land Use Element's vision of these areas in terms of balancing the commercial/industrial base, attracting economically and environmentally sustainable development and meeting residents' needs.

ES 6.2 **Address Voids.** Ensure that City initiatives, budgeting, and capital improvement programs give high priority to attracting high quality retail and industrial businesses that fill identified economic "voids" with businesses with growth potential in the Jurupa Valley trade area.

ES 6.3 **Infrastructure.** Ensure that City initiatives, budgeting, and capital improvement programs give a high priority to improving the economic attractiveness and development feasibility of designated Opportunity Areas, consistent with the City's vision for these areas, and encourage community service districts and other responsible agencies to do likewise.

Programs

ES 6.1.1 **Fulfillment Center and Logistics.** Give a high priority to attracting a new point-of-sale fulfillment center and logistics industrial projects based on low market vacancies and growth in those sectors.

ES 6.1.2 **Economic Development Strategy.** Ensure that the City's Economic Development Strategy includes specific implementation measures to address the Kosmont findings and recommendations, and include a monitoring and evaluation program to evaluate the effectiveness of City economic development actions.

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12 – GLOSSARY

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A-Weighted Sound Level: The sound level obtained by using and A-weighting filter for a sound level meter. All sound levels referred to in the policies are in A-weighted decibels (abbreviated "dBA"). A-weighting de-emphasizes the very low and very high frequencies (pitches) of sound in a manner similar to the human ear. Most community noise standards use A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

Accessory Structure: A structure that is clearly subordinate or incidental and directly related to the primary structure.

Acoustical Engineer: An engineer specializing in the measurement and physical properties of sound. In environmental review, the acoustical engineer measures noise impacts of proposed projects and designs measures to reduce those impacts.

Acreage, Gross: The land area that exists prior to any dedication of land for public use, health, or safety purposes.

Acreage, Net: The portion of a site on which one can actually build, and is the land area that remaining after dedication of ultimate rights-of-way for:

- Public streets
- Drainage facilities
- Public parks and other open space developed to meet minimum standards required by City ordinance
- Utilities

Acre-Foot: The volume of water that would cover 1 acre to a depth of 1 foot. An acre-foot is about the amount of water used each year in and around the home by two average California families, or about 326,000 gallons.

Active Recreation: Active recreation means recreation facilities typical of urban parks, including play fields (such as soccer or softball), school fields, community centers, tennis courts, picnic areas (group and individual), golf courses and golf-related facilities, recreation resorts, and similar facilities.

Active Trail Corridor: A pedestrian or bicycle trail that typically is (1) used for commuting purposes (provides direct access from school or work and residences), (2) located in an urban area, (3) paved with an all-weather surface, and (4) utilized by a significant segment of the City population.

Active Transportation: Non-motorized transportation modes, such as bicycling and walking that are integrated with public transportation.

Adaptive Reuse: Refers to the process of reusing an old site or building for a purpose other than that for which it was built or designed. Typically used in reference to historic buildings being remodeled



Figure 12-1: Jurupa Mountains Discovery Center

and/or restored in compliance with the Secretary of the Interior's Standards for Preservation or other applicable historic preservation standards.

Affordable Housing: Housing that meets the rental or sales price standards as established by the County of Riverside following State affordability standards. Such housing is made available for very low, low- and moderate-income persons or households, and subject to deed restrictions or other instruments that ensure the housing remains affordable for a predetermined period. In general, housing is considered "affordable" if its monthly rent or mortgage payment (including principal, interest, property tax and insurance does exceed 30% to 35% of a household's gross income.

Affordability, Housing: The ratio of housing costs to household income.

Agriculture: The use of land for the production of food or fiber, or both, including (1) the growing of crops, or (2) the grazing of animals on naturally prime pasture or improved pasture land, or both (1) and (2).

Agricultural Land: Is generally open land where there has been a history of agricultural cultivation or keeping of livestock, which remains generally open, and if located within the City limits, is a specific land use designation in the General Plan Land Use Element.

Alquist-Priolo Earthquake Fault Zone: A regulatory zone, delineated by the State Geologist, within which site-specific geologic studies are required to identify and avoid fault rupture hazards prior to subdivision of land and/or construction of most structures for human occupancy.

Alternative Fueling Stations: A station that offers alternative fuels to petroleum-based fuel. Alternative fuels can include but are not limited to biodiesel, compressed natural gas, ethanol, electric charging, hydrogen, liquefied natural gas, and propane. "Blends" that include a combination of petroleum and non-petroleum fuels are considered alternatives for purposes of this definition.

Ambient Noise: The composite of noise from all sources. The ambient noise level constitutes the normal or existing level of background noise at a given location.

Automobile Related Uses: Uses related to retail or wholesale sales of automobiles, recreational vehicles and boats, automotive repair services, automobile-oriented retail businesses (e.g., auto parts, tires, etc.), and fueling stations.

Alternative Forms of Transportation: Transportation modes other than single-occupant vehicles, including buses, bicycles, car and vanpools, and walking.

Annexation: The extension of the City limits, to increase the area which is subject to City laws and, sometimes, eligible for City utilities and services. Annexations are acted on by the Local Agency Formation Commission, according procedures and standards in State law.

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Arterial Street: A major road connecting different areas of the City with each other and with highways. Driveway access is usually limited. (See also the Mobility Element).

Assisted Housing: Assisted housing units, including multifamily or single-family, whose construction, financing, sales prices, or rents have been subsidized by Federal, State, or local housing programs, and may include dwelling units developed pursuant to local inclusionary housing and density bonus programs.

Average Daily Traffic (ADT): ADT is the total number of vehicles that use a particular street through the day (24 hours).

Average Vehicle Ridership (AVR): AVR is a number derived by dividing the number of people in a geographic area or at a specific site by the number of cars that they drive to that location. For example, if 100 people work at a site and they all drive a car to work, then AVR = 1.0 (100 people divided by 100 cars). If 100 people work at a site but only 50 drive cars and the rest use alternative forms of transportation, then AVR = 2.0 (100 people divided by 50 cars).

B

Balanced Roadway: A roadway designed or operated in a manner that meets transportation needs for different types of users, such as bicyclists, pedestrians, public transit users, and motorists.

Below Market Rate (BMR) Housing: Below market rate housing refers to housing unit(s) that are sold or rented at prices less than the fair market value or prevailing market rent, typically due to the use of public or private subsidies that make the units affordable for very low, low, or moderate income households (depending on the program).

Bicycle-Friendly: Describes policies and practices, which may help some people feel more comfortable about traveling by bicycle with other traffic. The level of bicycle-friendliness of an environment can be influenced by many factors resulting from transportation planning and infrastructure design decisions.

Bikeways: A term that encompasses "bicycle lanes," "bicycle paths," and "bicycle routes." Bikeways are further described as Class 1, Class 2 or Class 3 facilities, as described below:

Bicycle Path (Class I facility): A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bicycle path may be located on a portion of a street or highway right-of-way or in a special right-of-way not related to a motor vehicle facility. It may be grade separated or have street crossings at designated locations. It is identified with "Bike Route" signs and may have pavement markings.

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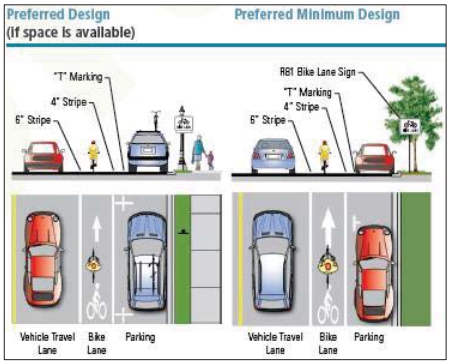

Figure 12-2: Typical Class II Bicycle Path design (Complete Streets Manual, City of Los Angeles)

Bicycle Lane (Class 2 facility): A lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. Bicycles have exclusive use of a bicycle lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

Bicycle Route (Class 3 facility): A Street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings, except for optional Shared Lane Markings or "sharrows." Bicycle traffic shares the roadway with motor vehicles.

Billboards: Billboards are signs visible from and adjacent to highways and major street corridors that are made available for lease or rent.

Boarding/Rooming House: A dwelling or part of a dwelling where lodging is furnished for compensation to more than three persons living independently from each other. Meals may also be included. Does not include fraternities, sororities, convents, or monasteries.

Buffer or Buffering: An area established between potentially conflicting land uses, such as agricultural and residential uses, which, depending on the potential impact, may utilize landscaping, earth berms, structural barriers, setbacks or roads. Also may refer to the process of providing separation between land uses and reducing or preventing adverse impacts between land uses, such as noise, vibration, lighting and glare, odor, and privacy, etc.

Building: Buildings are any structures used or intended for sheltering or supporting any use or occupancy.

Building Intensity: Building intensity is a measure of the amount of floor space in relation to site area. It is expressed as the ratio of gross building floor area to site area (*Figure 12-3*). For example, where a ratio of 1.0 is allowed, building floor area can equal site area. In this example, a one-story building could cover the entire site (except any required setbacks), a two-story building could cover one-half the site, or a three-story building could cover one-third of the site. (See also "density.")

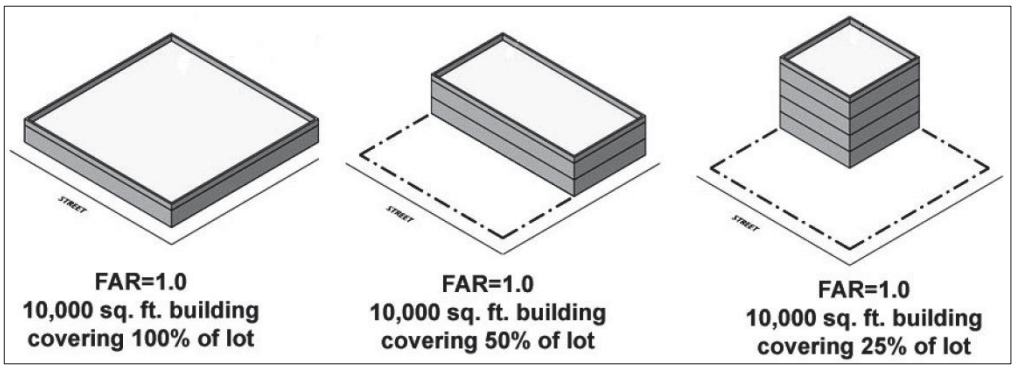

Figure 12-3: Diagram showing Floor Area Ratio (City of Austin, Texas)

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Build-out: That level of urban development characterized by full occupancy of all developable sites within the City's Limits, in accordance with the General Plan; the maximum level of development anticipated by the General Plan. Build-out does not assume that each parcel is developed with the maximum floor area or dwelling units possible under zoning regulations.

Business Incubator: An organization designed to accelerate the growth and success of entrepreneurial companies through an array of business support resources and services that could include physical space, capital, coaching, common services, and networking connections. Business incubation programs are often sponsored by private companies or municipal entities and public institutions, such as colleges and universities. Their goal is to help create and grow young businesses by providing them with necessary support and financial and technical services.

Business Park: Business Park is a master-planned, campus-like setting for research-and-development or light-manufacturing uses.

C

California Environmental Quality Act (CEQA): Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Candidate Species: Candidate species are animal or plant species that the U.S. Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife are considering for listing as endangered or threatened species.

Capital Improvement Plan (CIP): Is part of the City's budget that describes how money will be spent on the construction, maintenance, or replacement of buildings, streets, sewer and water mains and other publicly owned facilities. The program, generally reviewed annually for conformance to and consistency with the General Plan.

Carbon Dioxide (CO_2): An odorless, colorless gas formed during respiration, the combustion of fuels, and certain industrial activities, among other processes. CO_2 is the most abundant greenhouse gas, with primary sources from transportation and electrical power generation.

Carbon Monoxide (CO): An odorless, colorless gas formed by the incomplete combustion of fuels; majority of southern California CO emissions come from motor vehicles.

Chlorofluorocarbon (CFC): An ozone-depleting greenhouse gas previously used as a propellant and a refrigerant.

City Limits: The legal boundaries of the geographical area subject to the jurisdiction of the City of Jurupa Valley's government. For example, development applications for properties located within the City limits must be reviewed by the City.

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Figure 12-4: Cluster Development Layout to Preserve Open Space (City of Durango, Colorado)

Clustering: Clustering means grouping allowed development on a small area of the site, with the remainder of the property protected as agriculture or open space. See the City's Land Use Element for clustering densities.

CNPS: Means the California Native Plant Society.

Collector Street: Is a street serving a neighborhood or subarea of the City, which "collects" traffic from local streets and connects it with higher volume arterial streets. Collectors typically have only two motor vehicle traffic lanes. See also the Circulation Element.

Commercial Truck: A vehicle weighting more than 10,000 pounds, with three or more axles and used for commercial or industrial purposes.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and urban counties and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. CDBG funds are used by cities and counties for land purchase, housing rehabilitation and community development, public services and facilities, economic development, and other purposes that primarily benefit persons or households with income less than 80% of County median income.

Community Noise Equivalent Level (CNEL): Community noise equivalent level, abbreviated "CNEL", is the equivalent energy (or energy average) sound level during a 24-hour day, obtained by adding approximately five decibels to sound levels from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels between 10:00 p.m. and 7:00 a.m. to account for greater human sensitivity to noise during those periods.

Community Value: Important and lasting beliefs or ideals shared by the residents of a community about what is good or bad, and desirable or undesirable. Values have major influence on a person's or a group's behavior and attitude and serve as broad guidelines in all situations. Some common values are justice, equality, pursuit of liberty and quality of life, civic responsibility and involvement.

Compatible: Capable of existing together without conflict or ill effects.

Complete Streets: Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public

transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 requires circulation elements to incorporate multimodal transportation into the General Plan.

Conditional Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Conservation: The management of natural resources to prevent waste, destruction, or neglect.

Cultural Resources: Includes historic, archaeological, and paleontological resources, as well as human remains.

Cumulative Impact: As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

Conservation, Energy: Means the use of less energy in any form than would otherwise occur. It may be accomplished by greater efficiency (i.e., more miles per gallon), or reduced activity (i.e., going to a nearby park instead of a distant park).

Conservation Plan: Conservation Plan is a document prepared by the City or a City designated representative which specifies the care and management of specific open space sites or areas, in compliance with the General Plan. This plan outlines resources existing on the site, resource preservation, allowed recreational uses, and other similar programs.

Covenants, Conditions, and Restrictions (CC&Rs): Restrictions or requirements that are placed on a property and its use by a property owner, usually as a condition of subdivision approval. CC&Rs are deed restrictions that “run with the land” and are legally binding.

Creek: Creek is a waterway or portion of a waterway so designated on the Conservation and Open Space Element "Creek Map," or other source as defined in the Conservation and Open Space Element; creek includes a natural watercourse or altered natural watercourse where water flows in a definite channel, with a bed and banks. Drainage ditches, concrete swales, underground culverts, and storm drains are not considered creeks.

Creek Corridor: Creek corridor is that area of the creek between physical top of bank on one side of the creek and physical top of bank on the other side of the creek, or the area between the outer edge of the riparian vegetation on one side of the creek to the outer edge of the riparian vegetation on the other side of the creek (whichever is greater).

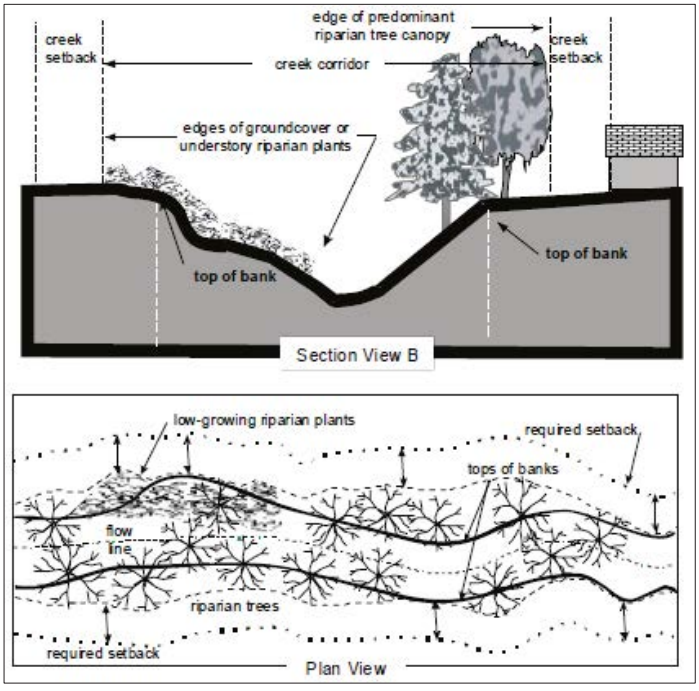

Figure 12-5: Typical creek corridor and setbacks (City of San Luis Obispo, California)

Creek Maintenance: Creek maintenance means work within a creek corridor that involves the trimming of vegetation, the use of herbicides or pesticides, removing debris or trash, removing vegetation necessary to maintain flood control, or similar maintenance activities. Projects that involve creek alterations should not be considered creek maintenance.

Creek Restoration: Creek restoration is the process of restoring a creek to a more natural condition. Restoration includes planting native riparian vegetation, removing wildlife barriers, providing fish ladders, removing debris and trash, removing invasive non-native creek species, grading and changes to the creek associated with creek restoration work, and other similar activities. Creek restoration is not considered development.

Creek Setback: Creek setback means the minimum distance that development must be located from a creek's physical top of bank or the outer edge of the riparian vegetation (whichever results in a greater setback), as provided in the Conservation and Open Space Element. An adequate creek setback should allow for future natural changes that may occur within the creek corridor and allow adequate space for storm design capacity.

Cultural Resources: Consist of any prehistoric or historic district, site, building, landscape, structure, or object included in or eligible for local, State, or National historic designation, including artifacts, records, and material remains related to such a property or resource. Cultural resources represent the full range of prehistory and history by indigenous cultures and historic American settlement in Jurupa Valley, including traditional cultural properties. Cultural resources also include the remains of historic settlement and development activities of Euro-Americans, Asians, and other non-Native cultural activities during the past 200 years.

Cut-Through Traffic: The term for vehicle trips on a particular residential local or collector street by motorists who do not live in the neighborhood and are passing through it to some other destination.

D

Dark Skies: Refers to efforts to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting to prevent light pollution due to excessive or inappropriate outdoor lighting. Common forms of light pollution include glare, sky glow, excessively strong lighting and glare from outdoor lighting, which is unshielded and publicly visible.

Day/Night Average Sound Level (Ldn): Day/night average sound level, abbreviated “Ldn,” is the equivalent energy (or energy average) sound level during a 24-hour day, obtained by adding ten decibels to sound levels between 10:00 p.m. and 7:00 a.m. The Ldn is generally computed for annual average conditions.

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Decibel (dB): The unit of measurement for loudness based on a logarithmic scale.

Decibel "A-Weighted" (dBA): The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Density: Density describes how many things of a certain kind occupy an area of land. Density is often expressed as the number of residents, dwellings, or employees per acre.

Density Bonus: An increase in the allowed base density applied to a residential development project, as allowed by State law. The increase allows the development of more dwellings than a property's zoning would otherwise allow, and is usually in exchange for the provision or preservation of affordable housing or housing amenity.

Density, Residential (du/acre): The number of permanent residential dwelling units (du) per acre of land. Densities specified in the General Plan are expressed in dwelling units per gross acre or per net acre (du/acre). (See "Acres, Gross" and "Acres, Net")

Development Fees: Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development.

Development Project: A project that involves grading, demolition, construction, remodeling, subdivision, new signs or other land improvement, land division or other action for which City discretionary planning approvals or building permits are required.

Development Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, in terms of land use compatibility, site planning and design, architecture, landscaping, lighting and signs, in accordance with a set of adopted policies, guidelines and standards.

Dwelling Unit (du): A building or portion of a building containing one or more rooms, designed to be used by one household for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette.

Development: Development means the erection of structures (including agricultural buildings and accessory structures such as decks and spas), the associated grading, vegetation removal, and

paving associated with structures, the subdivision of land, mining, excavation, and drilling operations. Where creeks, wetlands, unique resources, sensitive habitat, and historical resources occur on-site or may be affected, development also includes agricultural uses (such as tilling the soil, grazing, agricultural grading, and similar uses) as well as grading (greater than 50 cubic yards), paving, and vegetation removal (the removal of a tree or riparian vegetation such that a major portion of a creek bank is exposed) whether such activities are associated with a structure or independent of a structure. Enhancement or restoration of a natural resource is not considered development.

Director: Refers to the Director of the City's Planning Department, or another staff person authorized by the Director to act on his or her behalf.

Dormitory: A building used as a group quarters for students, as an accessory use for a college, university, boarding school, or other similar institutional use.

E

Ecotone: An ecotone is a transition area between two or more natural habitats (or plant communities), such as the area along and between a riparian habitat and Oak woodland or Chaparral habitats. Ecotones are typically diverse and support a greater variety of species than the bordering habitats. Ecotones may appear on the ground as a gradual blending of the two plant communities across a broad area, or it may appear as a sharp boundary line.

Elderly or Senior Housing: Housing designed to meet the needs of and enforceably restricted to occupancy by persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older.

Endangered Species, California: A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The State Department of Fish and Wildlife determine the status.

Endangered Species, Federal: A species that is in danger of extinction throughout all, or a significant portion, of its range. The U.S. Fish and Wildlife Service and the Department of the Interior determine the status.

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act")

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Environmentally Sensitive Habitat Areas (ESHAs): Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Energy: Energy means the capacity to change the characteristics of a material, most often its location, or temperature. In the realm of daily life, energy is never really used up, only changed from a more useful state to a less useful state, with all forms eventually dissipating as heat.

Enforceably Restricted: Refers to housing that is deemed affordable under county or state standards and that is subject to deed restrictions, affordable housing agreements or other mechanisms to ensure the housing remains affordable for a prescribed period.

Environmental Justice: Refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of planning, land use and environmental policies, standards and regulations.

Equivalent Sound Level (Leq): Equivalent sound level, abbreviated "Leq," is the constant or single-sound level containing the same total energy as a time-varying sound, over a certain time. For example, if 64 dB is measured for 10 minutes, 68 dB is measured for 20 minutes, and 73 dB is measured for 30 minutes, the 1-hour Leq is about 71 dB The Leq is typically computed over 1-, 8-, or 24-hour sample periods.

Expansion Area: Expansion areas are places that the City has decided will be appropriate for annexation and urban development, as further described in the General Plan Land Use Element text and map. Expansion areas are generally next to and extending beyond the City limits at the time the plan was adopted.

F

Façade: A building "face" or exterior wall of a building, usually, but not always, the front wall, including all openings and architectural ornamentation, facing a street or public way. The word comes from the French language, literally meaning "frontage" or "face." The facade is often the most important part of a building from an architectural design standpoint, as it sets the tone for the rest of the building.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development ("HUD") for purposes of administering the Section 8 Housing Choice Voucher Program.

Fault: A fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. A fault zone is a zone of related faults, which commonly

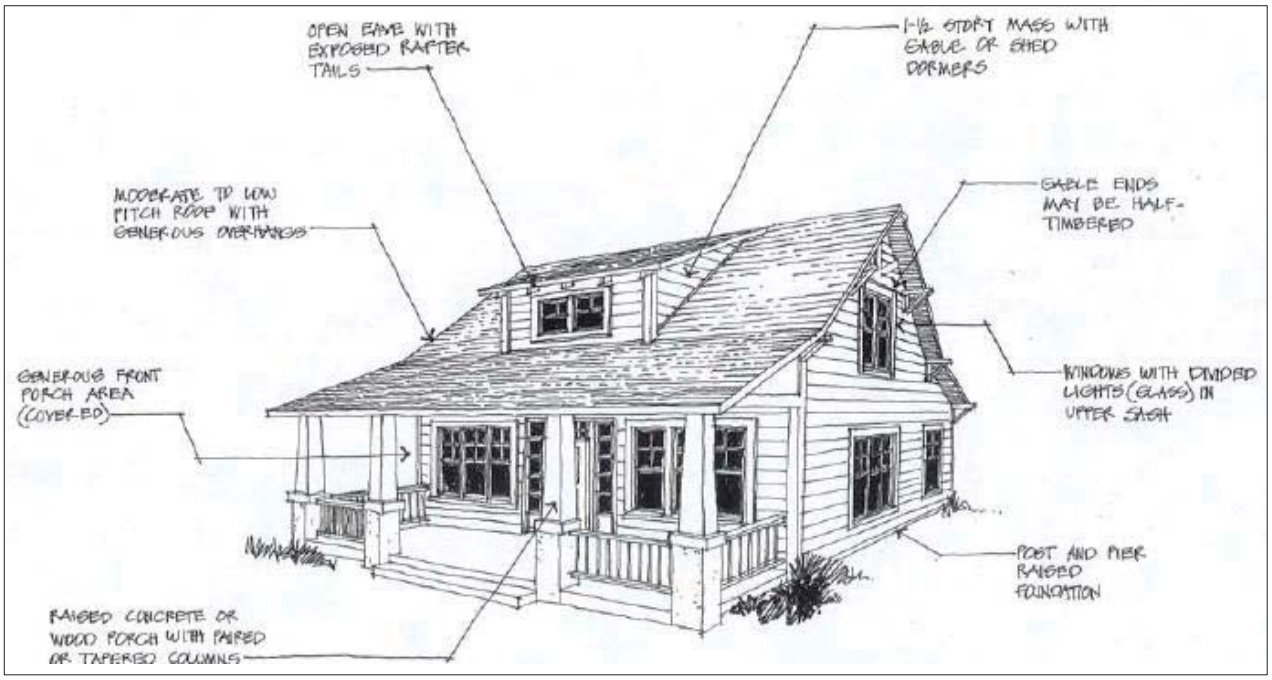


Figure 12-6: Craftsman building façade features (City of San Luis Obispo, California)

are braided, but which may be branching. A fault trace is the line formed by the intersection of a fault and the earth's surface.

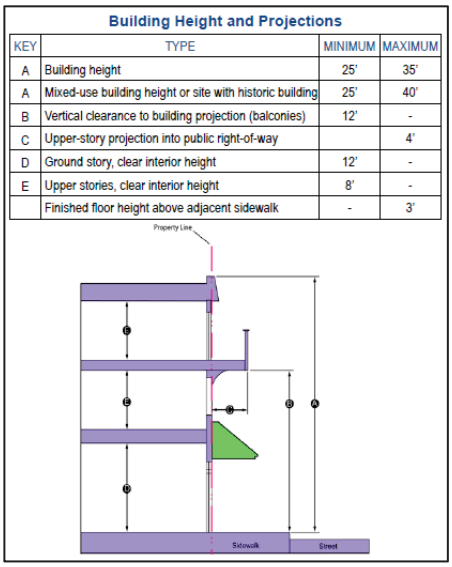
Flood, 100-year: In any given year, a flood that has a 1% likelihood of occurring, and is recognized as a standard for acceptable risk.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Flood Prone: Flood Prone means subject to a general and temporary condition of partial or complete inundation of normally dry land from: (1) overflow of inland waters, and/or (2) the unusual and rapid accumulation of runoff of surface waters from any source. Flood prone areas are areas within the 100- and 500-year flood plain (zones A and B on FEMA maps), but also include areas in which standing water may accumulate after a relatively short rain or flood due to other sources of water such as runoff from nearby land uses caused by inadequate local drainage facilities.

Floor Area Ratio (FAR): A unit of measurement to describe the "intensity" of a non-residential land use. A building's total gross floor area, in square units, divided by the building's site area, in the same square units, equals "FAR." For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The higher the number, the higher the level of development intensity. In calculating F.A.R., floor area shall mean the conditioned floor area (as defined by Title 24 of the *California Code of Regulations*) of the building and excluding parking garages and basements. (see *Figure 12-3*)

Form-Based Codes: A method of regulating development to achieve specific urban form. Form-based codes use clear, graphic-based standards to address the relationship between building facades and the public realm, the form, mass and scale of buildings in relation to one another and the aesthetic character of buildings, urban spaces, streets, and blocks.



Building Height and Projections

KEY	TYPE	MINIMUM	MAXIMUM
A	Building height	25'	35'
A	Mixed-use building height or site with historic building	25'	40'
B	Vertical clearance to building projection (balconies)	12'	-
C	Upper-story projection into public right-of-way		4'
D	Ground story, clear interior height	12'	-
E	Upper stories, clear interior height	8'	-
	Finished floor height above adjacent sidewalk	-	3'

Figure 12-7: Example of form-based code (City of San Luis Obispo, California)

G

Gateway: Gateways are locations of visual or geographic importance, typically on or near major street entry points. They are intended to be aesthetically pleasing, memorable, and understandable places signifying arrival or change. Gateways are typically located in high visibility areas, close to major transportation facilities that, due to their visual prominence, shape the aesthetic character of their surroundings.

General Plan: A document containing goals, policies and implementation actions or programs regarding a city's long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code §65301 and adopted by the legislative body (City Council) by resolution. In California, the General Plan has seven mandatory elements (Circulation or Mobility, Conservation, Housing, Land Use, Noise, Open Space, and Public Safety) and may include any number of optional elements a city deems important.

General Plan Amendment (GPA): A modification made to the General Plan after adoption.

Geographic Information Systems (GIS): GIS is a combination of computer-based approaches, programs, methodologies, and technologies to gather, store, manipulate, analyze, present, and interpret spatial information and data.

Goal: A goal is an adopted statement that describes long-term intent. It is intended as an ideal end-state related to the public health, safety, or general welfare. A goal is a general expression of community hopes and aspirations and, therefore, is typically abstract in nature. Consequently, goal achievement is not precisely measurable or time-constrained.

Granny Flat: See **Secondary Residential Unit.**

Greenbelt: A Greenbelt is essentially undeveloped land beyond a city's limits or urban reserve line. Greenbelts typically include a city's viewshed and may consist of private and public property composed of 1) open space area that is preserved to define the limit to urban growth, 2) open space area utilized to protect natural resources, 3) agricultural lands and associated agricultural uses, and 4) rural lands and recreation. A greenbelt functions to preclude adjacent urban communities from merging by maintaining urban growth in designated urban areas.

Greenhouse Effect: A term used to describe the warming of the earth's atmosphere due to accumulated carbon dioxide and other gases in

the upper atmosphere. These gases absorb energy radiated from the earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas (GHG): A balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. GHGs, including carbon dioxide, methane, nitrous oxide, chlorofluoro-carbons, and water vapor, keep solar radiation from exiting our atmosphere. In a process very similar to the windows on a greenhouse, GHGs trap so much heat that the temperature within the earth's atmosphere is rising. GHGs are emitted through both natural processes and human activities. Emissions from human activities, such as electricity production, motor vehicle use, or agriculture, contributes to the concentration of GHG in the atmosphere and are believed to be the cause of a gradual warming of the earth's climate.

Groundwater: Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

H

Habitat: The physical locations or types of environments in which an organism or biological population lives or occurs.



Figure 12-8: Wildlife Habitat Buffer and Ecotone areas along the Santa Ana River

Habitat Buffer: Habitat buffer is an area around a sensitive habitat or unique resource that protects the resource from development or associated impacts of development. A habitat buffer should 1) be located between sensitive habitat or unique resources and proposed, existing, or potential development; 2) be a sufficient width and size to protect the species most sensitive to development disturbances and to compensate for project impacts, and 3) be designed to complement the habitat value associated with the sensitive habitat or unique resource and to protect such resource(s).

Hazards: Hazards include landslides and soil creep, flooding, potentially active or active earthquake faults, liquefaction areas, wildland fires, and dangers associated with locating too near to an airport.

Hazardous Material: Any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or the environment if released into the work-place or environment.

Hazardous Waste: Waste that requires special handling to avoid illness or injury to persons or damage to property.

Heat Island Effect: The heat island effect is a temperature phenomenon in which heat-absorbing buildings and paving, especially non-reflective surfaces of dark colors, release heat absorbed from sunlight into the surrounding atmosphere. The resulting effect is an increase in outdoor air temperature of 2 to 8

degrees Fahrenheit in a specific area, or "island." Increases in local air temperature caused by the heat island effect generally occur in urban areas and centers where many buildings with dark roofs and asphalt paving are concentrated in a small area. Some ways to combat the heat island effect include installing green roofs, using light-colored roofing, and paving materials that do not absorb heat, and planting trees and vegetation.

Heavy Trucks, Truck Tractors: Heavy Trucks and Heavy Truck Tractors as used in the 2016 General Plan are defined as generally shown in *Figure 12-9.*

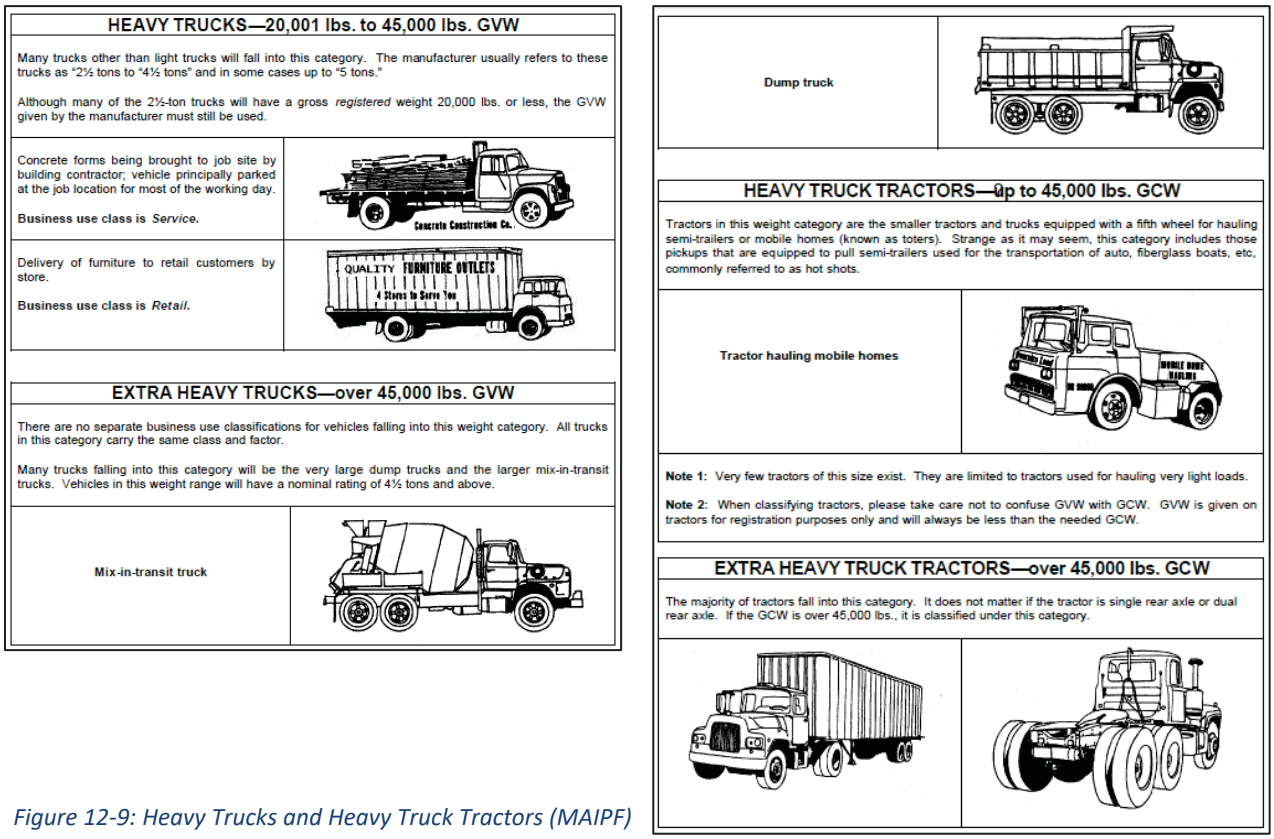


Figure 12-9: Heavy Trucks and Heavy Truck Tractors (MAIPF)

Historic Property: Land or buildings that have been determined by the State, County, or City to have archaeological, historical, or architectural significance.

Historical Resources: Historical resources are places, buildings, or objects that represent periods in history and that meet local, State, or federal criteria for historic designation.

Hydrofluorocarbon (HFC): A gaseous compound that has been used as an ozone-safe replacement for CFCs, but that acts as a potent greenhouse gas.

Household: Refers to person or group of persons living in one dwelling unit.

Housing or "Dwelling" Unit: A building, a modular home, a mobile home, a cooperative, or any other residential use considered real property under State law and constructed upon a permanent foundation, with provisions for sleeping, cooking, and sanitation, and with permanent connections to utilities.

I

Impervious Surface: Surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation Measure: Actions, procedures, programs, or techniques that are used to achieve goals and/or carry out policies.

Income, Above Moderate: A household whose income exceeds 120% of the Riverside County median income.

Income, Extremely Low: "Extremely Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for Extremely Low Income Households as established and amended from time to time in California Health & Safety Code §50106, as such limits are published annually by the California Department of Housing and Community Development.

Income, Low: "Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937, as such limits are published annually by the California Department of Housing and Community Development, pursuant to Section 50079.5 of the California Health and Safety Code.

Income, Area Median (AMI): "Area Median Income" shall mean the median household income for the County of Riverside, as published annually by the State of California Department of Housing and Community Development.

Income, Moderate: "Moderate Income Household" shall mean persons or families whose gross incomes do not exceed 120% of the median income adjusted for family size in accordance with adjustment factors adopted by the U.S. Department of Housing and Urban Development, as published annually by the California Department of Housing and Community Development, pursuant to Section 50093 of the California Health and Safety Code.

Income, Very Low: "Very Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for Very Low Income Households as established and amended from time to time pursuant to §10105(a) of the California Health & Safety Code, as such limits are published annually by the California Department of Housing and Community Development.

Infill: Development on vacant properties that are essentially surrounded by urban development and inside the City limits.

Infill Housing: Development of housing on vacant lots within the City limits on property zoned for such uses.

Interim Open Space: A land-use category for areas that may be suitable for development someday, but that should be kept open until certain development constraints are overcome.

Inland Empire: A region in Southern California generally used to refer the cities and unincorporated areas of western Riverside County and southwestern San Bernardino County. A generally broader definition includes eastern Los Angeles County cities in the Pomona Valley, or the desert community of Palm Springs, as well as its surrounding area; a much larger definition will include all of San Bernardino and Riverside counties.

In-lieu Fee: Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions.

Insulation: Insulation means a material or the property of a material that resists the flow of heat from one place to another. Governmental codes and manufacturers' specifications use a measure called the "R-value" for this property. The higher the value, the greater is the resistance to heat or cold conduction.

Intelligent Transportation System: Advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management, enabling various users to be better informed and make safer, more coordinated, and 'smarter' use of transportation networks.

J

Jobs/Housing Balance or Ratio: A ratio expressed as the number of jobs divided by the number of dwelling units in a defined geographic area, which is used to describe the adequacy of the housing supply to meet community needs as identified in the General Plan Housing Element.

Joint Use Site: Joint use sites include facilities and/or properties where long-term development and uses between the City and another agency have been established through a formal agreement.

L

Landslide: A general term for a falling, sliding, or flowing mass of soil, rocks, water, and debris. This includes mudslides, debris flows, and debris torrents.

Leadership in Energy and Environmental Design (LEED®): A voluntary, consensus-based national standard for developing and rating high-performance, sustainable "green" buildings and neighborhoods. LEED® provides a complete framework for assessing project performance and meeting sustainability goals, such as water

savings, energy efficiency, materials selection, and indoor environmental quality.

Levels of services, Streets (LOS): LOS is a qualitative measurement of the degree of congestion along a street section or at an intersection. LOS is described by a letter scale from A to F with Level of Service (LOS) "A" describing a free-flowing traffic, while LOS "F" describing a situation of extreme congestion. LOS E occurs when the volume of traffic approaches the road's capacity. LOS E is characterized by low operating speeds and numerous delays with much congestion. LOS F represents a forced flow situation with more traffic attempting to use the road than it can handle. LOS F is characterized by stop-and-go traffic with numerous, lengthy delays.

Light Trespass: Unwelcome light spilling off originating property. Typical causes include poorly shielded lights that are aimed partially horizontally, not down, and too much light power.

Liquefaction: A process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking.

Living Streets: Streets that embody complete streets (see Complete Streets definition in Glossary) and include consideration of other issues related to economic vibrancy, equity, environmental sustainability, aesthetics, and more. (from *Model for Living Streets Design Manual*, Los Angeles County, 2011)

Live-Work or Work-Live Unit: An integrated housing unit and work space, occupied and utilized by a single household in a structure, either single-family or multifamily, that has been designed or structurally modified to accommodate joint residential occupancy and work activities, and which includes: (1) complete kitchen and sanitary facilities in compliance with City building code, and (2) working space reserved for and regularly used by one or more occupants of the unit. The difference between "live-work" and "work-live" units is that the work component of a live-work unit is secondary to its residential use and may include only commercial activities and pursuits compatible with the character of a quiet residential environment, while the work component of a work-live unit is the primary use, to which the residential component is secondary.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street: A street providing access to all or part of a neighborhood and not carrying through traffic. See also the Circulation Element.

Low-Density Residential: A land-use category for dwellings that provide a sense of individual identity and neighborhood cohesion for the households occupying them, generally consisting of

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detached, one- or two-story buildings, with private outdoor space separating them from neighboring dwellings and near other uses, which are supportive of, and compatible with these dwellings.

M

Major Land Use Actions: Any action related to proposed land uses (e.g., conditional use permit, rezoning, general plan amendment) for which compatibility with airport activities is of particular concern by the County of Riverside Airport Land Use Commission (ALUC), but for which ALUC review is not always required under state law. (*See Appendix 4.0 for more information*).

Major Remodel: See Remodel, Major.

Major Scenic Corridor: See Scenic Corridor, Major.

Minor Scenic Corridor: See Scenic Corridor, Minor.

Minor Remodel: See Remodel, Minor

Mitigation Banking: Mitigation banking is a method of resource or habitat protection. It is a method for compensating for unavoidable impacts of development. It involves a public or private entity creating, restoring, or preserving fish, plant, and wildlife habitats in advance of an anticipated need for actual mitigation. When habitat areas are created, a credit is created. When unavoidable impacts occur to habitat or a resource as a result of development, the developer (whether public or private) may utilize an existing credit created from previous successful habitat restoration, create an additional bank area, or pay a mitigation fee (as specified by the City).

Mitigation Fee: Mitigation fee is a fee paid to mitigate development impacts to creek, sensitive habitat, unique resource, or similar resources. This fee is paid to protect existing resources or buy land for the future protection of resources or habitat.

Mitigation Monitoring Plan: Mitigation Monitoring Plan is a plan and program to insure the proper implementation of mitigation measures identified in an environmental impact report or negative declaration with mitigation. It typically involves a monitoring and reporting process to document the implementation of all mitigation measures.

Mitigation Plan: Mitigation Plan is a plan, which provides for natural resources mitigation and long-term preservation.

Mixed-Use Development: Development in which various uses, such as office, commercial, manufacturing, institutional, and residential are combined in single building or in multiple buildings on a single parcel or on multiple, contiguous parcels, developed as integral unit with significant functional interrelationships and a coherent physical design; property designated “MU” on the City’s General Plan Land Use Map.

Mitigation: A specific action taken to reduce environmental impacts to insignificant levels. Mitigation measures are required as a component of an environmental impact report (EIR).

Mixed-Use: Any mixture of dwellings and commercial land uses on a single parcel or multiple contiguous parcels, such as dwellings combined with offices, retail, or other non-residential uses or multiple buildings with different uses on a single parcel where the different types of land uses are in proximity and planned as a unified, complementary and cohesive whole. As distinguished from a single-use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Mixed-Use, Horizontal: Mixed-use, horizontal: Two or more different types of uses are placed next to each other, planned as a unit, and connected together with pedestrian and vehicular access. For instance, a subdivision containing single-family dwellings that is adjacent to a neighborhood commercial development and office complex.

Mixed-Use, Vertical: Where two or more different uses occupy the same building usually on different floors. For instance, retail on the ground floor and office and/or residential uses on the second and/or third floors (refer to *Figure 12-10.*)

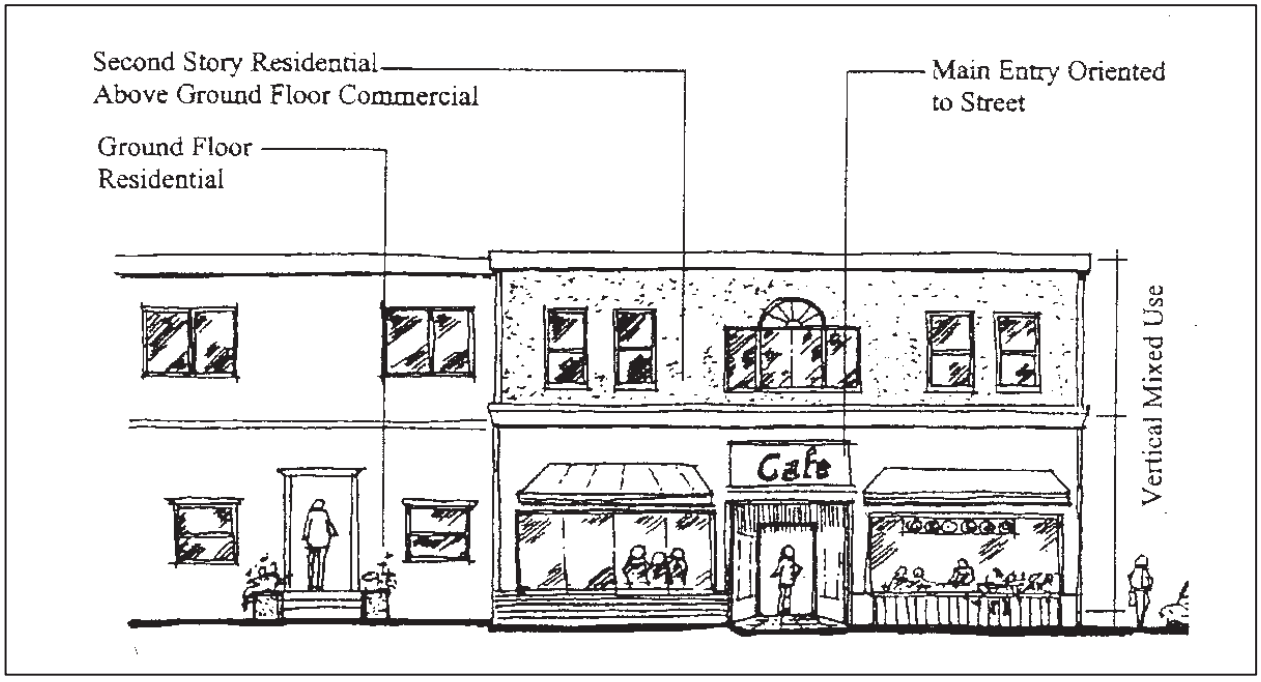

Figure 12-10: Example of Vertical Mixed Use (State of Oregon Transportation and Growth Management Program)

Modal Shift: The percent change in the number of trips made within, or originating from, a specific geographic area during a defined period and using specific transportation methods or "modes," such as cycling, walking, riding public transit, and driving automobiles. For example, a modal shift increase of 15% in bicycle use means

that the number of bicycle trips in an area increased 15% over a previous period.

Multi-Family Dwelling: A dwelling that is part of a structure containing one or more other dwellings, or part of a non-residential use. An example of the latter is a mixed-use development where one or more dwellings are part of a structure that also contains one or more commercial uses (e.g., retail, office). Multi-family dwellings include duplexes, triplexes, fourplexes (buildings under one ownership containing two, three, or four dwellings, respectively, in the same structure), apartments (five or more units under one ownership in a single building), and townhouse development (three or more attached dwellings where no unit is located above another unit. It does not include Granny Flats or Secondary Dwelling Units.

Multi-Generational: Housing, City programs and facilities designed to meet the needs of a broad range of age levels – preschool and school age children, teens, adults, seniors.

Multi-Modal Transportation: Refers to multiple modes of transportation, including, but not limited to pedestrian, bicycle, automobile or transit forms of travel.

Municipal Project: A development project designed, funded, or carried out by the City of Jurupa Valley and described as a "capital project" in the City's Financial Plan.

N

Natural Areas: An area of land largely unaltered by modern human activity, where vegetation is distributed in naturally occurring patterns.

Nitric Oxide (NO): A gaseous compound that may result from combustion or industrial processes. It is a precursor to nitric acid, which contributes to acid rain, and contributes to the depletion of stratospheric ozone.

Nitrogen Dioxide (NO_2): A reddish brown gas that is a byproduct of the combustion process and is a key to the ground-level ozone production process.

Nitrous Oxide (N_2O): A colorless gas that is byproduct of the combustion process and certain industrial process. It has certain industrial and clinical applications and is both a precursor to ground level ozone and a greenhouse gas.

Noise Contour: Areas around a noise source with equal levels of noise exposure. Noise contours are drawn similar to a topographic map.

Noise-Sensitive Use or Sensitive Land Use: A location where people reside or where the presence of unwanted sound could adversely affect land use. Sensitive land uses include schools, hospitals, senior housing and convalescent facilities, residential uses, places of worship, libraries, and passive outdoor recreation areas.

Native Plants: Native plants are those plant species that existed in California before the arrival of European explorers and settlers.

Natural State: Natural state means how a site would be found in nature under climax conditions and not altered appreciably by humans. Providing a natural state on a hillside or creek is to provide plants typical to that resource. Within a creek or wetland, an essentially natural state would allow some non-riparian vegetation [that would not negatively affect that resource] to remain or to be planted.

Neighborhood Commercial: Neighborhood Commercial is a commercial land-use category for businesses, which primarily meet the frequent shopping demands of people who live nearby, such as neighborhood grocery markets and drug stores.

New Development: New development means development projects that require discretionary planning approvals, engineering or building approvals or permits, but excludes single-family house remodeling or additions.

Noise Exposure Contours: Noise exposure contours are lines drawn around a noise source, indicating average levels of noise exposure, as shown in the Noise Element.

Noise Level Reduction (NLR): Noise level reduction, abbreviated "NLR," is the arithmetic difference between the levels of sound outside and inside a building, measured in decibels, also referred to as "noise attenuation." For example, if the sound level outside a house is 70dB and the level inside a room of the house is 45 dB, the NLR is 25 dB (70 – 45 = 25).

Noise-Sensitive Land Use: Noise-sensitive land use means residential land uses; hotels, motels, bed-and-breakfast inns, or hostels; schools; libraries; churches; hospitals and nursing homes; playgrounds and parks; theaters, auditoriums, and music halls; museums; meeting halls and convention facilities; professional offices; and similar uses as determined by the Community Development Director.

Non-Conforming Use: A land use that was lawfully established according to land use requirements that were in effect when the use was initiated.

O

Open Space: A land or water area, which remains in a predominantly natural or undeveloped state, and is generally free of structures. Such lands protect and preserve the community's natural and historical resources, define the urban boundary, and provide visual and physical relief from urban development. Open spaces may consist of small portions of a parcel, such as small wilderness preservation areas, or large tracts of land. Such lands may include farming and grazing; creeks, marshes, watershed and floodplains; scenic resources; plant and animal habitat; historic and archaeological resources; and passive recreation areas.

Outdoor Activity Areas: Outdoor activity areas are patios, decks, balconies, outdoor-eating areas, swimming pool areas, yards of

dwellings, and other areas commonly used for outdoor activities and recreation.

Overlay: A land use designation or zoning designation that modifies the basic underlying land use designation or designations in some specific manner. Typically, the overlay provides additional or optional policies or standards, depending on the individual overlay.

Ozone (O_3): An oxidant, O_3, which at ground level makes up the largest single portion of smog. In the upper atmosphere, the presence of ozone acts as a protectant against harmful ultraviolet rays.

P

Paratransit: Transportation systems such as jitneys, carpooling, van pooling, dial-a-ride services and taxis that serve the specialized needs of groups such as the elderly or handicapped.

Parcel: An area of land defined by boundaries set by the Tax Assessor of the County of Riverside, roughly equivalent to the meaning of a "lot" for development purposes, and consisting of a single lot or contiguous group of recorded, legal lots under single ownership or control.

Park-In-Lieu Fees: Fees charged to sub-dividers in lieu of dedicating real property for parks. Fees are used to defray public costs of providing parks and recreation facilities to serve new residents, as allowed under State law (the Quimby Act).

Parkways: Park areas that provide a transition from one area to another, such as linear parks, landscape areas within public rights-of-way, and parkway arterial streets. A parkway arterial is an arterial street with landscaped medians and roadside areas where the number of cross streets is limited, direct access from fronting properties is discouraged and special street beautification measures are included.

Passive Recreation: Passive recreation means low-intensity recreational activities such as hiking, bird watching, nature photography, trails, individual picnic areas, nature study, viewing stations, interpretive areas, and similar uses.

Passive Recreation Area: A park or an area designed for lower levels of recreational activity, such as hiking, picnicking, nature study and similar activities that generally do not involve active uses such as team sports, playground equipment, or intensive landscape modification.

Passive Solar Energy System: Passive solar energy system (sometimes called a "direct" system) means a design that uses landscape and architectural features to collect and store energy directly, without any external, mechanical, or electrical power source. Such systems are nearly always used for heating or cooling space within a building. Many passive systems work best with some management by the occupant, such as opening windows or closing curtains.



Figure 12-11: Duplex Patio Home (houz buzz.com; American Style)

Patio Home: A patio home describes a type of attached housing, generally located in urban or suburban settings. The term is usually applied to two or more single-family houses sharing at least one wall and often with exterior maintenance and landscaping provided through a homeowners' association fee, *Figure 12-11*.

Peak Hour Traffic: Is the single period during the day when the greatest number of vehicles is using a street.

Pedestrian Path: Pedestrian Path is a walkway reserved for pedestrians that is not along or immediately adjacent to a street.

Practical Alternative: Practical alternative shall mean 1) the project's basic purpose could still be accomplished through either a redesign or a reduction in massing, scale, or density, or 2) if changes are required to the project's design, scale, or density, reasonable use of the subject property could still occur. Reasonable use of the property in the case of new development may include less development then indicated by zoning. In the case of additional development on an already developed site, reasonable development may mean that no additional development is reasonable considering site constraints and the existing development's scale, design, or density.

Prime Agricultural Land: Prime agricultural land means land, which the U.S. Soil Conservation Service considers Class I or Class II. These soils have few or no limitations for growing crops due to slope, depth, texture, drainage, or inherent fertility.

Prime Farmland: Prime farmland is the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It must either be used for producing food or fiber or be available for these uses. It has the soil quality, length of growing season, and moisture supply needed to produce a sustained high yield crops economically when managed properly. Prime farmland commonly has an adequate and dependable supply of moisture from precipitation or irrigation (as defined by the U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of Jurupa Valley, CA, 1984).

Programs: Programs are general plan implementation actions which the City intends to take in pursuit of its goals and policies. Programs typically require the allocation of budget and staff resources to accomplish, and their achievement is measurable.

Proposed Endangered and Threatened Species: Proposed endangered and threatened species are those taxa for which a proposed regulation has been published in the Federal Register, but not a final rule.

Public Utilities: Public Utilities include telephone lines, electrical power lines, cable television, fire protection valves and related plumbing, traffic signal control boxes, and other equipment and facilities that are often placed above ground.

Parkland: The land included in the County of Riverside Regional Parks and Open Space District and the Jurupa Community Service District, Recreation, and Park system, which include public parks,

campgrounds and nature centers, playgrounds, sports fields, trails, open space and other park facilities.

Particulate Matter (PM_{10}): Minute, separate airborne solid or liquid particles including smoke, dust, aerosols, metallic oxides, and pollen.

Paseo: A walkway that allows pedestrians to travel between buildings, linking points of activity, and which are designed to provide a welcoming and aesthetically appealing experience through the use of architectural and landscape elements.



Figure 12-12: Paseo development, Southern California

Peak Hour Traffic: The number of vehicles passing over a designated section of a street during the busiest one-hour peak A.M. and P.M. periods during a 24-hour period.

Peak Water Supply: The supply of water available to meet both domestic water and firefighting needs during the particular season and time of day when domestic water demand on a water system is at its peak.

Policy: A specific statement that guides decision-making. It indicates a commitment of the local legislative body to a particular course of action. A policy is based on and helps implement a general plan's goal or objectives. A policy is carried out by implementation measures. For a policy to be useful as a guide to action, it must be clear and unambiguous. Clear policies are particularly important when it comes to judging whether zoning decisions, subdivisions, public works projects, etc., are consistent with the General Plan.

Pedestrian Experience: The experience had by pedestrians while walking or exploring urban environments. The experience typically includes visual qualities of the streetscape, behaviors of other people, ability to access areas of interest, comfort, traffic density, and sidewalk safety.

Pedestrian Facilities. Facilities that enhance pedestrian experience, including but not limited to clean sidewalks, parkway plantings, street trees, plazas, bus stop signage and benches, trash receptacles (where appropriate), lighting and other features which help improve pedestrian safety, comfort and convenience.

Public View Corridor (also, "Designated Public View Corridor"): A view from a public right-of-way, public facility or other publicly-owned use area which is specifically designated in the General Plan and which provides the public at large with views of the Jurupa Mountains, Pedley Hills, Rubidoux Hills or Santa Ana River and floodplain. Approximate boundaries of a view corridor are identified using a motorists, cyclists, or pedestrians line of vision, and are typically defined or enframed by landforms, structures, and vegetation.

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Q

Quiet Zone: Areas along the railroad where improvements have been made such that trains are not required to sound their horns as they pass. Train engineers still may sound horns at their discretion if they perceive a safety risk.

Quimby Act: Authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act must be used for the acquisition and development of park facilities.

R

RTA: An abbreviation for "Riverside Transit Agency," a regional agency with broad responsibility for transportation program planning and operations, including public transit, Metrolink connections, park 'n ride sharing, funding and grants.

Rare Species: Rare species are plant or animal species not necessarily threatened with extinction, but that occur in such small numbers that they may become endangered if their environment worsens.

Regional Housing Needs Assessment (RHNA): A determination of a locality's housing needs by income category as determined by the local council of government (SCAG for Jurupa Valley) and based on State law, that takes into account various factors such as population growth, employment growth, vacancy rates, housing removals, and concentration of poverty. Since RHNA is based on regional growth projections, the RHNA is considered a city's share of the regional projected housing demand. The RHNA represents a housing construction target to be accommodated by the City's General Plan.

Rehabilitation: The repair, preservation, and or improvement of housing; and for historically designated structures, work done according to standards established by the U.S. Secretary of the Interior and described in the Secretary of the Interior's Standards for the Treatment of Historic Properties and related documents.

Renewable Energy Source: Renewable energy source means a type of energy, which is more or less continuously flowing from source to potential user, such as sunlight, wind, tidal and wave action, growing plants, geologic heat, and difference between temperatures of layers of ocean water. Non-renewable sources include stocks of coal, oil, natural gas, uranium ore, and intermediate sources derived from them.

Restoration: Restoration is the process of returning a resource to a more natural state. Restoration includes planting vegetation native to that area, removing wildlife barriers, removing debris and trash, removing invasive non-native plant species, and other similar activities. It can also refer to changes to an historic building to return it to a more original condition, as defined by standards

established by the U.S. Secretary of the Interior. Restoration is not considered development.

Retrofit: Retrofit means to install a system or devices in an existing building or vehicle.

Riparian Vegetation: Riparian vegetation means vegetation and habitat characteristic of rivers and creeks or their edges.

Remodel, Major: Changes that significantly alter a building's design (e.g., additions that significantly change the footprint of the building, the addition of new stories, new roof design).

Remodel, Minor: Changes that leave the existing building footprint and structure essentially intact, with primarily cosmetic exterior and interior changes (e.g., paint, stucco, enlarged windows, small additions of less than 121 square feet).

Renewable Energy: Any naturally occurring, theoretically inexhaustible source of energy, as biomass, solar, wind, tidal, wave, and hydroelectric power, that is not derived from fossil or nuclear fuel.

Right-of-Way (ROW): The land on which a roadway and/or utilities is located. Highway and utility right-of-ways are owned and maintained by the agency having jurisdiction over that specific roadway or utility.

Riparian Corridor: A habitat and vegetation zone that is associated with the banks and floodplains of a river, creek, stream, or lake (see *Figure 12-8*).

Road Diet: A technique in transportation planning whereby the number of travel lanes in a roadway or its effective width is reduced to beautify the roadway, provide parking, meet multi-modal transportation or provide other system improvements.

Roadway Performance Evaluation: The evaluation of development impacts to roadways from a multimodal perspective. Evaluation measures other than standard automobile traffic levels of service have yet to be developed for the City of Jurupa Valley.

S

Safe Routes to Schools: Pedestrian and bicycle routes that provide safe access to and from schools.

Scenic Resources: Scenic Resources are resources having high aesthetic qualities, such as hills and mountains; creeks and other wetland resources; sensitive habitat and unique resources; and agricultural lands that contain grazing or cropland.

Scenic Roadways: Scenic Roadways are segments of Residential Arterial or Arterial streets, Regional Routes and Highways or Freeway that provide people with views of important scenic resources, as designated in the Conservation and Open Space Element.

Secondary Residential (or Dwelling) Unit: An attached or detached studio or one-room dwelling, with not more than 450 square feet of gross floor area and including permanent provisions for cooking,

sleeping and sanitation. A second residential unit must be located on the same parcel on which the primary dwelling unit is located, pursuant to requirements in Section 17.172.130 of the Zoning Ordinance.

Scenic Corridor: A scenic corridor is a linear segment of major or minor streets, designated to: 1) identify scenic highways and local arterials, 2) describe significant visual linkages between the resources and amenities of Jurupa Valley, and 3) establish objective design and landscaping criteria to maintain quality visual experiences along such corridors through appropriate landscaping, enhancement and protection of public views.

Second Unit: Small, separate living quarters located on the same site as a single-family detached home. A second unit can be rented, but cannot be sold separately from the main house.

Sensitive Habitats: See **Environmentally Sensitive Habitat Areas**

Sensitive Land Uses: See Noise-Sensitive Use.

Sensitive Receptors: Include those segments of the population that are most susceptible to poor air quality, such as children, elderly people, and sick people, as well as sensitive land uses, such as schools, hospitals, parks, and residential communities. Air quality problems intensify when sources of air pollutants and sensitive receptors are located near one another.

Shall vs. Should: When "shall" is used in a policy it indicates that the policy will always be carried out; no exceptions. When "should" is used in a policy, it indicates that the policy will be carried out most of the time, unless the City Council indicates why an exception is warranted.

Significant: Significant means a substantial, or potentially substantial, adverse change in the environment, as defined by the California Environmental Quality Act (CEQA).

Significant Wetland: Means those wetlands that are important because of their uniqueness or because they provide habitat for rare, endangered, or threatened plants or animals.

Single-family Dwelling, Detached: A dwelling occupied or intended for occupancy by only one household, and which is structurally and physically separate from any other such dwelling.

Single Room Occupancy (SRO) Unit: A single-room dwelling, typically 80-250 square feet in floor area, with a sink and a closet, with communal or individual facilities for cooking and sanitation.

Single-Occupant Vehicle: A motor vehicle occupied only by the driver.

Slope Failures: Includes two types, major slide masses such as landslides and minor soil slips like mud or debris flows. Slope failures can occur on natural or manmade slopes. Failures are often the result of interrelated natural hazards, earthquake-induced rock fall, or storm induced mudflows.

Small Residential Care Facility: Small residential care facility means a home for not more than six people who need supervision or help with daily activities.

Solar Access: Solar access means exposure of a solar collector or passive system to the amount and duration of sunlight necessary for the successful operation of the system. As used in this General Plan, "reasonable solar access" means that solar collectors or passive system can be located to receive full, unobstructed sunlight between the hours of 10:00 a.m. and 3:00 p.m. on winter solstice, December 21.

Solar Collector: Solar collector means a device, which transforms sunlight striking it into another form of energy, such as heat, electricity, or chemical potential.

Sound Transmission Class: Sound transmission class, abbreviated "STC," is a single-number rating of the amount of noise reduction provided by a window, door, or other building component. The higher the STC rating, the more effective the component will be in reducing noise. Windows and doors having a minimum STC rating are sometimes required to ensure that a building façade will achieve a minimum Noise Level Reduction (NLR). However, STC ratings cannot be subtracted from exterior noise exposure values to determine interior noise exposure values.

Special Needs: Persons who require reasonable accommodations as defined under the Americans with Disabilities Act, or as otherwise described in the Housing Element.

Specialty Store: Specialty store is one, which offers a limited range of typically small consumer items to a wide market area, such as a shoe store, bookstore, or tobacco shop.

Specific Plan: Specific plan is a document adopted by the City to show land uses, roads, utilities, other public facilities, and development timing in more detail than the general plan, but not so precisely as subdivision maps or construction plans. As provided in Article 8 of the Government Code (Section 65450 et. seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation, which may be necessary or convenient for the systematic implementation of any General Plan element(s). The contents are similar to those of a general plan except they will be more comprehensive with respect to utilities, public facilities, and their funding. If a specific plan essentially provides more detailed policy guidance, it is a "policy" level plan and is adopted by resolution. If it establishes development regulation, it is a "regulatory" specific plan and becomes customized zoning for the affected property, and is adopted by ordinance.

Sphere of Influence (SOI): The probable, ultimate physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Stationary Noise Source: Stationary noise source is any noise source not preempted from local control by Federal or State regulations. Examples of such sources include industrial and commercial

facilities, and vehicle movements on private property (such as parking lots, truck terminals, or auto racetracks).

Storm Water Runoff: Storm water runoff refers to seasonal rainfall flows. It is very noticeable during a heavy rainstorm when large volumes of water drain off paved areas.

Stream: See **Creek.**

Street Right-of-Way: Street Right-of-Way is a strip of land that contains public facilities such as streets and highways (including paved and unpaved shoulders), bike lanes, sidewalks, landscaped areas, and utilities.

Structure: Structure means anything assembled or constructed on the ground, or attached to anything with a foundation on the ground.

Subdivision: The division of a lot, tract, or parcel of land into two or more lots, tracts, parcels, or other divisions of land for sale, development, or lease.

Subsidence: The gradual sinking of land because of natural or fabricated causes.

Sulfur Dioxide: The chemical compound with the formula SO_2. It is a toxic gas with a pungent, irritating smell that is released in various industrial processes.

Sustainability: Sustainability or "Sustainable" means an activity, system, procedure, resource, or material that is used or implemented in a manner that does not compromise the ability of future generations to meet their own needs.

T

Taxa: Taxa refers to any species or subspecies of a bird, mammal, fish, amphibian, reptile, invertebrate, or plant.

Tenure, Housing: The mode or status of residency, whether by renting or owning real property.

Threatened Species: Threatened species are any species likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range as identified by the U.S. Fish and Wildlife Service or the California Department of Fish and Wildlife.

Through Traffic: Through traffic consists of motorists who drive through an area where neither their origin nor their destination is within the area.

Tourist Commercial: Tourist Commercial is a land-use category for businesses, which primarily serve visitors and the traveling public, such as motels, gas stations, and restaurants.

Traffic Reduction Programs: Any activity that promotes use of alternative forms of transportation.

Transitional Housing: Housing provided to homeless persons, abused women or children, or other persons with special housing needs for a temporary period, and generally integrated with other social services and programs including counseling, education, and

training to assist in the transition to self-sufficiency through gaining stable income and permanent housing.

Transportation Noise Source: Transportation noise source means traffic on public roadways, rail line operation, and aircraft in flight. Control of noise from these sources is preempted by federal and state regulations. However, the effects of noise from transportation sources may be controlled by regulating the location and design of land uses affected by transportation noise sources.

Trip: Trip means a person traveling from one place (origin) to another (destination).

Traffic Calming: Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, which may include but are not limited to the following:

- Narrow streets
- Tight turning radii
- Sidewalk bulbouts
- Parking bays
- Textured paving at intersections
- Parkways between sidewalks and streets
- Chicanes
- Speed tables

Transit Oriented Development (TOD): Residential and commercial areas designed to maximize access by public transportation, such as trains and buses. TODs typically have a neighborhood center with a transit station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.

Transportation Demand Management: Application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time.

U

Underutilized Site: A site that has the land area capacity to accommodate additional dwelling unit(s) or non-residential floor area while meeting all General Plan policies and all zoning regulations, including setbacks, building height and lot coverage requirements without the application of variances.

Universal Design: Universal design is the design of products and environments to be usable by all people, to the greatest extent possible without the need for adaptation, specialized equipment, or design.

Unincorporated Area: Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Universal Access: Accessibility to buildings, facilities, and services to both people without disabilities and people with disabilities.

Urban Forest: Collectively refers all of the trees growing within the City of Jurupa Valley. The urban forest can include the trees along streets, within parks and other public spaces, or in the yards of private citizens.

Urban Runoff: Urban runoff can happen anytime of the year when excessive water use from irrigation, car washing, and other sources carries litter, lawn clippings and other urban pollutants into storm drains. Even automobile leading motor oil 20 miles inland can still pollute the ocean.

V

Value: See Community Value.

Vegetative Cover: Collective term for vegetation covering the ground.

Vehicle Trip: A trip made by a vehicle (may equal one or more person-trips).

View: View refers to a person's opportunity to see a scenic or visual resource from a stationary point or a moving vehicle on a major street, as described in the Conservation and Open Space Element.

View Corridor or Public View Corridor: See **Scenic Corridor.**

Viewshed: Viewshed is the area that can be seen from a scenic roadway.

Vista: Same as **View.**

Visually Open Fence: A fence designed to avoid obstructing views.

W

Warehouse Store: Warehouse store is a large retail or wholesale store which sells items primarily in bulk quantities or containers, and which has minimal range of brands and minimal display space that is separate from storage areas.

Wastewater: Is water that has already been used (i.e., for washing, flushing, or in manufacturing), and therefore contains waste products such as sewage or chemical byproducts.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wayfinding: Ways in which people orient themselves in physical space and navigate from place to place. Signage is an obvious wayfinding method. Other methods include continuous landscaping, visible landmarks, distinctive paving/sidewalks, etc.

Wetlands: An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Wildlife Corridor: A wildlife corridor means a creek way, trail, path, culvert, underpass or overpass, open space or other linear feature that provides the conditions necessary to allow wildlife to move

DRAFT

safely through urban areas, or across barriers to wildlife movement such as, but not limited to arterial streets and highways.

Winter Solstice: Winter solstice means the day – usually December 21– when the sun is lowest in the southern sky and the period of daylight is shortest. (The summer solstice is the day when the sun is at its most northern position at noon and the period of daylight is longest. It occurs June 21.)

Wildland Fire: A fire occurring in a suburban or rural area, which contains uncultivated lands, timber, range, watershed, brush, or grasslands. This includes areas where there is a mingling of developed and undeveloped lands.

X

Xeriscape: Landscaping that uses water-conserving, drought-tolerant plant species that are environmentally and horticulturally adapted to local conditions, and which uses design strategies to minimize water use while maintaining an attractive and neat appearance.

Z

Zoning Ordinance: Title 17 of the City of Jurupa Valley Municipal Code, also known as the Riverside County Land Use Ordinance, which has been adopted by the City as amended.

###

Table : Operational Criteria Air Pollutant Emissions – Non Residential Land Use

Source	Pollutant Emissions, lbs/day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Scenario (2016)						
Area	2,812	.11	11	<0.01	.04	.04
Energy	77	702	590	4.2	53	53
Mobile	4,497	14,272	49,152	119	8,242	2,329
Total Emissions	**7,386**	**14,975**	**49,753**	**123**	**8,295**	**2,382**
Buildout Scenario (2035)						
Area	3,683	.13	14	<0.01	.05	.05
Energy	95	861	723	5.2	65	65
Mobile	3,255	7,790	35,705	165	11,135	3,128
Total Emissions	**7,033**	**8,651**	**36,442**	**170**	**11,200**	**3,193**
Net New Emissions	**-353**	**-6,324**	**-13,311**	**47**	**2,905**	**811**

Source: Compiled by LSA Associates, Inc. (August 2016).

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOC = volatile organic compounds

Table : Operational Greenhouse Gas Emissions – Non Residential Land Use

Source	Pollutant Emissions, MT/year					
	Bio-CO_2	NBio- CO_2	Total CO_2	CH_4	N_2O	CO_2e
Existing Scenario (2016)						
Area Sources	0	2.7	2.7	<0.01	0	2.8
Energy Sources	0	494,464	494,464	19	5.9	496,702
Mobile Sources	0	1,288,375	1,288,375	45	0	1,289,311
Waste Sources	25,326	0	25,326	1,497	0	56,756
Water Usage	6,997	90,987	97,985	723	18	118,694
Total Emissions	**32,323**	**1,873,829**	**1,906,152**	**2,283**	**24**	**1,961,467**
Buildout Scenario (2035)						
Area Sources	0	3.5	3.5	<0.01	0	3.7
Energy Sources	0	639,264	639,264	25	7.6	642,137
Mobile Sources	0	1,470,304	1,470,304	33	0	1,470,996
Waste Sources	16,389	0	16,389	969	0	36,729
Water Usage	7,169	96,914	104,084	741	18	125,305
Total Emissions	**23,558**	**2,206,486**	**2,230,045**	**1,767**	**26**	**2,275,171**
Net New Emissions	**-8,765**	**332,657**	**323,893**	**-516**	**2**	**313,704**

Source: Compiled by LSA Associates, Inc. (August 2016).
Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
N_2O = nitrous oxide
NBio-CO_2 = Non-biologically generated CO_2

Table : Operational Criteria Air Pollutant Emissions – Public Uses (2016)

Source	Pollutant Emissions, lbs/day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Scenario						
Area	10,592	.03	2.9	<0.01	.01	.01
Energy	2.0	18	15	.11	1.4	1.4
Mobile	1,962	6,093	21,065	50	3,500	989
Total Existing Emissions	**12,556**	**6,111**	**21,083**	**50**	**3,502**	**991**

Source: Compiled by LSA Associates, Inc. (August 2016).

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides oxides
VOC = volatile organic compounds

Table : Operational Greenhouse Gas Emissions – Public Uses (2016)

Source	Pollutant Emissions, MT/year					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area Sources	0	.68	.68	<0.01	0	.72
Energy Sources	0	59,900	59,900	2.7	.60	60,142
Mobile Sources	0	494,448	494,448	17	0	494,807
Waste Sources	21,395	0	21,395	1,264	0	47,948
Water Usage	1,160	41,508	42,668	121	3.2	46,203
Total Emissions	**22,556**	**595,856**	**618,411**	**1,405**	**3.8**	**649,101**

Source: Compiled by LSA Associates, Inc. (August 2016).

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
N_2O = nitrous oxide
NBio-CO_2 = Non-biologically generated CO_2

Table : Existing Residential Uses - ADT and VMT

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
Apartments High Rise	26,511.57	28,804.68	24,419.61	90,692,257
Apartments Mid Rise	104,260.39	113,278.36	96,033.47	356,659,754
Single Family Housing	123,175.47	129,739.68	112,878.67	419,087,176
Total	**253,947.44**	**271,822.72**	**233,331.75**	**866,439,187**

Source: CalEEMod Version 2013.2.2

Table : Residential Uses (2035) - ADT and VMT

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
Apartments High Rise	46,110.23	50,098.52	42,471.79	157,736,445
Apartments Mid Rise	159,669.11	173,479.64	147,070.03	546,204,993
Single Family Housing	139,989.96	147,450.24	128,287.56	476,296,108
Total	**345,769.30**	**371,028.40**	**317,829.38**	**1,180,237,546**

Source: CalEEMod Version 2013.2.2

Table : Existing Commercial Uses- ADT and VMT

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
General Heavy Industry	15,635.86	15,635.86	15,635.86	69,239,949
General Light Industry	455,984.52	86,355.75	44,486.29	1,525,076,365
General Office Building	7,311.43	1,573.85	650.79	17,847,671
Office Park	231,794.23	33,287.44	15,425.89	582,906,346
Strip Mall	473,600.02	449,236.12	218,313.37	825,060,234
Total	**1,184,326.07**	**586,088.97**	**294,512.20**	**3,020,130,565**

Source: CalEEMod Version 2013.2.2

Table : Commercial Uses (2035) - ADT and VMT

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
General Heavy Industry	20,471.03	20,471.03	20,471.03	90,651,379
General Light Industry	546,904.54	103,574.46	53,356.54	1,829,165,603
General Office Building	10,870.06	2,339.88	967.54	26,534,592
Office Park	356,675.38	51,221.33	23,736.72	896,952,100
Strip Mall	729,894.11	692,345.41	336,456.15	1,271,551,184
Total	**1,664,815.11**	**869,952.10**	**434,987.98**	**4,114,854,859**

Source: CalEEMod Version 2013.2.2

Table : Public Uses Existing - ADT and VMT

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
City Park	8,711.45	8,711.45	8,711.45	25,067,550
Government (Civic Center)	513,967	0	0	1,133,712,253
Other Asphalt Surfaces	0	0	0	0
Other Non-Asphalt Surfaces	0	0	0	0
Total	**522,678.45**	**8,711.45**	**8,711.45**	**1,158,779,803**

Source: CalEEMod Version 2013.2.2

City of Jurupa Valley

				wrcog	
Reducions from State					
SR-1	RPS (50% renewables by 2030)	**37,171**	MT CO2e	434606.00	
	Residential	10,408			
	Non-Residental	26,763			
SR-2	2016 Title 24 updates	**3,332**		30,923	2016 standard are 26% more efficient than 2013
	Residential	933			
	Non-Residental	2,399			
SR-6	Pavely 2 and LCFS	**93,700**		1,095,555	
SR-14	SBX-7X Water Consv.	**7,091**			
	Residential	680			
	Non-Residental	6,411			
WASTE	75% reduction by 2020	**67,668**			
	Residential	12,574			
	Non-Residental	55,094			
State and Federal Subtotal		**208,962.19**			
Regional Reducitons associated with WRCOG Administered Programs					
SR-3	HERO Residental Program	6,128		71649	
SR-4	HERO Commercial Program	862		10079	
SR-5	Utilitiy Programs	673		7873	
SR-8	Experss lanes	5,206		60864	
SR-9	Congestion Pricing	278		3246	
SR-10	Telecommuting	3,470		40576	
SR-11	Goods Movement	1,940		22688	
SR-12	EV Infrastructure Plan	6,941		81152	
SR-13	Const debri recycling	306		3574	
Regional Subtotal		**25,804**			

State & Regional

Area Sources	--
Energy	48,166
Waste	67,974
Water	7,091
Transportation	111,534
	234,766

Local

Area Sources	14,663
Energy	760
Waste	--
Water	--
Transportation	12,232
	27,656

Local Measures			**Participating cities w/ CJV**	
E-2	LED Traffic & st. Lights	728	4895	11,000 kWh/year in savings from Streetlights subsector of Local Government GHG Inventory. 3 participants (Banning, Jurupa Valley, Riverside) 3353925 14.88%
E-3	Shade Trees	32	47	2,150 new shade trees by 2020. 2 participants (Eastvale, Jurupa Valley) 736425 67.76%
T-1	Bike Paths on all streets	2,116	13350	10% increase in bicycle lane mileage from baseline levels. 10 participants (Banning, Canyon Lake, Eastvale, Hemet, Jurupa Valley, Norco, Perris, San Jacinto, Temecula, Wildomar 3147650 15.85%
T-2	Bike Parking	548	6152	11 participants (Calimesa, Canyon Lake, Eastvale, Hemet, Jurupa Valley, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar 5596975 8.92%
T-3	End of trip facilities	175	391	3 participants (Banning, Jurupa Valley, Perris 1116350 44.70%
T-4	TDM	227	1831	5 participants (Eastvale, Hemet, Jurupa Valley, Norco, Riverside 4021275 12.41%
T-5	Transit Service Expansion	122	380	Work with RTA to increase fixed-route service miles by 5% by 2020. 4 participants. (Banning, Jurupa Valley, Temecula, Wildomar) 1556275 32.06%
T-6	Transit Frequency Expansion	496	1784	increase fixed-route service frequency by 5% over 2010. 5 participants (Banning, Jurupa Valley, Norco, Temecula, Wildomar 1793700 27.82%
T-7	Traffic Signal Coordination	3,350	6151	additional 10% of arterial roads. 3 participants (Eastvale, Jurupa Valley, Wildomar 916350 54.46%
T-8	Density	220	803	5% increase in community-wide household and employment density. 6 participants (Eastvale, Hemet, Jurupa Valley, Norco, San Jacinto, Wildomar) 1821125 27.40%
T-9	Mixed Use	1,285	1897	25% jobs/housing ratio improvement. 2 participants (Eastvale, Jurupa Valley) 736425 67.76%
T-11	Pedestrian Only Areas	233	1065	6 participants (Banning, Hemet, Jurupa Valley, Norco, San Jacinto, Temecula) 2281125 21.88%
T-12	Limit Parking Requirements	3,459	6093	2 participants (Jurupa Valley, Perris) 878925 56.77%
Area-1	No Hearths	14,448		
Area-2	Electrical Equipment	215		
Local Subtotal		**27,656**		

TOTAL REDUCTIONS	**262,422**	

		Sector emissions after Redu		BAU	SAVINGS
AREA	Electric landscape Equip	4	comm	4	
		15,020.76	res	15236	**215**
	No hearths	4	comm	4	

	Riverside	Temecula	CJV	Hemet	Perris	Norco	San Jacinto	Banning	Eastvale	Wildomar	Calimesa	Canyon Lake	TOTAL	Actual Total
	2617500	639925	499000	429925	379925	237425	237425	237425	237425	179925	69250	69250	5834400	5,834,400
	44.86%	10.97%	8.55%	7.37%	6.51%	4.07%	4.07%	4.07%	4.07%	3.08%	1.19%	1.19%		

		787.8773	res	15236	**14,448**
				TOTAL	**14,663**
	new construction (50,000 sq ft) 2 EV charger spots in parking lot				
WATER	Water 20% reduction	25643.9355	comm	32055	6411.0645
		2720.6402	res	3401	680.3598
				TOTAL	**7,091**
WASTE	75% reduction	18,364.56	comm	73,458.24	55,093.68
		4,191.43	res	16,766	12,574.28
				TOTAL	**67,668**

2035 BAU

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Residential Uses		
Area Sources	15,236	1.56%
Residential Energy	72,821	7.43%
Waste Sources	16,766	1.71%
Water Sources	3,401	0.35%
Sub-Total	**108,224**	**11.05%**
Non-Residential Uses		
Area Sources	4	<0.01%
Energy Sources	187,303	19.12%
Waste Sources	73,458	7.50%
Water Sources	32,055	3.27%
Sub-Total	**292,820**	**29.90%**
Transportation		
On-Road Transportation	578,396	59.05%
Sub-Total	578,396	59.05%
Total Emissions	**979,440**	100%

Service Population		
Residents	126,000	71.80%
Gross Employment	53,500	30.50%
Employees that live in CJV	-3,962	2.30%
Net Employment	49,558	28.20%
Service Population	**175,538**	100%

Emissions per SP	**5.58 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**Yes**

5.5796462

2035 ABAU (state)

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Residential Uses		
Area Sources	15,236	1.98%
Residential Energy	61,480	7.98%
Waste Sources	4,191	0.54%
Water Sources	2,721	0.35%
Sub-Total	**83,628**	**10.85%**
Non-Residential Uses		
Area Sources	4	<0.01%
Energy Sources	158,141	20.53%

ABAU (State and Regional)

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Area Sources	15,240	2.05%
Energy	211,958	28.46%
Waste	22,250	2.99%
Water	28,365	3.81%
Transportation	466,862	62.69%
Total Emissions	**744,674**	100%

Emissions per SP	**4.24 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**

4.242239

Waste Sources	18,365	2.38%
Water Sources	25,644	3.33%
Sub-Total	**202,153**	**26.24%**
Transportation		
On-Road Transportation	484,696	62.91%
Sub-Total	484,696	62.91%
Total Emissions	**770,478**	100%

Service Population		
Residents	126,000	71.80%
Gross Employment	53,500	30.50%
Employees that live in CJV	-3,962	2.30%
Net Employment	49,558	28.20%
Service Population	**175,538**	100%

Emissions per SP	**4.39 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**Yes**

4.3892362

Significant? **Yes**

2035 ABAU & Local/Regional Reductions

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Area Sources	577	0.08%
Energy	211,198	29.45%
Waste	22,250	3.10%
Water	28,365	3.96%
Transportation	454,629	63.41%
Total Emissions	**717,018**	100%

Service Population		
Residents	126,000	71.80%
Gross Employment	53,500	30.50%
Employees that live in CJV	-3,962	2.30%
Net Employment	49,558	28.20%
Service Population	**175,538**	100%

Emissions per SP	**4.08 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**No**

4.0846907

City of Jurupa Valley

				wrcog
Reducions from State				
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	Residential	10,408		
	Non-Residental	26,763		
SR-2	2016 Title 24 updates	**3,332**		30,923
	Residential	933		
	Non-Residental	2,399		
SR-6	Pavely 2 and LCFS	**93,700**		1,095,555
SR-14	SBX-7X Water Consv.	**7,091**		
	Residential	680		
	Non-Residental	6,411		
WASTE	75% reduction by 2020	**67,668**		
	Residential	12,574		
	Non-Residental	55,094		
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			Participating cities w/ CJV
Local Measures			
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T-8	Density	220		803
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T-11	Pedestrian Only Areas	233		1065
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	TOTAL REDUCTIONS	**262,422**

		Sector emissions after Redu		BAU
AREA	Electric landscape Equip	4	comm	4
		15,020.76	res	15236
	No hearths	4	comm	4
		787.8773	res	15236
				TOTAL
	new construction (50,000 sq ft)			
	2 EV charger spots in parking lot			
WATER	Water 20% reduction	25643.9355	comm	32055
		2720.6402	res	3401
				TOTAL
WASTE	75% reduction	18,364.56	comm	73,458.24
		4,191.43	res	16,766
				TOTAL

2035 BAU

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Residential Uses		
Area Sources	15,236	1.56%
Residential Energy	72,821	7.43%
Waste Sources	16,766	1.71%
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Area Sources	4	<0.01%
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Transportation		
On-Road Transportation	578,396	59.05%
Sub-Total	578,396	59.05%
Total Emissions	**979,440**	100%

Service Population		
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Net Employment	49,558	28.20%
Service Population	**175,538**	100%

Emissions per SP	**5.58 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**Yes**

5.5796462

2035 ABAU (state)

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Residential Uses		
Area Sources	15,236	1.98%
Residential Energy	61,480	7.98%
Waste Sources	4,191	0.54%
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Area Sources	4	<0.01%
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Transportation		
On-Road Transportation	484,696	62.91%
Sub-Total	484,696	62.91%
Total Emissions	**770,478**	100%

Service Population		
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ABAU (State an

Land Use/Activity
Area Sources
Energy
Waste
Water
Transportation
Total Emissions
Emissions per SP
SCAQMD Threshold
Significant?

Emissions per SP	**4.39 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**Yes**

4.3892362

2035 ABAU & Local/Regional Reductions

Land Use/Activity	**Pollutant Emissions, MT/year**	
	CO_2e	**Percent of total**
Area Sources	577	0.08%
Energy	211,198	29.45%
Waste	22,250	3.10%
Water	28,365	3.96%
Transportation	454,629	63.41%
Total Emissions	**717,018**	100%

Service Population		
Residents	126,000	71.80%
Gross Employment	53,500	30.50%
Employees that live in CJV	-3,962	2.30%
Net Employment	49,558	28.20%
Service Population	**175,538**	100%

Emissions per SP	**4.08 Co_2e/SP/Yr**
SCAQMD Threshold	**4.1 Co_2e/SP/Yr**
Significant?	**No**

4.0846907

Riverside	Temecula	CJV	Hemet	Perris	Norco
2617500	639925	499000	429925	379925	237425
44.86%	10.97%	8.55%	7.37%	6.51%	4.07%

2016 standard are 26% more efficient than 2013

State & Regional

Area Sources	--
Energy	48,166
Waste	67,974
Water	7,091
Transportation	111,534
	234,766

Local

Area Sources	14,663
Energy	760
Waste	--
Water	--
Transportation	12,232
	27,656

11,000 kWh/year in savings from Streetlights subsector of Local Government GHG Inventory. 3			
2,150 new shade trees by 2020. 2 participants (Eastvale, Jurupa Valley)	736425		
10% increase in bicycle lane mileage from baseline levels. 10 participants (Banning, Canyon Lak			
11 participants (Calimesa, Canyon Lake, Eastvale, Hemet, Jurupa Valley, Norco, Perris, Riversid			
3 participants (Banning, Jurupa Valley, Perris	1116350	44.70%	
5 participants (Eastvale, Hemet, Jurupa Valley, Norco, Riverside	4021275	12.41%	
Work with RTA to increase fixed-route service miles by 5% by 2020. 4 participants. (Banning, Ju			
increase fixed-route service frequency by 5% over 2010. 5 participants (Banning, Jurupa Valley			
additional 10% of arterial roads. 3 participants (Eastvale, Jurupa Valley, Wildomar			

5% increase in community-wide household and employment density. 6 participants (Eastvale,			
25% jobs/housing ratio improvement. 2 participants (Eastvale, Jurupa Valley)			736425
6 participants (Banning, Hemet, Jurupa Valley, Norco, San Jacinto, Temecula)			2281125
2 participants (Jurupa Valley, Perris)	878925	56.77%	

SAVINGS
215
14,448
14,663
6411.0645
680.3598
7,091
55,093.68
12,574.28
67,668

d Regional)

Pollutant Emissions, MT/year	
CO_2e	**Percent of total**
15,240	2.05%
211,958	28.46%
22,250	2.99%
28,365	3.81%
466,862	62.69%
744,674	100%

4.24 Co_2e/SP/Yr	4.242239
4.1 Co_2e/SP/Yr	
Yes	

San Jacinto	Banning	Eastvale	Wildomar	Calimesa	Canyon Lake	TOTAL	Actual Total
237425	237425	237425	179925	69250	69250	5834400	5,834,400
4.07%	4.07%	4.07%	3.08%	1.19%	1.19%		

3 participants (Banning, Jurupa Valley, Riverside)	3353925	14.88%		
67.76%				
ke, Eastvale, Hemet, Jurupa Valley, Norco, Perris, San Jacinto, Temecula, Wildomar			3147650	15.85%
e, San Jacinto, Temecula, Wildomar	5596975	8.92%		
urupa Valley, Temecula, Wildomar)	1556275	32.06%		
, Norco, Temecula, Wildomar	1793700	27.82%		
916350	54.46%			

Hemet, Jurupa Valley, Norco, San Jacinto, Wildomar) 1821125 27.40%

67.76%

21.88%

[redacted]









WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS

SUBREGIONAL CLIMATE ACTION PLAN

FINAL REPORT
SEPTEMBER 2014

Western Riverside County CLIMATE ACTION PLAN

WRCOG WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS

A Letter to the Subregion

It is a pleasure to present the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan, the result of over three years of collaborative efforts among community leaders, industry experts, renowned scientists and consultants, and local governments. This plan describes the effects climate change could have on our subregion and suggests ways we can work together to address these challenges and reduce our collective carbon footprint while concurrently growing the economy and improving community livability and public health.

In 2012, WRCOG made a commitment to achieve a sustainable quality of life by adopting a Sustainability Framework for Western Riverside County. The Framework is a blueprint that serves as a beginning point to establish, implement, and continuously refine a subregional sustainability plan for jurisdictions within WRCOG. The Framework presents a practical, integrated approach to sustainability which consists of six core components: Economic Development, Education, Health, Transportation, Water and Wastewater, and Energy and the Environment. WRCOG continues to demonstrate leadership in implementing programs that are environmentally, economically, and socially beneficial to the subregion including innovative award winning programs such as the HERO Program—an energy efficiency and water conservation financing program, the Transportation Uniform Mitigation Fee (TUMF), the Western Riverside Energy Leader Partnership (WRELP), and the Western Riverside County Clean Cities Coalition.

We believe our efforts demonstrate that implementing sustainable practices creates green jobs and a better economy, and makes our subregion a cleaner, safer, more enjoyable place to live. As you will notice in this report, some of the steps we need to take, such as investing in transportation infrastructure, require the involvement of the state and federal government. But many other important, and simple, steps can be achieved at the local level, such as driving less and walking more, using energy-efficient light bulbs, or turning down the thermostat a few degrees in the winter.

This Climate Action Plan provides a roadmap—a set of ideas—to help expand on our successes to slow the effects of climate change. It's no secret that this will require an enormous amount of hard work and cooperation. It will require the commitment of not only government, but of communities, individuals and businesses in our subregion. Our goal is to make WRCOG a vibrant example of how a subregion can collaborate to achieve climate protection goals and, as a result, enhance quality of life for all its residents and businesses. We are confident that if we can embrace this common challenge with creativity and commitment, WRCOG and its member jurisdictions will continue to lead the effort toward a sustainable future.

Sincerely,



Rick Bishop
Executive Director

Acknowledgements

The preparation of the Subregional Climate Action Plan was funded by a Sustainable Communities Planning Grant through California's Strategic Growth Council. The Strategic Growth Council, created in September 2008 by Senate Bill 732, is a cabinet level committee that is tasked with coordinating the activities of member state agencies to improve air and water quality, improve natural resource protection, meet the goals of the California Global Warming Solution Act of 2006, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. The Sustainable Communities Planning Grant Program is funded by The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84).

We would like to especially thank the WRCOG Planning Directors' Technical Advisory Committee for their leadership and passion for the project and the communities of Western Riverside County.

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Deanna Elliano, Vice-Chair, City of Hemet

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Acronyms

AB – Assembly Bill

AR4 – Fourth Assessment Report

AFV – Alternative Fuel Vehicle

ARRA – American Recovery and Reinvestment Act

BAU – Business-as-Usual

BEU – Banning Electric Utility

BTA – Bicycle Transportation Account

CALGreen – California Green Building Standards Code

CAP – Climate Action Plan

CAPCOA – California Air Pollution Control Officers Association

CARB – California Air Resources Board

CAT – Climate Action Team

CEC – California Energy Commission

CEESP – California Long-Term Energy Efficiency Strategic Plan

CEQA – California Environmental Quality Act

CESA – California Endangered Species Act

CH_4 – Methane

CIP – Capital Improvement Plan

CO_2 – Carbon Dioxide

CO_2e – Carbon Dioxide Equivalents

EAP – Energy Action Plan

EGPR – Environmental Goals and Policy Report

EIR – Environmental Impact Report

ESA – U.S. Endangered Species Act

EO – Executive Order

FHA – Federal Housing Administration

GHG – Greenhouse Gas

GWP – Global Warming Potential

HFCs – Hydroflourocarbons

IPCC – International Panel on Climate Change

LGO – Local Government Operations

MAP-21 – Moving Ahead for Progress in the 21st Century

MPO – Metropolitan Planning Organization

MSHCP – Multiple Species Habitat Conservation Plan

MT – Metric Ton

N_2O – Nitrous Oxide

OPR – Office of Planning and Research

PACE – Property Assessed Clean Energy

PD TAC – Planning Directors' Technical Advisory Committee

PFCs – Perfluorocarbons

RCA – Regional Conservation Authority

RCHC – Riverside County Health Coalition

RCTC – Riverside County Transportation Commission

RPU – Riverside Public Utilities

RTA – Riverside Transit Agency

RTP – Regional Transportation Plan

SAFETEA-LU – Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAR – Second Assessment Report

SB – Senate Bill

SCAG – Southern California Association of Governments

SCE – Southern California Edison

SCG – Southern California Gas Company

SCS – Sustainable Communities Strategy

SGC – Strategic Growth Council

SF_6 – Sulfur Hexafluoride

TAR – Third Assessment Report

TUMF – Transportation Uniform Mitigation Fee

VMT – Vehicle Miles Traveled

WRCOG – Western Riverside Council of Governments

WRELP – Western Riverside Energy Leader Partnership



Executive Summary

Climate change is occurring and needs to be addressed to successfully prepare for a sustainable future in which residents are healthy, businesses thrive, and communities prosper. The Western Riverside Council of Governments (WRCOG) tactic to mitigating climate change is to take a unified, collaborative approach and develop this Subregional Climate Action Plan (CAP). The objectives are to create more livable, equitable, and economically vibrant communities. By using energy more efficiently, harnessing renewable energy to power our buildings, enhancing access to sustainable transportation modes, recycling our waste, conserving water, and building local food systems, we can keep dollars in our local economy, create new green jobs, and improve public health and community quality of life. By integrating these elements, the WRCOG Subregional CAP will:

- **Create Local Jobs:** The technologies, products and services required for the shift to a low-carbon future can be provided by employers in our communities. Dollars currently spent on fossil fuels will no longer leave our economy. They will stay here to pay for home insulation; lighting retrofits; solar panels; bicycles; and engineering, design, and construction of more sustainable communities. WRCOG's adopted Sustainability Framework prioritizes sustainability as a key economic engine of the subregion, and our HERO financing program is a prime example of our success. HERO has created more than 1,700 jobs since its inception in 2011.

- **Promote Healthier Communities:** Walkable and bikeable neighborhoods, fresh foods, and clean air provide healthier, more active lifestyle options for our residents. Healthy communities are areas where public health and climate action policy priorities intersect, creating new active transportation and living options, enhancing access to nutritious foods, and improving our quality of life and environment.

- **Become More Energy Self-Sufficient:** Actions in this CAP will help reduce our reliance on fossil fuels. As energy prices continue to increase and supplies become more uncertain, reduced reliance on volatile oil supplies will diminish risks faced by everyone.

- **Enhance Social Equity:** Disparities among residents can be reduced by ensuring that communities most vulnerable to climate change effects are given priority for green jobs, healthy local food, energy-efficient homes and affordable, efficient transportation. We can also improve equity by ensuring that these communities are enabled to implement the CAP in a meaningful and engaging way.

- **Reduce Emissions, Improve Air Quality, and Protect Natural Systems:** Reducing GHG emissions from major sources helps protect and improve the air we breathe and the environment in which we live. Sustaining the values and functions of our habitat is an essential strategy that can simultaneously reduce emissions, sequester carbon and strengthen our ability to adapt to a changing climate. Healthy watersheds and ecosystems are an integral part of a sustainable Western Riverside County.

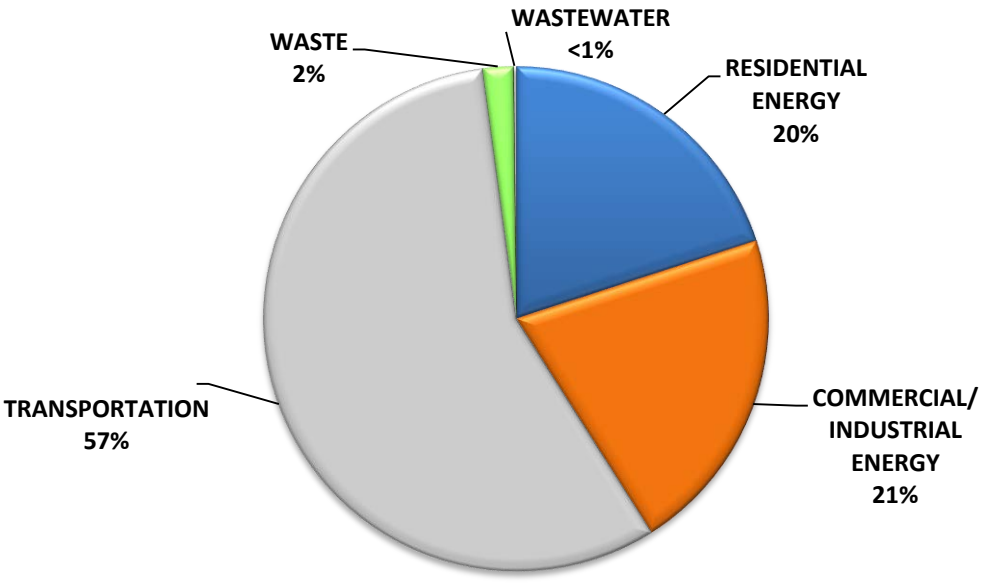
- **Save Money:** Using less energy in our homes, buildings and vehicles means lower energy and transportation bills for residents, business and government. Residents and local governments can also realize health-care cost savings inherent to a healthier, more active community.

Twelve cities in our subregion have joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

MEASURING OUR EMISSIONS

To ensure that the subregion stays on course to meet its greenhouse gas (GHG) reduction target, it is necessary to track our progress by conducting regular, community-wide GHG emissions inventories. It helps to think of an inventory as a "snapshot" of our subregion's GHG emissions for a given year. An inventory identifies the major sources and quantity of GHG emissions produced by residents, businesses, and public institutions. In 2010, Subregional CAP cities emitted approximately 5,834,400 metric tons of GHG emissions. Figure ES-1 below illustrates these emissions by source.

Figure ES-1: Baseline Greenhouse Gas Emissions by Source



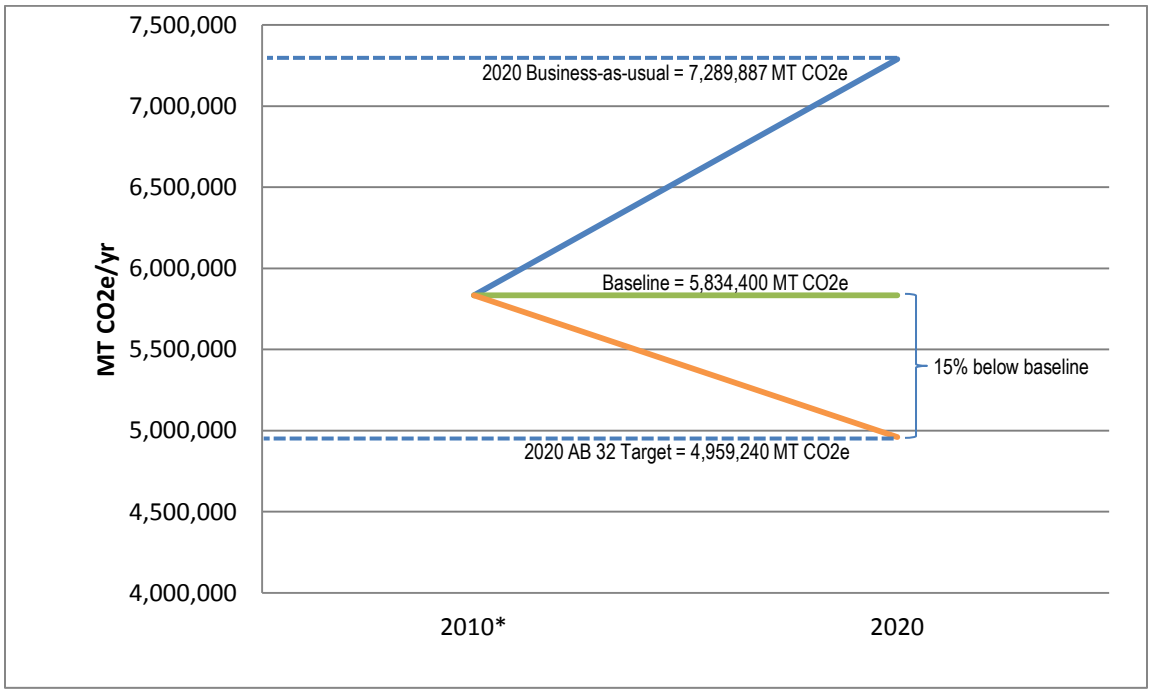
The inventory reflects the emissions that result from motor vehicles driven, electricity and natural gas consumed, waste generated, water consumed, and wastewater treated within participating

jurisdictions' limits. It provides a useful tool to track community and local government emissions over time, and to target climate protection strategies to address the main emissions sources.

REDUCING OUR EMISSIONS

WRCOG's subregional emissions reduction targets are 15% below 2010 levels by 2020, and 49% below 2010 levels by 2035. This plan focuses on feasible actions Western Riverside County communities can and should take between now and 2020, as well as innovative approaches currently beyond our current reach that will be needed to achieve the 2035 target. Based on forecasted emissions levels, a 15% reduction from 2010 levels equates to a GHG emissions reduction of nearly 2,330,647 metric tons below business-as-usual (BAU) conditions by 2020, as shown in Figure ES-2. This CAP identifies objectives and actions in four categories to set the subregion on a path to meet our 2020 GHG emission target.

Figure ES-2: WRCOG Subregion–Community GHG Business as Usual Forecasts and Reduction Target for 2020



*2010 is used as baseline year for all jurisdictions except for the cities of Eastvale and Jurupa Valley, as noted in Chapter 2.

TAKING ACTION

This CAP includes feasible strategies that will help the WRCOG subregion advance toward GHG emissions reduction goals, while affording our communities other economic and environmental benefits. The Plan builds upon existing successes and encompasses a range of strategies from expanding the successful HERO program, to increasing residential and business recycling, to reducing vehicle miles traveled, and increasing energy efficiency. It offers cost-effective strategies that will support our local economy; reduce risks for energy and fuel price increases and volatility; and offer a wide range of other

environmental, social, and economic benefits. Actions that reduce GHG emissions also support other local community goals and contribute to sustaining the WRCOG subregion as a vibrant community.

The CAP contains GHG reduction measures organized into four primary sectors, as follows:



ENERGY

- Energy measures will increase community-wide building and equipment efficiency and renewable energy use, and promote energy efficiency and renewable energy generation throughout our communities, supporting municipal operations.



TRANSPORTATION AND LAND USE

- Transportation and land use measures will reduce single-occupancy vehicle travel, increase non-motorized travel, improve public transit access, increase motor vehicle efficiency, and promote sustainable growth patterns.



SOLID WASTE

- Solid waste measures will reduce community and municipal solid waste sent to landfills.



WATER

- Water measures will increase community water conservation and reduce water consumed to support municipal operations in our communities.

If fully implemented, the CAP will exceed our 2020 goal by 2.1%, achieving an overall 17.1% reduction in GHG emissions by 2020. Annual progress reports will allow the Plan to evolve along with local budget priorities, carbon markets, and technology.

REALIZING OUR GOALS

While measuring GHG emissions, establishing reduction targets, and developing a CAP are essential steps, the most important work lies ahead: **Implementation.**

Turning this plan into action rests on more than just good ideas and intentions. It requires residents, businesses, municipal governments, and other institutions in our communities to rise to the challenge of change. Infrastructure, technology, workforce development, and our daily decisions must reflect these goals.

The CAP recommends strategies to support individuals' and businesses' efforts to consume less energy, move more efficiently, and produce less waste. Implementing the plan will, for example, increase access to public transit and make it safer to commute by foot or bicycle, provide incentives to make homes and businesses more energy efficient, and increase the convenience of recycling and composting waste.

WRCOG is committed to leading the region toward a more sustainable future by realizing the goals set forth in this plan. How can ***you*** contribute?

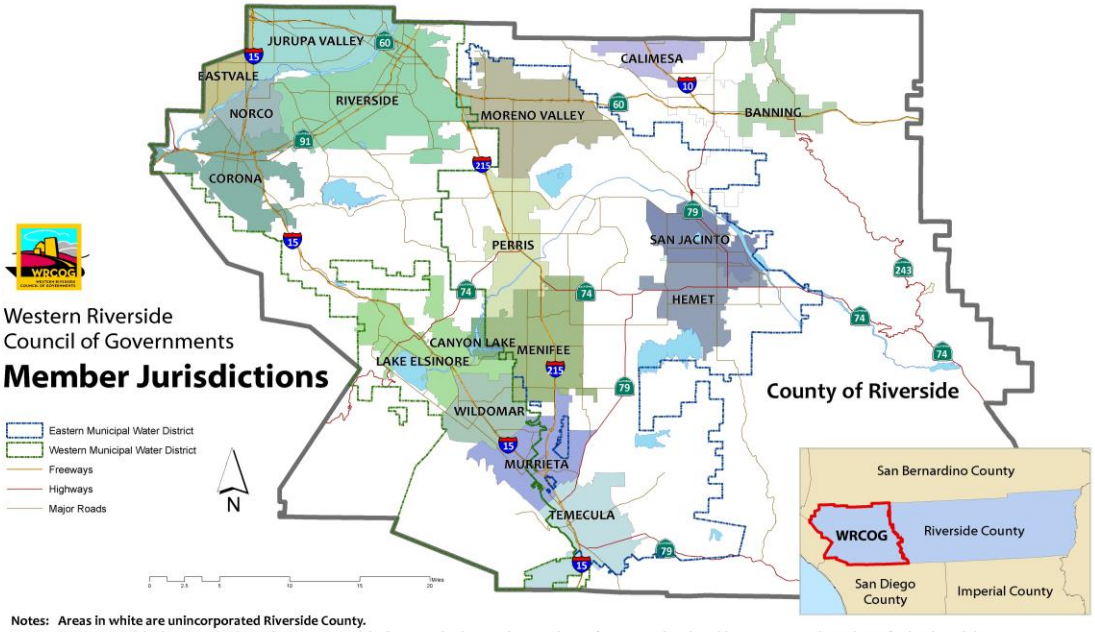


Chapter 1
Introduction

PURPOSE

The Western Riverside Council of Governments (WRCOG) has a strong legacy of collaboration among its member agencies (see **Figure 1-1**) and innovation in implementing programs that are environmentally, economically, and socially beneficial to the subregion. WRCOG has been a leader in promoting sustainability through its adopted Sustainability Framework, Western Riverside Energy Leader Partnership (WRELP), HERO Program—an energy efficiency and water conservation financing program, and Western Riverside County Clean Cities Coalition. This Climate Action Plan (CAP) is another innovative subregional planning effort, led by WRCOG, to reduce **greenhouse gas (GHG) emissions**.

Figure 1-1: WRCOG Subregion



Notes: Areas in white are unincorporated Riverside County.
Eastern Municipal Water District and Western Municipal Water District are also members of WRCOG. The Riverside County Superintendent of Schools and the Morongo Band of Mission Indians are ex-oficio members.

Western Riverside County is establishing itself as a leader in energy efficiency and sustainability efforts and each of WRCOG's member jurisdictions are addressing climate change through different local programs. Twelve cities in Western Riverside County have joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). Several jurisdictions in the WRCOG subregion have already adopted a local CAP, or are in the process of doing so. **Table 1-1** below illustrates which jurisdictions are participating in this Subregional CAP effort, and also lists additional sustainability programs that jurisdictions participate in relevant to the subregional CAP. The WRELP Program is a collaboration between WRCOG Southern California Edison (SCE), and the Southern California Gas Company (SCG), which includes the development of Energy Action Plans for 11 communities. Several jurisdictions are participating in separate partnership efforts with SCE, also targeting energy efficiency. Four of WRCOG's member jurisdictions have municipally-owned utilities, which provide energy and/or water and wastewater services to their communities and pursue individual efficiency and sustainability efforts.

Table 1-1: WRCOG Member Participation in Sustainability Programs

	Participating in Subregional CAP	Locally Adopted, or In-Progress CAP	Participating in WRELP Energy Action Plan	Participating in other SCE Partnership	Municipally-Owned Utility
Banning	✓				✓
Calimesa	✓		✓		
Canyon Lake	✓		✓		
Corona		✓		✓	✓
Eastvale	✓				
Hemet	✓		✓		
Jurupa Valley	✓				
Lake Elsinore		✓	✓		
Menifee		✓	✓		
Moreno Valley		✓		✓	✓
Murrieta		✓	✓		
Norco	✓		✓		
Perris	✓		✓		
Riverside	✓				✓
San Jacinto	✓		✓		
Temecula	✓		✓		
Wildomar	✓		✓		
County of Riverside		✓			

AB 32 directs California to reduce statewide GHG emissions to 1990 levels by 2020. To achieve these reductions, the California Air Resources Board (CARB) recommends that local governments target their 2020 emissions at 15% below "current"[1] levels, consistent with the statewide commitment, to account for emissions growth that has occurred since 1990. Several initiatives at the state level will help the subregion reduce GHG emissions, but they alone will not be sufficient to meet the 2020 target. This CAP provides a roadmap for individual communities in the subregion to reduce GHG emissions through local actions.

The release of GHGs into the atmosphere is the direct and indirect result of everyday activities as residents and businesses use energy in their homes and offices, travel to work, generate waste, and use water. Local governments also emit GHGs as they perform essential services and operate buildings, vehicles, street lights, traffic signals, water systems, and wastewater plants. Strategies in this CAP to reduce such emissions include increasing energy efficiency in buildings and facilities, utilizing renewable energy sources, increasing vehicle fuel efficiency, supporting alternative modes of transportation, reducing waste generation, and reducing water consumption. In addition to addressing climate change, reducing GHG emissions often provides co-benefits such as reducing energy and transportation costs for residents, businesses, and local governments; creating green jobs and supporting advancement of green technologies and industries; improving air quality and the overall health of residents; and making the community a more attractive place to live and locate a business.

The WRCOG Subregional CAP is the result of an analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and of applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The resulting GHG reduction measures were chosen by the subregion based on their GHG-reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation. The level of implementation of each measure was determined by each community; however, this CAP presents the results collectively, demonstrating the collaborative effort and partnership that will facilitate implementation.

This CAP is organized into four chapters:

- **Chapter 1, Introduction:** provides the framework for the CAP, places the CAP in the context of current climate change science and policy, describes existing regional and local sustainability efforts and accomplishments, and discusses the CAP's relationship to the California Environmental Quality Act (CEQA).
- **Chapter 2, Emissions Inventory, Projections, and Goals:** describes the emissions inventory process and results, forecasted business-as-usual emissions for the subregion, and the adopted subregional emissions reduction target.
- **Chapter 3, Reduction Measures and Actions:** contains the anticipated State and federal emissions reductions, and the local reduction measures and actions that will be implemented to meet the subregional reduction target.
- **Chapter 4, Implementation and Monitoring:** provides best practices and specific resources for implementing reduction measures, the role for measure-specific evaluations, periodic updates to the inventories, the use of indicators to monitor the subregion's progress, and the need for future iterations of the CAP to incorporate new data and reduction measures as they become available.

[1] "Current" is a term used by CARB in its Climate Change Scoping Plan of September 2008, but is undefined. It is generally taken to mean emissions for a year between 2005 and 2008, although other years have been used by local communities.

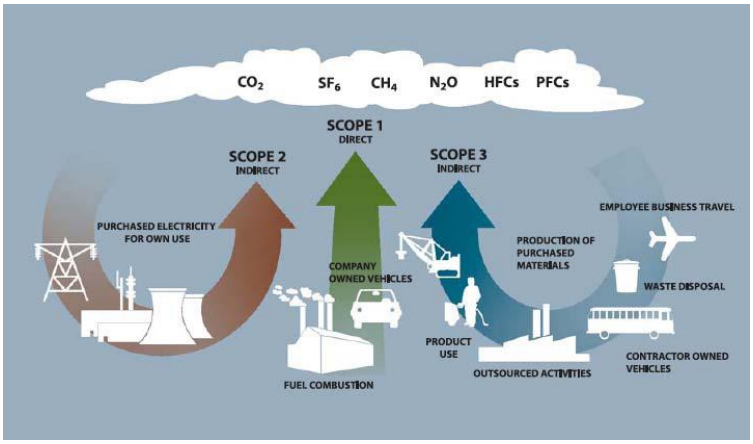
GREENHOUSE GAS EMISSIONS IMPACTS

Naturally occurring gases dispersed in the atmosphere determine the Earth's climate by trapping infrared radiation (heat). This phenomenon is known as the greenhouse effect and without it, the Earth would be about -2°F. Overwhelming evidence shows that human activities are increasing the concentration of GHGs in the atmosphere, trapping more heat, and changing the global climate. The most significant contributor is the burning of fossil fuels for transportation, electricity generation, and other purposes, which introduces large amounts of carbon dioxide and other GHGs into the atmosphere. Collectively, these gases intensify the natural greenhouse effect, causing global average surface and lower atmospheric temperatures to rise, a phenomenon known as global climate change.

The most important GHGs to reduce are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), which constitute over 98% of human-released GHGs in the U.S.[2] Other important GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These gases are emitted through a variety of natural processes and human activities (see **Figure 1-2**), including:

- Fossil fuel combustion (CO_2, N_2O, and CH_4);
- Agricultural operations, such as fertilization of crops (N_2O), livestock production, and rice cultivation (CH_4);
- Anaerobic composting and landfill off-gassing (CH_4);
- Refrigeration and cooling (HFCs); and
- Industrial manufacturing, including aluminum production (PFCs), semi-conductor manufacturing (SF_6), and cement production (CO_2).

Figure 1-2: Greenhouse Gases Regulated Under AB 32



Global Warming Potential (GWP) is a quantitative measurement that expresses the relative warming potency of each GHG over a specific period of time. CO_2 is assigned a GWP value of 1 and the other GHGs are assigned GWPs relative to CO_2. For GHG emission inventories, the amount of each gas emitted is multiplied by its GWP and presented in units of carbon dioxide equivalents (CO_2e). **Table 1-2** lists the six primary GHGs as defined in AB 32, their chemical formula, the lifetime of the compound, and their

[2] U.S. Environmental Protection Agency, 2011, http://www.epa.gov/climatechange/ghgemissions/gases.html

GWPs relative to CO_2. Although CO_2 has a lower GWP than other GHGs, it is the largest contributor to human-caused global warming, constituting about 84% of U.S. emissions.[3]

Table 1-2: Greenhouse Gases Regulated Under AB 32

Greenhouse Gas	Chemical Formula	Lifetime (years)	Global Warming Potential for 100-year horizon
Carbon Dioxide	CO_2	Variable	1
Methane	CH_4	12	21
Nitrous Oxide	N_2O	114	310
Sulfur Hexafluoride	SF_6	3,200	23,900
Hydrofluorocarbons	HFCs	1.4 – 270	140 – 11,700
Perfluorocarbons	PFCs	1,000 – 50,000	6,500 – 9,200

Source: International Panel on Climate Change (IPCC) Second Assessment Report: Climate Change 1995 (SAR). Available at: http://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml

Note: According to the Local Government Operations Protocol (LGO Protocol) and the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (Community Protocol), the GWP values in **Table 1-2** were applied in this CAP. Since the SAR was published in 1995, the IPCC has published updated GWP values in its Third Assessment Report (TAR) and Fourth Assessment Report (AR4) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values from the SAR are still used by international convention to maintain consistency in GHG reporting. For GWP values that were not quantified in the SAR, GWP values from the TAR were used.

While the anticipated effects of climate change are likely to vary regionally, it is anticipated to have the following global effects[4]:

- Higher maximum temperatures and more hot days over most land areas;
- Higher minimum temperatures, fewer cold days, and frost days over most land areas;
- Reduced diurnal temperature range over most land areas;
- Increased heat index over land areas; and
- More intense precipitation events.

Many secondary effects are anticipated to result from climate change in California, including: loss in snow pack; sea level rise and inundation of coastal areas; increased flooding of low-lying areas; more extreme heat days per year; high ozone days; increased incidence of large forest fires; and more frequent and severe drought years.

[3] Ibid.
[4] IPCC Fourth Assessment Report: Climate Change 2007 (AR4). Available at: http://www.ipcc.ch/publications_and_data/publications_ipcc_fourth_assessment_report_synthesis_report.htm

REGULATORY CONTEXT

Many strategies for monitoring and addressing climate change have emerged at the international, national, and state levels. California remains a leader in the effort to reduce GHG emissions through mitigation and adaptation strategies. With AB 32, California is the first state in the U.S. to mandate GHG emissions reductions across its entire economy. To support AB 32, California has been developing policy and passing legislation that seeks to control emissions of gases that contribute to climate change. These have included regulatory approaches such as mandatory reporting for significant sources of GHG emissions and caps on emission levels, as well as market-based mechanisms, such as cap-and-trade. Voluntary local actions are also increasing, such as conducting emissions inventories, implementing practices to reduce emissions, and purchasing offsets and renewable energy certificates. While many local actions are currently voluntary, there is more emphasis being placed on monitoring and reporting emissions to demonstrate the effectiveness of policies and local consistency with state reduction goals. The following section highlights the primary state legislation and guidance related to this CAP.

STATE LEGISLATION AND GUIDANCE

AB 32, also known as the Global Warming Solutions Act of 2006, directs public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020. Preparing a CAP supports AB 32 at the local level. The CAP provides a policy framework for how the subregion can do its part to reduce emissions. While compliance with AB 32 is not a requirement for local jurisdictions, demonstrating consistency with statewide reduction goals can significantly assist WRCOG jurisdictions in qualifying for incentives such as grant funding. Efforts to address climate change, reduce consumption of resources, and improve energy efficiency led by state legislation or programs are briefly described below and identified in **Figure 1-3**.

Executive Order S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order (EO) S-3-05, which established the following GHG emission reduction targets:

- by 2010, California shall reduce GHG emissions to 2000 levels;
- by 2020, California shall reduce GHG emissions to 1990 levels; and
- by 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

EO-S-3-05 created the California Climate Action Team (CAT), which is tasked with the preparation of biennial science assessment reports on climate changes and adaptation options for California. The first CAT Report to the Governor and Legislature was published in 2006, and contains recommendations and strategies to help meet the targets in EO-S-3-05. These were expanded upon in the 2009 CAT Biennial Report to the Governor and Legislature. The new information includes revised climate and sea-level projections, and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts[5]. The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by EO-S-13-08.

[5] California EPA - Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006. Available at: http://www.climatechange.ca.gov/climate_action_team/reports/index.html

Assembly Bill 32 – California Global Warming Solutions Act of 2006

AB 32 was approved by the legislature and signed by Governor Schwarzenegger in 2006. The landmark legislation requires CARB to develop mechanisms that will reduce GHG emissions to 1990 levels by 2020. Mandatory actions under the legislation to be completed by CARB include:

- Identification of early action items that can be quickly implemented to achieve GHG reductions. These early action items were adopted by CARB in 2007 and include regulations affecting landfill operations, motor vehicle fuels, car refrigerants, and port operations, among other regulations.
- Development of a scoping plan[6] to identify the most technologically feasible and cost-effective measures to achieve the necessary emissions reductions to reach 1990 levels by 2020. The Scoping Plan identifies a variety of GHG reduction measures that include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based cap-and-trade program. The Plan identifies local governments as strategic partners to achieving the state goal and translates the reduction goal to a 15% reduction of current emissions by 2020.
- Creation and adoption of regulations to require the state's largest industrial emitters of GHGs to report and verify their emissions on an annual basis.

Senate Bill 97 – California Environmental Quality Act Guideline Amendments of 2007

Senate Bill (SB) 97 was adopted in 2007 and directed the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to address GHG emissions. The CEQA Guidelines prepared by OPR were adopted in December 2009 and went into effect March 18, 2010. Local governments may use adopted plans consistent with the CEQA Guidelines to assess the cumulative impacts of projects on climate change, if the plan for the reduction of GHG emissions accomplishes the following:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require an amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

SB 375 – Sustainable Communities and Climate Protection Act of 2008

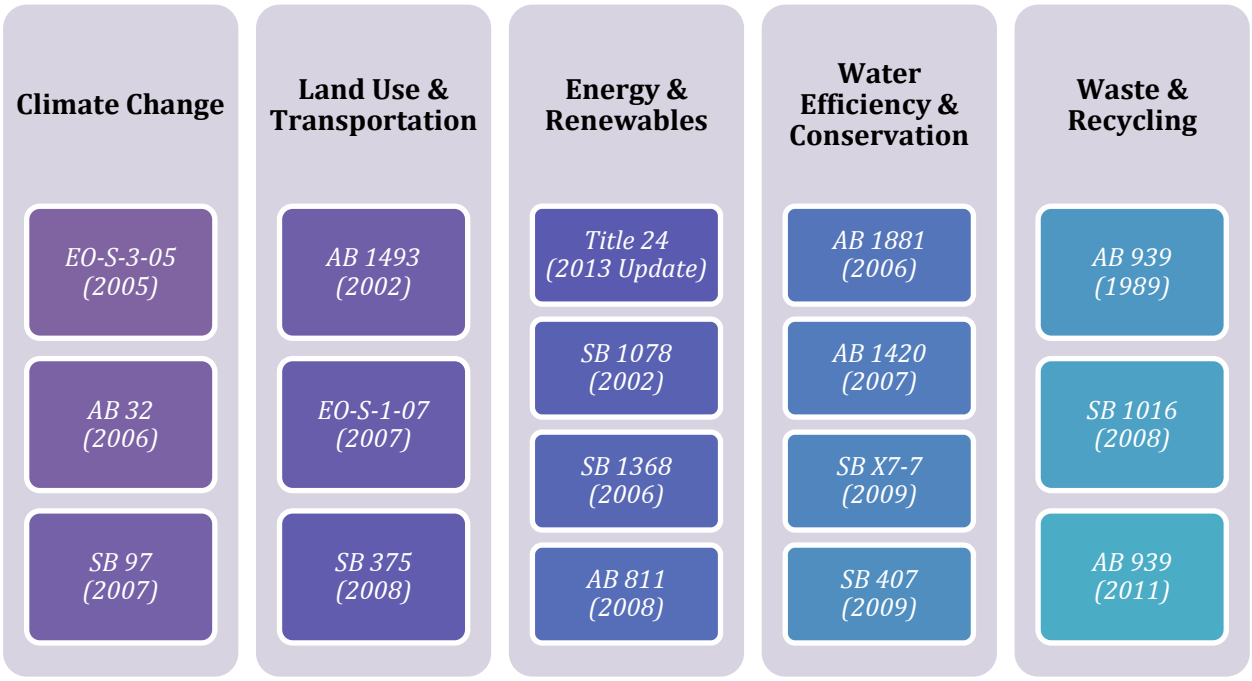
SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008, builds off of AB 32 and aims to reduce GHG emissions by linking transportation funding to land use planning. It requires the state's metropolitan planning organizations (MPO) to create a sustainable communities strategy (SCS) in their regional transportation plans (RTP) for the purpose of reducing urban sprawl. Under SB 375, CARB established regional targets for GHG emissions reductions from passenger vehicle use for each MPO. The regional reduction targets for the Southern California Association of Governments (SCAG) region, which is the MPO with jurisdiction over the WRCOG subregion, are 8% per capita by

[6] CARB 2008 Scoping Plan. Available at http://arb.ca.gov/cc/scopingplan/scopingplan.htm

2020, and a conditional target of 13% per capita by 2035 from 2005 levels. In April 2012, SCAG adopted its first SCS, which demonstrates how the region will achieve the GHG emissions reduction targets set by CARB.

Figure 1-3 categorizes the applicable state regulations that provide a policy framework for addressing climate change. A more detailed description of these regulations is included in the jurisdictional Greenhouse Gas Inventory Reports (Appendix A).

Figure 1-3: Regulatory Framework for Climate Change



REGIONAL PROGRAMS

The regional initiatives described below contribute to the development and success of this CAP. Many of these programs are administered by WRCOG and several are conducted by other regional entities in partnership with WRCOG.

Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy

SCAG is the regional planning agency for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated MPO for the Southern California region and is the largest MPO in the U.S. With respect to air quality planning, SCAG has prepared the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS): Towards a Sustainable Future, to fulfill federal planning requirements contained in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which calls for regions to consider urban form and natural resources as part of the transportation planning process. Under SB 375, all of California's MPOs must prepare an SCS as a component of their RTP. The RTP serves as a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for the development of transportation

facilities throughout the region based on growth forecasts and economic trends that project over a 20-year period. The SCS expands upon transportation strategies in the RTP to analyze growth patterns and establish future land use strategies that aid the region in meeting its GHG reduction targets. The SCS does not mandate future land use policies for local jurisdictions, but rather provides a foundation of regional policy upon which local governments can build. WRCOG and its member jurisdictions partner with SCAG and are active members in the development and implementation of the RTP/SCS.

HERO Program

Established under the guidance of AB 811 (2008) and AB 474 (2009), WRCOG's HERO Program is a Property Assessed Clean Energy (PACE) program that provides financing to residential and commercial property owners for the installation of energy efficient, renewable energy, and water conservation improvements on existing properties. Financing provided through the HERO Program is repaid through an assessment on property tax bills over 5-, 10-, 15-, 20-, and 25-year terms, based on the useful life of the products, and upon sale of the property, the balance generally stays with the property.

Sustainability Framework for Western Riverside County

WRCOG's Sustainability Framework (Framework) is a subregional planning effort that establishes, implements, and continuously refines an overarching sustainability plan for the communities in Western Riverside County. The Framework aims to: initiate a dialogue about the importance of sustainability in the region; provide a vision and goals to guide local action and regional collaboration; define more immediate short-term goals that can contribute to the longer-term vision of the Framework; and define indicators, benchmarks, and targets that provide a measure of the effectiveness of Framework programs and policies. The Framework acts as a "living" document and contains goals and actions applying to economic development, education, public health, transportation, water and wastewater, energy, and the environment.

Western Riverside County Clean Cities Coalition

The Western Riverside County Clean Cities Coalition (Coalition) is a voluntary local government and industry partnership that aims to reduce the consumption of petroleum fuels and improve air quality in the WRCOG subregion. The Coalition works to mobilize local stakeholders toward expanding the use of alternative fuel vehicles (AFV) and advanced technology vehicles, promoting local idle reduction measures, and strengthening local AFV fueling infrastructure. The governments of Western Riverside County have taken leadership roles in the Coalition, coordinating efforts between government and industry to recognize the value of partnership in achieving air quality, energy efficiency, economic development, and transportation goals, while advancing the clean air and energy efficiency goals of the national Clean Cities program administered by the U.S. Department of Energy.

Healthy Communities

WRCOG and its member jurisdictions are engaged in numerous efforts and initiatives to promote healthy communities, including participating in the Riverside County Health Coalition (RCHC). The RCHC is a collaboration of public and private sectors, school districts, community businesses, local and regional organizations and community members committed to policy development and advocacy, environmental change and community empowerment for healthy lifestyles in Riverside County. This initiative includes a focused partnership effort with local governments to integrate healthy communities into the local planning and policy-making process.

Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional plan to conserve sensitive species and their associated habitats in the subregion. Created in 2004 by the Western Riverside County Regional Conservation Authority (RCA), the MSHCP provides subregional transportation and green infrastructure benefits to local agencies and allows WRCOG jurisdictions to make land use decisions and maintain a strong economy in a context that comprehensively addresses federal and state Endangered Species Acts (ESA and CESA) requirements.

Transportation Uniform Mitigation Fee

WRCOG's Transportation Uniform Mitigation Fee (TUMF) was implemented in 2003 as one of the largest multi-jurisdictional fee programs in the nation. TUMF makes improvements to the regional transportation system and provides transportation demand management through funds from new development, ensuring that development mitigates for increases in traffic volumes. TUMF is a 32-year program that provides subregional transportation and infrastructure benefits to local agencies in Western Riverside County. The program is expected to raise $4.2 billion, and 1.64% is allocated to the Riverside Transit Agency (RTA) for transit improvements. To mitigate the impacts of transportation construction projects, WRCOG allocates 1.59% of TUMF funds collected to the RCA to purchase habitat for the MSCHP.

EXISTING LOCAL SUSTAINABILITY ACCOMPLISHMENTS

Several jurisdictions within the WRCOG subregion have already adopted, or are in the process of adopting, GHG emissions reduction policies or entire CAPs independent of the Subregional CAP process. Existing policies and programs were identified that reduce GHGs through energy conservation, renewable energy development, solid waste reduction, commute reduction, and the expansion of the urban forest. Several energy programs are available throughout the subregion, which are managed by WRCOG, SCE, Southern California Gas Company (SCG), Riverside Public Utilities (RPU), Banning Electric Utility (BEU), and the County of Riverside. These programs include financing for building energy retrofits and renewable energy projects, energy efficiency retrofit rebates, smart metering and smart grid technologies, and various energy efficiency education and outreach campaigns.

Some jurisdictions have building code requirements to implement and expand upon the California Green Building Standards Code (CALGreen), or policies to streamline energy efficiency and renewable energy permitting. Many are improving the efficiency of public realm lighting, including street lights, traffic lights, parking lot lighting and outdoor commercial lighting, and their water and wastewater conveyance and treatment facilities.

Policies to reduce solid waste include waste collection billing policies through municipalities or their contracted waste haulers, food scrap and compostable paper diversion outreach, lumber scrap diversion ordinances and outreach, yard waste collection, recycling outreach campaigns and voluntary waste audits, landfill methane capture, and food waste biodigestion programs in Norco and Riverside.

Policies that reduce GHG emissions from potable water conveyance focus on reducing water demand through consumer behavior pricing, water conservation education, and landscape irrigation efficiency. Some jurisdictions have adopted ordinances requiring the installation of certain water conservation measures at properties before selling or renovating properties. While many jurisdictions are seeking to expand recycled water deliveries, fewer promote rainwater collection or graywater system use at this time.

Existing transportation policies focus on enhancing pedestrian and bicycle amenities and facilities alongside the expansion and improvement of transit systems, but also include various transportation demand management programs to reduce single-occupancy vehicle miles traveled (VMT) during commute hours. Several jurisdictions have policies supporting the expansion of the urban forest, and some have mandatory shade tree planting requirements that also reduce building energy. Finally, many jurisdictions are actively expanding mixed-use developments and transit-oriented developments to encourage people to drive less, and enrich the character and economic vitality of their communities.

WESTERN RIVERSIDE ENERGY LEADER PARTNERSHIP

The WRELP Program builds upon the existing policies and programs in the region to analyze energy-sector emissions and propose energy conservation and renewable energy measures that reduce GHG emissions within Energy Action Plans (EAPs) for 11 WRCOG jurisdictions served by SCE. The WRELP partners include Calimesa, Canyon Lake, Hemet, Lake Elsinore, Menifee, Murrieta, Norco, Perris, Temecula, San Jacinto, and Wildomar (see **Table 1-1**). The WRELP effort uses funding provided by SCE to implement within the region the California Long-Term Energy Efficiency Strategic Plan (CEESP), developed by the California Energy Commission (CEC) as a collaborative effort in response to California's need for a long-term strategic energy efficiency plan. Following CEESP Goal 4, individual EAPs were developed for each participating jurisdiction, creating a comprehensive program to address energy efficiency, sustainability, and climate change through the years 2020 and 2035. The EAPs informed the development of the energy efficiency measures in this CAP.

RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

In 2007, state lawmakers identified the need to analyze GHG emissions in the CEQA process through the adoption of SB 97. The bill required OPR to develop, for adoption by the Natural Resources Agency, amendments to the CEQA Guidelines that clarified several points about the analysis and mitigation of GHG emissions. Aside from establishing the need for lead agencies to analyze and mitigate for a project's potentially significant impacts relating to GHG emissions, the amendments also provided that a lead agency may streamline the analysis of GHG emissions for projects that follow a programmatic GHG emissions reduction plan, or climate action plan, meeting certain criteria. The amendments to the CEQA Guidelines became effective on March 18, 2010. OPR is currently developing a Technical Advisory that will further describe, among other climate action planning topics, how plans for reducing GHGs can be used in CEQA analyses.



Chapter 2
Emissions Inventory

A jurisdiction's greenhouse gas (GHG) inventory serves multiple purposes. It quantifies the GHG emissions resulting from activities taking place throughout the community by residents, businesses, and local governments, and creates an emissions baseline against which the jurisdiction can set emissions reduction targets and measure future progress. It also provides an understanding of where GHG emissions originate and allows a jurisdiction to develop effective policies, strategies, and programs to reduce emissions.

As part of the Subregional Climate Action Plan (CAP) process for Western Riverside County, baseline inventories were prepared for each participating jurisdiction to quantify GHG emissions resulting from the community and government operations (Appendix A). Community-wide inventories encompass the GHG emissions resulting from activities taking place within each jurisdiction's boundaries, where the local government has jurisdictional authority, in addition to some activities taking place outside the boundaries that support activities in the jurisdiction (for example, solid waste sent to landfill areas outside the boundaries). The baseline inventories include emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater.

2010 is the inventory base year for 10 of the 12 participating jurisdictions within the WRCOG subregion (the cities of Banning, Calimesa, Canyon Lake, Hemet, Norco, Perris, Riverside, San Jacinto, Temecula, and Wildomar). For the cities of Eastvale and Jurupa Valley, which incorporated in October 2010 and July 2011, respectively, the most recent available data were used. The baseline inventory summary presented in this chapter describes the cumulative GHG emissions generated by the jurisdictions participating in the WRCOG Subregional CAP effort, as determined from individual jurisdictional inventories.

BASELINE EMISSIONS INVENTORY

INVENTORY PROCESS

The emissions inventory for each participating jurisdiction was developed using guidance from two standards for emissions accounting and reporting: the Local Government Operations Protocol (LGO Protocol) and the U.S. Community Protocol for Accounting and Reporting of GHG Emissions (Community

Protocol). The LGO Protocol was developed through a partnership between CARB, The Climate Registry, and ICLEI USA. The Community Protocol was released by ICLEI USA in October 2012 and represents the first comprehensive U.S. standard for community-wide inventories.

The emissions inventory is intended to represent emissions sources in each jurisdiction with greatest influence on community-wide activities and government operations. As communities provide different services to their residents and businesses, the scale of the services and resulting emissions are highly dependent upon the size and purview of the local government. For these reasons, comparisons among community or local government inventories should not be made without also describing the municipal services provided by each jurisdiction or presenting community-level indicators such as population or socioeconomic factors.

Furthermore, the inventory estimates current emissions using the best available data and methods at the time the inventory was completed. As data collection and estimation methodologies evolve, future inventories may incorporate emission sources that were not captured previously, or may use newer approaches to estimating emissions.

INVENTORY CATEGORIES

In the community inventory, baseline emissions are categorized into sectors based on their source(s), as follows:

- Residential Energy: Residences consume electricity and natural gas for daily operations and heating/cooling.
- Commercial/Industrial Energy: Commercial and industrial buildings consume electricity and natural gas for daily operations and heating/cooling. This sector includes all non-residential building energy use, including municipal government buildings, industrial buildings, and commercial buildings.
- Transportation: On-road passenger and freight vehicle use results in combustion of gasoline and diesel fuels.
- Waste: Disposal of solid waste in landfills causes anaerobic decomposition, which results in GHG emissions (CH_4).
- Wastewater: Emissions in this sector are associated with the treatment of community industrial, residential, and commercial wastewater.

The LGO inventory is a subset of the community inventory, and represents what the municipality owns or operates and has operational control over, such as government buildings, vehicles, and other municipally-owned equipment and services. While the overall community inventory is important to focus GHG reduction efforts, the LGO inventory provides a closer look at what changes a local jurisdiction can make to improve efficiency and reduce emissions.

INVENTORY RESULTS

The baseline GHG inventory for the 12 WRCOG subregion jurisdictions participating in the CAP totals 5,834,400 metric tons (MT) of carbon dioxide equivalents (CO_2e). **Figure 2-1** and **Table 2-1** provide a breakdown of these emissions by sector. Emissions from the transportation sector accounted for 3,317,387 MT CO_2e, or 57% of the total emissions in the subregion, followed by the commercial/industrial energy sector, which generated 1,226,479 MT CO2e, or 21% of the total. The residential energy sector produced 1,167,843 MT CO2e, or 20% of the total.

Figure 2-1: WRCOG Subregion – Baseline Community Emissions by Sector

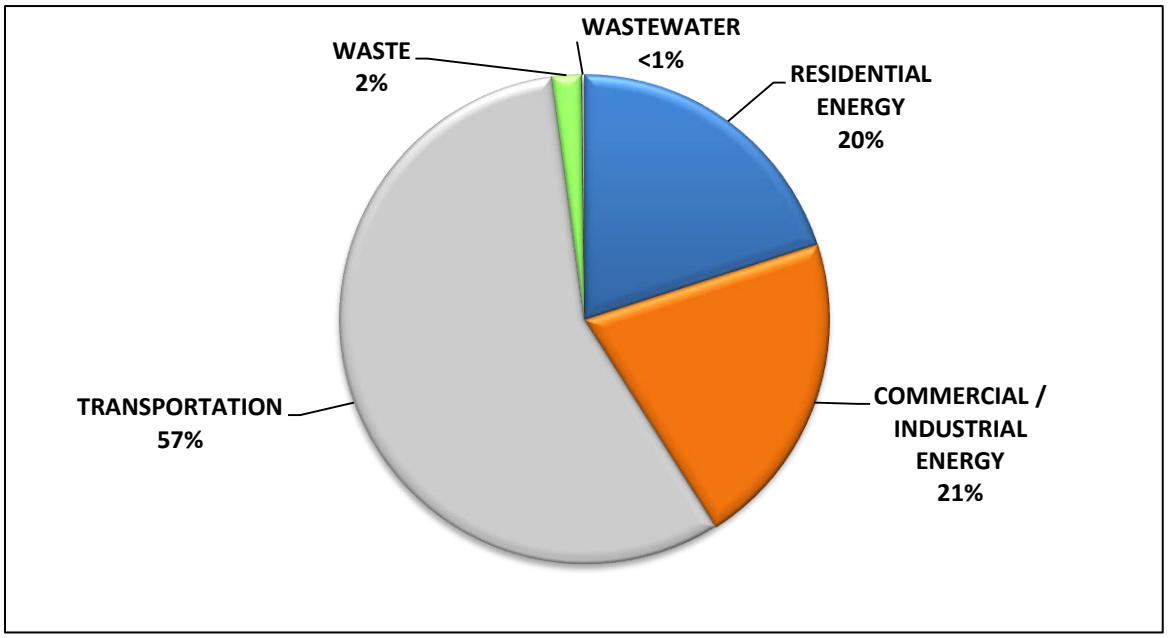


Table 2-1: WRCOG Subregion – Baseline Community Emissions by Sector (MT CO_2e)

Sector	Total Emissions (MT CO_2e)	% of Total
Transportation	3,317,387	56.9%
Commercial/Industrial Energy	1,226,479	21.0%
Residential Energy	1,167,843	20.0%
Waste	112,161	1.9%
Wastewater	10,531	0.2%
TOTAL INVENTORY	**5,834,400**	**100%**

Note: Totals may not add up due to rounding.

The baseline total GHG inventory for each participating jurisdiction is shown in **Figure 2-2** below, sorted by greatest to smallest total emissions. **Figure 2-3** shows baseline community emissions by service population for each jurisdiction. Service population is the number of residents and jobs in each community, and can be useful for measuring progress per-unit reduction of GHGs and comparing emissions between jurisdictions. Per capita emissions ranged from 3.6 MT CO_2e emissions per service population in Eastvale to 7.2 MT CO_2e in Calimesa.

Figure 2-2: Baseline Total Community Emissions by Jurisdiction (MT CO_2e)

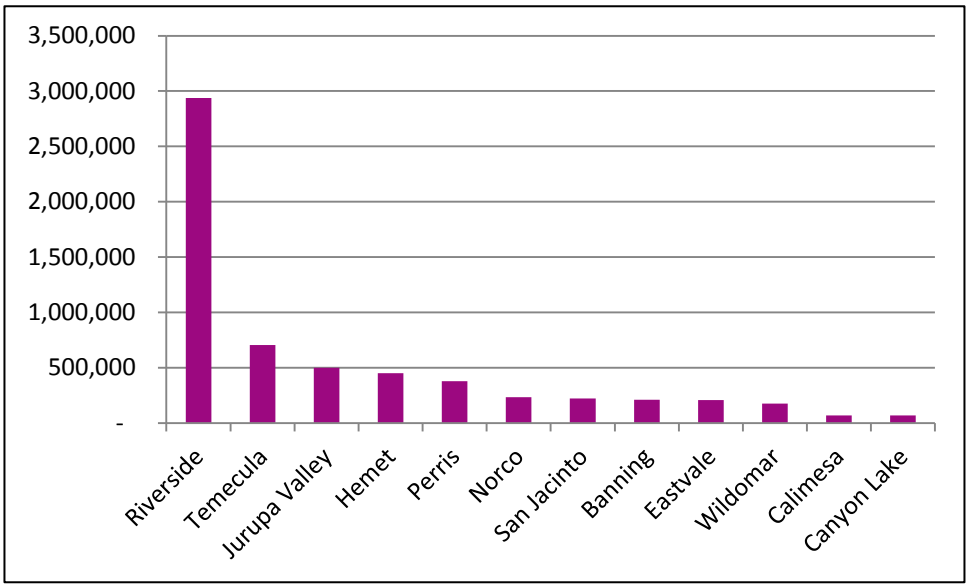
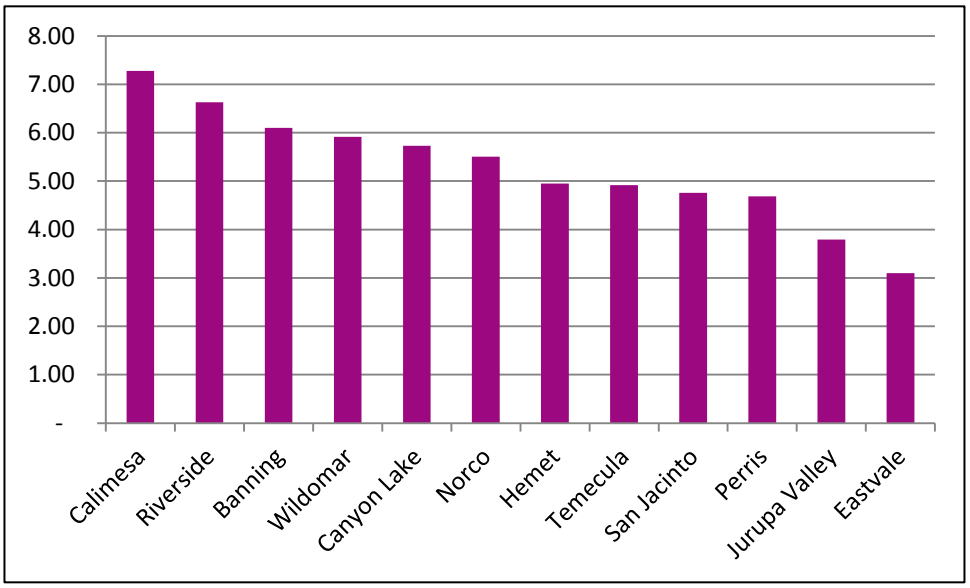
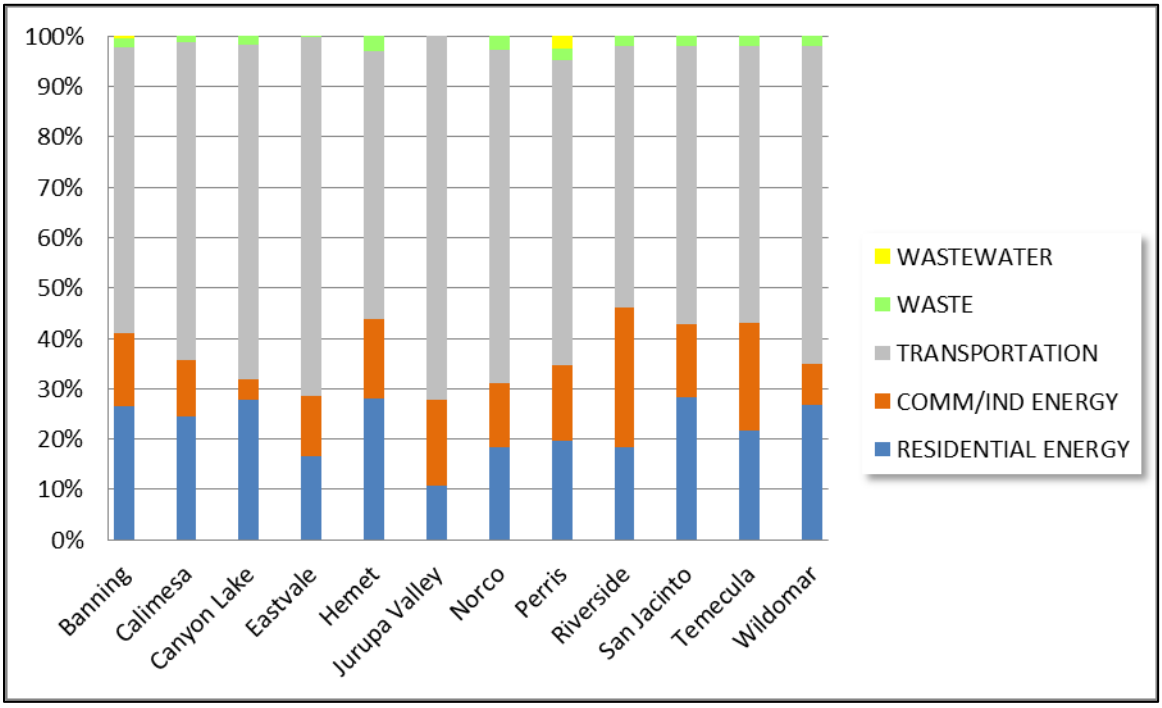


Figure 2-3: Baseline Community Emissions per Service Population by Jurisdiction (MT CO_2e/SP)



The baseline GHG Inventory by sector for each participating region is shown in **Figure 2-4** below. The transportation sector is the largest emissions source in each jurisdiction, followed by residential energy, commercial/industrial energy, and waste for most jurisdictions. For the communities of Jurupa Valley and Riverside, commercial/industrial energy takes up a larger share of emissions than residential energy, due to a more developed commercial and industrial building infrastructure. Perris is the only jurisdiction for which wastewater emissions are included, because its the only community containing a wastewater treatment plant within its boundaries for which emissions data could be calculated, and these emissions make up a larger share of the Perris inventory than waste-related emissions.

Figure 2-4: Baseline Community Emissions by Jurisdiction by Sector



EMISSIONS FORECASTS

The emissions forecasts establish projections for future-year 2020 and 2035 emissions under "business-as-usual" (BAU) conditions. If the WRCOG subregion were to continue historic patterns of vehicular travel, energy consumption, and waste/wastewater generation and disposal, the resulting emissions would be considered business-as-usual. BAU emissions are GHG emissions that would take place in the absence of state, regional, and local strategies designed to reduce emissions over time.

Future BAU emissions projections have been developed using regionally-adopted estimates for population and employment growth within each city under BAU conditions. Reduction goals were established for 2020 and 2035 using guidance from the California Air Resources Board (CARB).

Annual community emissions in participating WRCOG subregion jurisdictions are projected to increase over time. In 2020, subregional emissions are expected to be approximately 7,289,887 MT CO_2e, which represents an approximate 25% increase from baseline conditions. In 2035, subregional emissions are projected to increase to about 9,113,087 MT CO_2e, which represents an increase of approximately 56% from baseline conditions.

Table 2-2 presents community GHG emissions BAU forecasts by sector for 2020 and 2035. Transportation is expected to contribute the largest share of emissions through 2035. **Figure 2-5** illustrates 2020 BAU community emissions by sector. The percentage contributions from each sector in 2035 are expected to be similar to those in 2020. **Figure 2-6** shows community emissions BAU forecasts by jurisdiction for 2020 and 2035.

Table 2-2: WRCOG Subregion – Projected Business-As-Usual Community Emissions by Sector (MT CO_2e)

Sector	2020 Emissions (MT CO_2e)	% of Total	2035 Emissions (MT CO_2e)	% of Total
Transportation	4,057,626	55.7%	5,399,600	59.3%
Commercial/Industrial Energy	1,655,925	22.7%	1,953,137	21.4%
Residential Energy	1,368,126	18.8%	1,729,452	19.0%
Waste	138,326	1.9%	169,107	1.9%
Wastewater	13,740	0.2%	18,797	0.2%
TOTAL INVENTORY	**7,289,887**	**100%**	**9,113,087**	**100%**

Note: Totals may not add up due to rounding.

Figure 2-5: WRCOG Subregion – 2020 Community Emissions Business as Usual Forecast by Sector

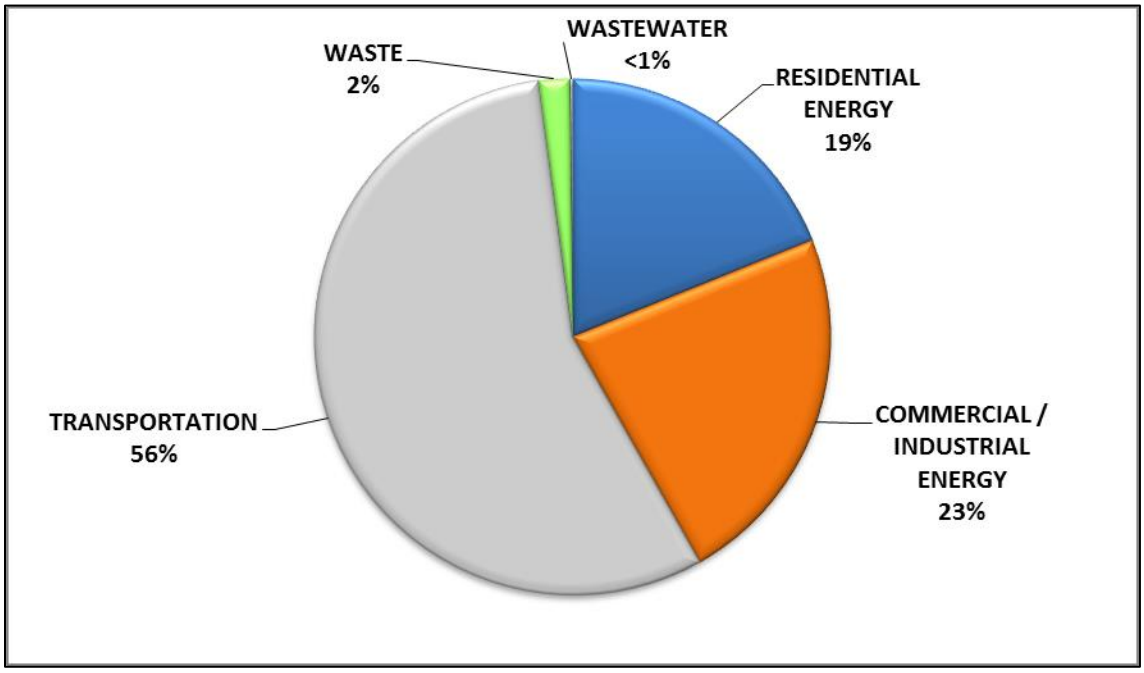
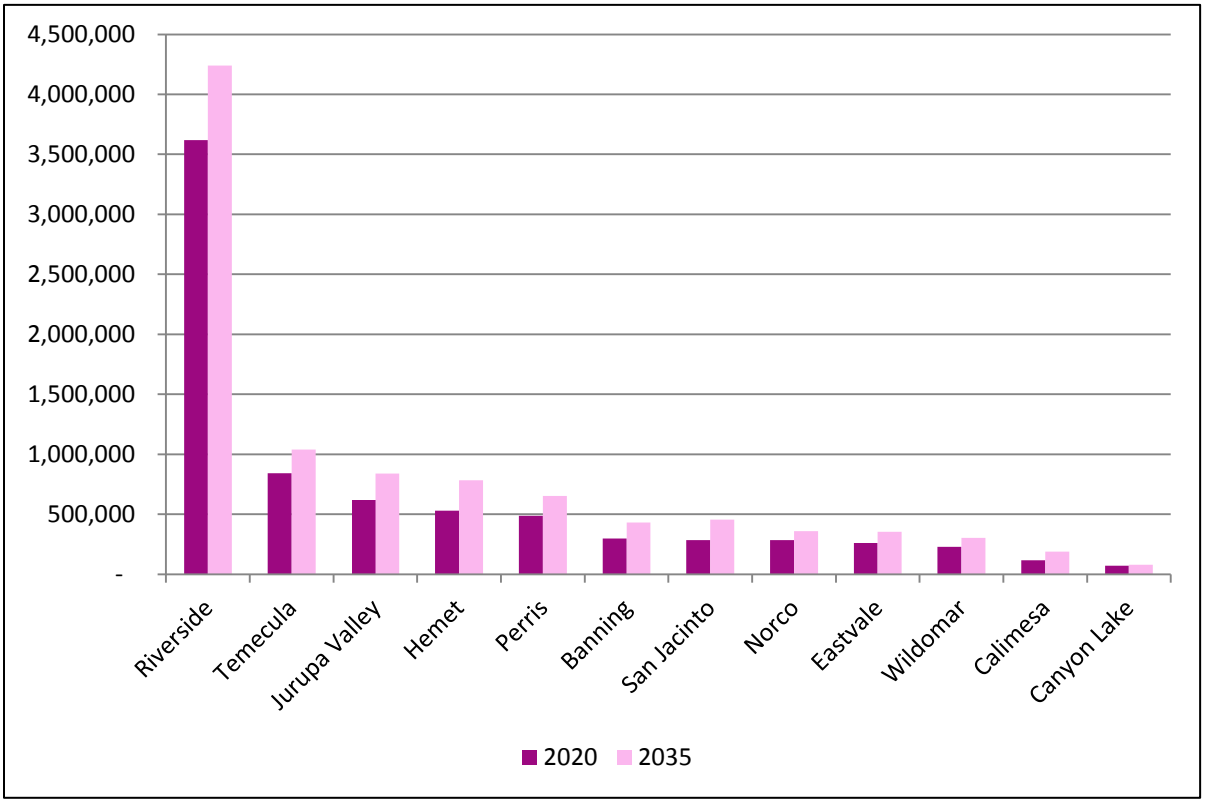


Figure 2-6: 2020 and 2035 Community Emissions Business as Usual Forecast by Jurisdiction (MT CO_2e)



EMISSIONS REDUCTION TARGET

The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15% below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.[1] The Subregional CAP does not establish a reduction target for 2035 or future years; however the CAP identifies a reduction goal of 49% below baseline emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and Executive Order (EO) S-3-05, recognizing that information, methodologies, and data availability may change between now and 2035.

As further described in Chapter 4, progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more

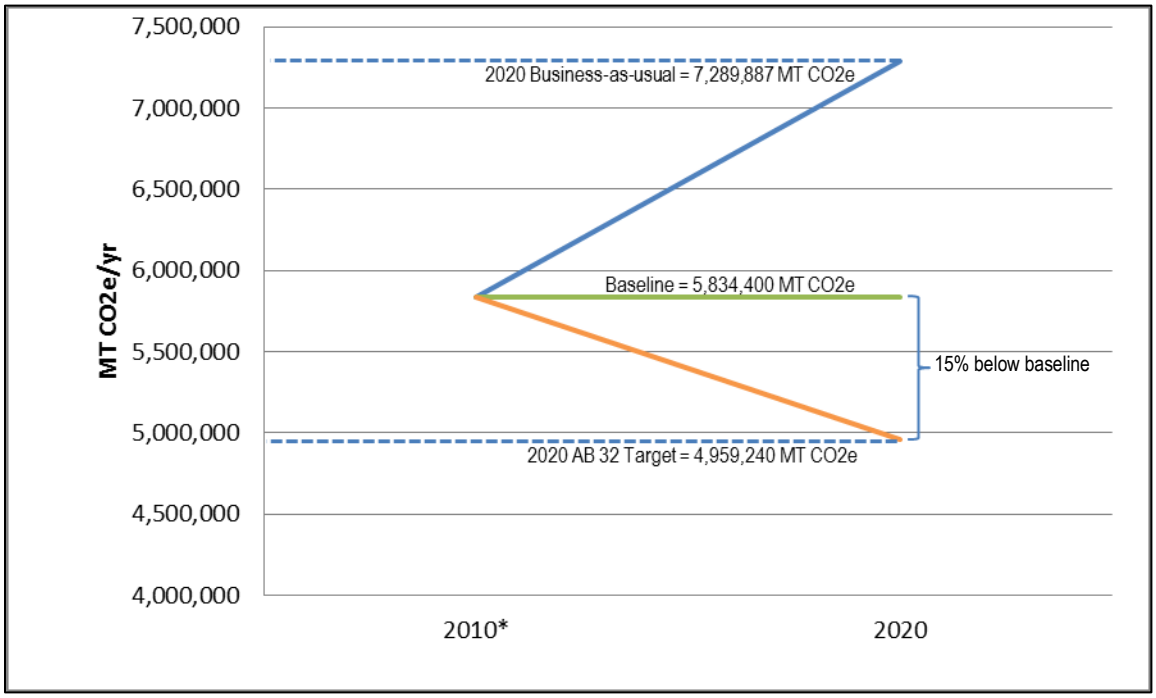
[1] In its Climate Change Scoping Plan of September 2008, CARB recommends that local governments adopt a GHG reduction target consistent with the State's commitment to reach 1990 levels by 2020. This is identified as equivalent to either 15% below 2005 levels by 2020 or a 28% reduction below BAU forecasts by 2020.

successful programs, and modifications to the 2020 BAU emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

COMMUNITY EMISSIONS TARGET

The Subregional CAP target for community emissions in 2020 is 4,959,240 MT CO_2e equivalent to a 15% reduction from 2010 baseline emissions of 5,834,400 MT CO_2e. This is a net a reduction of 2,330,647 MT CO_2e from the 2020 BAU emissions forecast of 7,289,887 MT CO_2e. The community-wide emissions reduction target is shown in **Figure 2-7**. As outlined in the next chapter, CAP strategies are expected to reduce community-wide emissions by 2,454,383 MT CO_2e by 2020, exceeding the target by approximately 2.1% (for a total 17.1% reduction).

Figure 2-7: WRCOG Subregion–Community GHG Business as Usual Forecasts and Reduction Target for 2020



*2010 is used as baseline year for all jurisdictions except for the cities of Eastvale and Jurupa Valley, as noted previously.



Chapter 3
Reduction Measures

The emissions projections described in Chapter 2 illustrate the need for the subregion to implement strategies to reduce greenhouse gas (GHG) emissions by 2020 and beyond. Western Riverside County jurisdictions have a long history of working collectively through WRCOG toward common objectives, and have successfully demonstrated commitment to reduce energy and water consumption, solid waste, and vehicle miles traveled (VMT) through existing programs like the HERO Program, the Western Riverside County Clean Cities Coalition, and the Transportation Unified Mitigation Fee (TUMF).

This chapter discusses how participating jurisdictions are uniting to meet shared GHG emissions reduction goals. The approach offers flexibility to jurisdictions to participate at a level that is feasible and practical for each community.

PROCESS AND OVERVIEW

The process of developing this Subregional Climate Action Plan (CAP) included ongoing coordination and information sharing among participating jurisdictions. The WRCOG Planning Directors' Technical Advisory Committee (PD TAC) served as the primary technical working group. The PD TAC met regularly over the course of three years to discuss the CAP and provide feedback. Perspectives from jurisdictions participating in this CAP and those in the subregion who had already prepared a CAP were shared. In addition, WRCOG staff met individually with each participating jurisdiction to review emissions inventories, discuss potential emissions reduction measures and participation levels, and review the Draft CAP. Regular presentations were made to the WRCOG Public Works Committee, Technical Advisory Committee, and Executive Committee to keep jurisdictional staff, management officials, and elected leaders informed.

The following stakeholder agencies and organizations served as advisors throughout the process:

- American Lung Association
- Building Industry Association – Riverside County Chapter
- California Apartment Association – Apartment Association of the Greater Inland Empire
- California Air Resources Board

- Caltrans, District 8
- The Governor's Office of Planning & Research
- Riverside County Department of Public Health
- Riverside County Transportation Commission
- Riverside Transit Agency
- Safe Routes to School – Southern California Regional Network
- Southern California Edison
- South Coast Air Quality Management District
- Southern California Association Governments
- Southern California Gas Company
- TransForm

Why a "subregional" Climate Action Plan?

Developing a subregional CAP encourages input and coordination among participating jurisdictions. A subregional CAP uses consistent methodologies and allows jurisdictions to collaboratively implement regionally-effective measures. This creates economies of scale and may lead to lower administrative costs and greater publicity of incentives. It also demonstrates that WRCOG member jurisdictions can continue to work effectively towards common goals.

REDUCTIONS ACHIEVED

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several proposed measures apply to participating jurisdictions uniformly, because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g. utility rebates). For other, more discretionary measures, participating jurisdictions have voluntarily committed to a participation level that could be implemented in their community. These levels—categorized and referred to for the purposes of this CAP as Silver, Gold, and Platinum—generally range from programs that a jurisdiction may promote through its website or outreach campaigns (Silver level), to programs that could be codified through local ordinances (Platinum level). Gold and Platinum levels have the benefit of achieving higher GHG reductions using fewer programs and often with less administrative burden to the jurisdiction. However, Silver level programs offer greater flexibility to determine how GHG reduction measures best fit individual projects.

MEASURE DEVELOPMENT

The GHG emissions reduction potential of each measure was estimated for jurisdictions participating at each level. Maximum participation in GHG reduction measures was encouraged, but jurisdictions were also encouraged to participate at a level that could be realistically achieved by 2020. As a result of the subregion's efforts, the 2020 reduction goal is achieved through implementation of the measures described below. Implementation of the CAP will result in a 15% reduction from the subregion's baseline (2010) emissions, consistent with State-recommended goals for local jurisdictions. Considering the large amount of anticipated growth in Western Riverside County, this equates to a 32% reduction below a business-as-usual (BAU) scenario. The CAP also looks beyond 2020 and demonstrates an ongoing commitment to reducing GHG emissions aligned with State-established goals included in SB 375 and Executive Order (EO) S-3-05. Continued implementation of the CAP beyond 2020 will place the subregion on a trajectory to reduce GHG emissions 49% below baseline emissions by 2035.

FEDERAL, STATE, AND REGIONAL EMISSIONS REDUCTIONS

Emissions reductions are achieved through the efforts of federal, State, and regional programs, in addition to local measures that jurisdictions will implement in their community. State and federal emissions reductions are primarily achieved through regulations, such as efficiency standards for passenger vehicles (e.g., the Corporate Average Fuel Economy standards), reduction in carbon content of transportation fuels (e.g., the Low Carbon Fuel Standard), and minimum renewable energy supply requirements for utilities (e.g., the Renewables Portfolio Standard). Measures regulated and implemented by the State and federal government achieve reductions without additional action by local communities. That is, even if vehicle miles traveled within the subregion remain constant over time, resulting GHG emissions would decrease because as new vehicles are purchased, they would in general be more GHG-efficient than those they replace.

Some State and federal programs also require local action within communities. The California Green Building Standards Code (CALGreen) requires, at a minimum, that new buildings and renovations in California meet certain design standards. New residential and commercial buildings must meet certain baseline efficiency and sustainability standards. These baselines are established through locally-adopted building codes and will result in GHG reductions. Additional voluntary building code provisions, known as Tier 1 and Tier 2 requirements, can be adopted locally, providing even greater energy savings and emissions reductions.

The Water Conservation Bill, known as SB X7-7, requires the State to reduce urban per capita water use 20% by 2020. Regional Urban Water Management Plans provide strategies and create incentives to achieve these targets, but local implementation strategies vary, and consumer participation is necessary to realize water use reductions. Local implementation strategies typically include tiered pricing or water budget-based (i.e., pricing water according to the amount consumed); water-efficient landscape requirements for water and irrigation management, planting location, and plant materials; and incentives where some utilities pay for turf grass removal and replacement with efficiently-irrigated landscaping.

Regional programs are those developed or administered at a level of government above the local jurisdiction but below the State. These programs often are more responsive to local context than statewide programs. They require local participation but do not require local administration to achieve GHG reductions.

The WRCOG HERO Program, described in Chapter 1, is a regionally-administered program that offers financing options for home and business owners to retrofit or install energy-efficient, water conservation, and/or renewable energy generating products. This program is voluntary and therefore also up to individuals to implement, but regional administration lowers the burden to local governments and has already led to demonstrable reductions in the subregion since the HERO Program's inception in 2011.

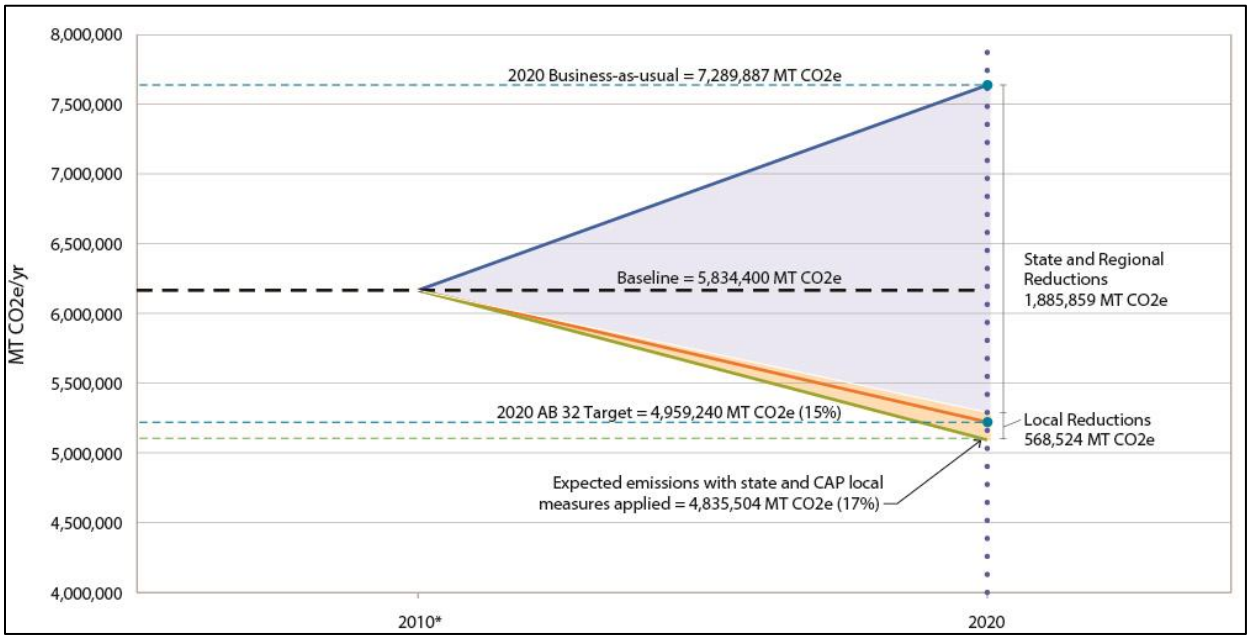
WRCOG also administers the TUMF Program. The TUMF Program establishes a funding source to mitigate the cumulative regional transportation impacts of new development on regional arterials. TUMF fees are collected locally, and WRCOG works with its member agencies to identify priority projects to fund using fee revenues in order to reduce subregional transportation impacts caused by development. Facilitating movement on roads, by encouraging non-motorized transportation, increasing access to transit, or easing congestion on critical roadways may lead to GHG reductions. Therefore,

TUMF can fund projects that meet this objective. Because the project relies on locally-collected fees, available funding depends on the economic vitality and development opportunities in the region.

A number of other transportation-related programs and projects under the primary control of the Riverside Transit Agency (RTA), Riverside County Transportation Commission (RCTC), California Department of Transportation (Caltrans), and other transportation entities can be implemented to reduce GHG emissions. The long-term planning of major transportation infrastructure is not under the participating jurisdictions' direct control; however, subregional jurisdictions participate in transportation planning decisions in a way that benefits the subregion. Local jurisdictions are in direct control of land uses, which can dictate how future transit is shaped. Individuals also play an important role in how they choose to move throughout the subregion; therefore, while individual jurisdictions do not implement these programs, local input is critical to the success of these programs. Additional projects anticipated to result in GHG reductions include California High Speed Rail, Metrolink expansion, express lanes, congestion pricing, goods movement, high frequency transit service, and electric vehicle infrastructure implementation.

Through federal, state, and regional measures implemented at the subregion level, participating jurisdictions can reduce 2020 emissions by 1,885,859 $MTCO_2e$, representing 77% of the subregion's 2020 reductions, as illustrated in **Figure 3-1**.

Figure 3-1: WRCOG Subregion–GHG Reductions Achieved through State, Regional, and Local Measures



*2010 is used as baseline year for all jurisdictions except for the cities of Eastvale and Jurupa Valley, as noted previously.

LOCAL EMISSIONS REDUCTIONS

While federal, state, and regional measures are critical to meet emission reduction goals, choices made by each local government, resident, and business owner will determine the subregion's ability to

achieve the overall emissions reduction target. Through outreach campaigns, incentives, zoning changes, and ordinances, local communities can achieve additional reductions identified in this CAP.

Reduction measures are organized into major economic sectors, similar to the emissions inventory:

- Energy – including electricity and natural gas consumption
- Transportation and Land Use
- Water
- Waste

Each measure is described using the following information.

MEASURE DESCRIPTION

A general description of each measure is provided along with the implementing actions that constitute the Silver, Gold, or Platinum level that each participating jurisdiction will take to implement the measure. Jurisdictions are listed by level of participation.

What is a metric ton of CO_2e?

GHG emissions are reported as metric tons (MT) of CO_2e. Emitting 1 MT CO_2e is equal to the following:

- **102 gallons of gasoline**
- **41 propane cylinders used for home barbecues**
- **One month's worth of energy used in a house**

In contrast, reducing 1 MT CO_2e would require:

- **Growing 25 tree seedlings for 10 years**
- **Recycling 600 pounds of waste instead of throwing it away**

Note: Equivalencies are approximate and are adapted from: http://www.epa.gov/cleanenergy/energy-resources/calculator.html

GHG REDUCTIONS

The GHG reduction potential of each measure is quantified based on the assumption that past trends would continue into the future (e.g., energy consumption, VMT) and standard methods and assumptions recommended by the State (e.g., CAPCOA 2010)[1]. For voluntary programs, the level of participation anticipated by each jurisdiction was developed using case studies and evidence of success with similar programs.

PROGRESS METRICS

Monitoring emissions and reporting reductions will be necessary to validate the success of the measures or to identify measures that are not achieving anticipated reductions. Metrics for monitoring progress are provided for individual measures, although jurisdictions are also encouraged to work with WRCOG to re-inventory local government and community-wide emissions to demonstrate progress.

[1] California Air Pollution Control Officers Association Report titled Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), 2010

COMMUNITY BENEFITS

CAP measures often have benefits that go beyond reducing GHG emissions. Many measures will improve public health by encouraging walking and biking or reducing air pollution; increase economic potential of the subregion by providing development and retrofitting incentives; reduce energy use and lower utility bills; preserve natural resources by consuming and wasting less; and increase mobility through alternative transportation measures. The following icons are used to identify co-benefits that jurisdictions can achieve by implementing local GHG reduction measures.



STATE AND REGIONAL MEASURES

Table 3-1 lists the state and regional measures included in the Subregional CAP and provides a breakdown of the GHG reduction potential for these measures.

Table 3-1: 2020 Reductions Achieved Through State and Regional Measures

State and Regional Measures by Sector		2020 (MT CO_2e/yr)
SR-1	Renewables Portfolio Standard	434,606
SR-2	2013 California Building Energy Efficiency Standards (Title 24, Part 6)	30,923
SR-3	HERO Residential Program	71,649
SR-4	HERO Commercial Program	10,079
SR-5	Utility Programs	7,873
SR-6	Pavley & Low Carbon Fuel Standard	1,095,555
SR-7	Metrolink Expansions	23,074
SR-8	Express Lanes	60,864
SR-9	Congestion Pricing	3,246
SR-10	Telecommuting	40,576
SR-11	Goods Movement	22,688
SR-12	Electric Vehicle Plan and Infrastructure	81,152
SR-13	Construction and Demolition Waste Diversion	3,574
SR-14	Water Conservation and Efficiency	Not Estimated
TOTAL STATE AND REGIONAL REDUCTIONS		**1,885,859**

Note: Total may not add up due to rounding.

STATE AND REGIONAL ENERGY MEASURES

The following are state and regional measures that are expected to reduce GHG emissions associated with the energy sector.



Measure SR-1: Renewables Portfolio Standard

Utilities must secure 33% of their power from renewable sources.

2020 GHG Reduction Potential: 434,606 MT CO_2e/yr

Through a series of increasingly stringent bills first enacted in 2002, California has placed requirements on electric utilities to procure a portion of their energy from renewable sources. The standard, known as the Renewables Portfolio Standard (RPS), applies to investor-owned utilities, publicly-owned utilities, electricity service providers, and community choice aggregators. Therefore, all electricity-providing utilities in Western Riverside (SCE, Riverside Utility and Banning Utility) must meet these targets:

- 20% of retail sales from renewables by 2013
- 25% of retail sales from renewables by 2016
- 33% of retail sales from renewables by 2020

Meeting these goals will likely lead to reduced emissions associated with electricity, as more electricity will be generated by less carbon-intensive sources.

Community Benefits



Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6)

Mandatory energy efficiency standards for buildings.

2020 GHG Reduction Potential: 30,923 MT CO_2e/yr

Building energy efficiency standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. These standards began in 1978 and are updated every 5 years. The 2013 standards differ from the 2008 standards by requiring usage of less energy for lighting, heating, cooling, ventilation, and water heating. Buildings are also required to be solar-ready, allowing for easier and less expensive installation of photovoltaic or solar thermal panels in the future. The California Energy Commission estimates that the 2013 standards will result in residential construction that is 25% more efficient and nonresidential construction that is 30% more efficient than the 2008 standards. The new standards go into effect on July 1, 2014 and as the industry moves toward the goal of net-zero energy, even greater energy and GHG savings may be achieved over time.

Community Benefits

Measure SR-3: HERO Residential Program

Financing for homeowners to make energy efficient, renewable energy, and water conservation improvements.

2020 GHG Reduction Potential: 71,649 MT CO_2e/yr

The HERO Program is a public-private partnership administered by WRCOG, offering financing to homeowners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements. This property assessed clean energy (PACE) financing program offers a continually expanding list of eligible products for financing and an ever-growing cadre of trained contractors who can assist property owners with selecting and installing eligible products. Products eligible for HERO Financing include, but are not limited to:

- Energy audits
- Insulation of attics, floors, walls, and home perimeter
- Lighting upgrades
- Drip and weather-based irrigation systems
- Rainwater catchment systems
- Pool pumps and heaters
- Energy-efficient windows
- Solar PV panels
- Air sealing and weatherization
- Cool roof system
- Cool wall coatings

This award-winning program is offered to eligible property owners in the WRCOG subregion who wish to participate.

WRCOG's Residential Program partner, Renovate America, collects data regarding participation, energy savings, renewable energy installation, job creation, and economic development by jurisdiction in the subregion. WRCOG will continue to partner with Renovate America to track ongoing participation and energy savings on a monthly or annual basis. Emissions reduction estimates for this CAP were calculated based on program participation assumptions developed by Renovate America. Since its inception in 2011, the HERO program has funded more than $135 million worth of eligible projects, and created more than 1,000 jobs. The program's growth has led to energy savings, GHG reductions, water conservation, and local job creation in each of its participating communities. The HERO program has also been an award-winning model for other PACE programs, earning recognition from various industry organizations including the Southern California Association of Governments, the U.S. Green Building Council, the Urban Land Institute, and the Governor of California.

Community Benefits



Measure SR-4: HERO Commercial Program

Financing for business owners to make energy efficient, renewable energy, and water conservation improvements.

2020 GHG Reduction Potential: 10,079 MT CO_2e/yr

The HERO Program is a public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements. This PACE financing program offers a continually expanding list of eligible products for financing and an ever-growing cadre of trained contractors who can assist property owners with selecting and installing eligible products. Products eligible for HERO Financing include, but are not limited to:

- Energy audits
- Insulation of attics, floors, walls, and home perimeter
- Lighting upgrades
- Drip and weather-based irrigation systems
- Rainwater catchment systems
- Pool pumps and heaters
- Energy-efficient windows
- Solar PV panels
- Air sealing and weatherization
- Cool roof system
- Cool wall coatings

This award-winning program is offered to eligible property owners in the WRCOG subregion who wish to participate.

Community Benefits

Measure SR-5: Utility Programs

Financing for business owners to make energy efficient, renewable energy, and water conservation improvements.

2020 GHG Reduction Potential: 7,873 MT CO_2e/yr

Southern California Edison (SCE), Southern California Gas Company (SCG), Riverside Public Utilities (RPU), and the Banning Electric Utility (BEU) provide energy to customers in the subregion. Each utility offers rebate programs to reduce energy consumption, which in turn, reduces local GHG emissions. The utilities offer a selection of rebates and other incentives to assist property owners (residential and commercial) with the installation of energy- and water-saving products. The following list provides a sample of programs and indicates which utilities are currently offering:

- ENERGY STAR™ appliance rebates – SCE, SCG, RPU, BEU
- Light bulb discounts – SCE
- Solar rebates – SCE, RPU
- Low-income programs – SCE, SCG, RPU, BEU
- Shade trees – RPU, BEU

Note: Some programs may have funding cycle and annual rebate limits; check with your local utility for up-to-date information regarding specific rebates.

These utility programs are provided to customers throughout the subregion and are managed at the discretion of each participating utility. Therefore, they do not have tiered implementation actions.

Community Benefits



STATE AND REGIONAL TRANSPORTATION MEASURES

The following are state and regional measures that are expected to reduce GHG emissions associated with the transportation sector.

Measure SR-6: Pavley and Low Carbon Fuel Standard

Requirements for vehicles to use cleaner fuels.

2020 GHG Reduction Potential: 1,095,555 MT CO_2e/yr

In 2002, California adopted AB 1493, referred to as "Pavley I", which directed CARB to develop fuel-efficiency standards for passenger vehicles in California by 2005. Through a series of rulings, CARB and the federal government agreed on federal standards that began in 2009 and increase through 2016. CARB and the federal government are currently finalizing fuel-efficiency standards that continue to become increasingly-stringent from 2017 through 2025. Building from Pavley I, Executive Order S-1-07, known as the Low Carbon Fuel Standard (LCFS), requires the carbon-intensity of California's transportation fuel to be reduced by at least 10% by 2020.

Community Benefits

Measure SR-7: Metrolink Expansion

Additional Metrolink transit service provided to Western Riverside County.

2020 GHG Reduction Potential: 23,074 MT CO_2e/yr

Identified in SCAG's 2012 RTP/SCS, the Metrolink Perris Valley Line will be extended from Riverside to Perris in Western Riverside County, allowing for alternative transportation, reducing VMT and GHG emissions in Western Riverside County. Service along this route is expected to begin in 2015.

Community Benefits

Measure SR-8: Express Lanes

Additional express lanes added along major freeways in Western Riverside County.

2020 GHG Reduction Potential: 60,864 MT CO_2e/yr

SCAG's analysis of critical corridors found inter-county trips account for over 50% of all trips. Ongoing congestion issues—and therefore increased idle time and GHG emissions—have led to SCAG proposing increasing the network of express lanes that connect counties, including Riverside County. Extension of express lanes along State Route-91 (SR-91) and Interstate-15 (I-15) would be operational by 2017 and 2020 respectively, and would lead to reduced congestion according to regional transportation modeling. The SR-91 extension project is currently under construction. The I-15 Toll Express Lanes from State Route-60 (SR-60) to Cajalco Road has entered the preliminary engineering phase, and the anticipated opening year is 2020.

Community Benefits

Measure SR-9: Congestion Pricing

Pricing mechanisms to discourage automobile traveling by increasing travel costs.

2020 GHG Reduction Potential: 3,246 MT CO_2e/yr

Transportation demand management (TDM) consists of methods used to encourage transportation other than single-occupancy vehicle travel at peak traffic times. TDM strategies and are generally categorized as "soft" or "hard" strategies. Soft mechanisms are incentive-based and include:

- Increasing the availability and use of carpooling, vanpooling, transit, bicycling, and walking;
- Shifting work schedules to non-peak periods or locations; and
- Using telecommuting.

Congestion pricing is a TDM tool examined by SCAG through its Express Travel Choices Study. Pricing mechanisms may include toll lanes/roads or mileage-based user fees, which discourage automobile traveling by increasing travel costs. Currently an expansion of the toll lanes on SR-91 is planned to continue these toll lanes through Corona and into Riverside.

The effectiveness of congestion pricing reflects the regional share of VMT reduction associated with this strategy, in addition to local actions. This approach accounts for the high degree of out-commuting that currently occurs in Western Riverside County as residents travel to jobs in Los Angeles, San Bernardino, and Orange Counties. Since many TDM strategies will be implemented at employment locations instead of residential locations, a separate accounting is needed in addition to the jurisdiction-specific TDM strategies identified in this Subregional CAP.

Community Benefits



Measure SR-10: Telecommuting

Reducing the amount of vehicle miles travelled from commuting by encouraging telecommuting practices.

2020 GHG Reduction Potential: 40,576 MT CO_2e/yr

Telecommuting is a soft TDM mechanism that has increased considerably over the past decade. According to SCAG, telecommuting could increase even more by 2020 (to 5% of workers in the region) and 2035 (to 10% of workers), from the current 2.6% that currently telecommute. By telecommuting, GHG emissions associated with vehicles no longer on the road are reduced, as are idling or congestion-related emissions from vehicles remaining on the road. Similar to **Measure SR-9: Congestion Pricing**, this strategy reflects the regional share of TDM strategies that may be implemented on a regional level given the high degree of out-commuting that occurs in Western Riverside County.

Community Benefits



Measure SR-11: Goods Movement

Efficient movement of goods through inland Southern California.

2020 GHG Reduction Potential: 22,688 MT CO_2e/yr

Southern California is a major hub for importing and exporting goods. SCAG estimates that over $2 trillion in cargo was moved across the region in 2010 alone, much of which travels through inland Southern California, including Western Riverside County. However, the many warehouses and distribution facilities employ non-passenger vehicles that contribute to GHG emissions. At the state level, more standards are being implemented to increase vehicle efficiencies and the 2012 RTP/SCS and AQMD are supporting greater penetration of low-emission trucks in the region. While goods will continue to be moved to support local and regional economies, electrification and other low-emission technologies installed in vehicles can reduce the GHG emissions of goods movement. The GHG reductions estimated here account for the region's "share" of SCAG and AQMD's anticipated investments and the effect of the investment on GHG emissions. These investments include both policies as well as physical improvements such as "truck climbing" lanes on State Route-60 (SR-60), funded by RCTC.

Community Benefits

Measure SR-12: Electric Vehicle Plan and Infrastructure

Facilitate electric vehicle use by providing necessary infrastructure.

2020 GHG Reduction Potential: 81,152 MT CO_2e/yr

SCAG has developed a regional plug-in electric vehicle (PEV) readiness plan, and WRCOG has a similar subregional plan for PEV readiness. Together, these plans identify viable locations for charging stations, changes to development codes, and other strategies to encourage the purchase and use of electric vehicles. PEV chargers are already being installed in the WRCOG subregion. Through these plans and outreach efforts, alternative-fuel vehicles will be promoted as one strategy to reduce GHG emissions associated with passenger vehicles. This measure is anticipated to reduce nearly 82,000 MT CO_2e in participating jurisdictions by 2020.

Community Benefits

STATE SOLID WASTE MEASURE

The following state measure is expected to reduce GHG emissions associated with the solid waste sector.

Measure SR-13: Construction & Demolition Waste Diversion

Mandatory requirement to divert 50% of construction and demolition waste from the landfill waste stream.

2020 GHG Reduction Potential: 3,574 MT CO_2e/yr

Recycling construction and demolition materials reduces GHG emissions by removing material from landfills that would otherwise generate methane. Construction and demolition (C&D) waste recycling also may reduce the need to harvest and transport new raw construction materials, as recycled materials can be locally repurposed and reused. For growing areas like the WRCOG subregion, C&D waste accounts for a significant portion of the waste stream.

Effective July 1, 2012, CALGreen, the state's Green Building Standards Code, requires jurisdictions to divert a minimum of 50% of their nonhazardous C&D waste from landfills.

Community Benefits

STATE AND REGIONAL WATER MEASURES

The following state measure is expected to reduce GHG emissions associated with the water sector.

Measure SR-14: Water Conservation and Efficiency

State requirement to reduce urban per capita water use.

2020 GHG Reduction Potential: Not Estimated

SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10% from a baseline level by 2015, and to reduce per-capita water use by 20% by 2020. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a state measure, it will be up to the local water retailers, jurisdictions, and water users to meet these targets. A number of policies have been established at the local level within the subregion requiring more efficient use of water, including landscape ordinances that require native or low-irrigation landscaping. Water retailers also offer resources that incentivize purchase of high-efficiency appliances and provide information on best management practices, landscaping, and the use of recycled and gray water systems.

While emissions reductions associated with water conservation efforts are likely, the emissions inventories do not separately include a water emissions sector. Therefore, to be conservative in estimating the CAP's emissions reduction potential, reductions associated with this measure are not quantified here. Future emissions inventory updates may include a separate water emissions sector, in which case it would be appropriate to estimate the reduction potential of water conservation efforts.

Community Benefits

LOCAL REDUCTION MEASURES

Table 3-2 lists the local measures included in the Subregional CAP and provides a breakdown of the GHG reduction potential for these local measures.

Table 3-2: 2020 Reductions Achieved from Local Measures

Local Measures by Sector		2020 Reductions Achieved (MT CO_2e/yr)
E-1	Energy Action Plans	357,581
E-2	Traffic and Street Lights	4,895
E-3	Shade Trees	141
Energy Subtotal		***362,617***
T-1	Bicycle Infrastructure Improvements	29,255
T-2	Bicycle Parking	6,290
T-3	End of Trip Facilities	1,836
T-4	Promotional Transportation Demand Management	1,831
T-5	Transit Service Expansion	704
T-6	Transit Frequency Expansion	2,723
T-7	Traffic Signal Coordination	94,600
T-8	Density	2,857
T-9	Mixed-Use Development	4,069
T-10	Design/Site-Planning	912
T-11	Pedestrian Only Areas	2,812
T-12	Limited Parking Requirements for New Development	28,423
T-13	High Frequency Transit Services	1,801
T-14	Voluntary Transportation Demand Management	2,464
T-15	Accelerated Bike Plan Implementation	5,340
T-16	Fixed Guideway Transit	10,489
T-17	Neighborhood Electric Vehicle Programs	4,707
T-18	Subsidized Transit	3,628
Transportation Subtotal		***204,744***
SW-1	Yard Waste Collection	1,007
SW-2	Food Scrap and Paper Diversion	155
Solid Waste Subtotal		***1,162***
TOTAL LOCAL ACTION REDUCTIONS		**568,524**

LOCAL ENERGY MEASURES

The following are local measures that can be implemented to reduce GHG emissions associated with the energy sector. As described in Chapter 1, at the time this CAP was developed 11 jurisdictions were participating in the Western Riverside Energy Leader Partnership (WRELP) Program, which includes the development of municipal and community-wide Energy Action Plans (EAPs) for these jurisdictions (**Table 1-1**). Measure E-1 includes the aggregate total GHG reduction potential for the 11 WRELP jurisdictions implementing the EAPs, while Measures E-2 and E-3 describe the GHG reduction potential from energy strategies implemented by the 4 jurisdictions included in this Subregional CAP that were not WRELP jurisdictions at the time of this CAP development.



Measure E-1: Energy Action Plans

Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).

2020 GHG Reduction Potential: 357,581 MT CO_2e/yr

In 2011, Southern California Edison (SCE) provided funding to WRCOG to implement the California Long-Term Energy Efficiency Strategic Plan (CEESP) developed by the California Energy Commission. WRCOG and 11 participating jurisdictions established the WRELP Program and adopted energy efficiency targets and programs to meet those targets, which will reduce utility costs and GHG emissions associated with the energy use at the municipal and community level (**Table 1-1**). These targets and actions are captured in each jurisdiction's EAP. The EAPs use a similar approach to that described in this CAP, but only address emissions and GHG reductions associated with the energy sector. The CAP contains similar energy-efficiency actions for non-EAP jurisdictions.

By implementing the proposed efficiency measures, jurisdictions demonstrate the potential economic, social, and environmental benefits of increasing energy efficiency and providing environmental stewardship within the community.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
This measure does not include tiered implementation actions. Each WRELP jurisdiction has individual energy-conserving measures and actions in its EAP. Energy sector reductions anticipated in each jurisdiction's EAP are captured within this local CAP measure, and will be tracked and reported in conjunction with the measures proposed within the CAP for non-WRELP jurisdictions.		357,581
PROGRESS INDICATORS		**YEAR**
1	Each WRELP jurisdiction has received a tracking and monitoring tool, which identifies the jurisdiction's energy usage projections and goals, and provides a user-friendly workbook to evaluate emissions annually. Each jurisdiction has its own monitoring tool, but the assumptions used are consistent across all tools in the subregion and can be aggregated for subregional monitoring and reporting.	2020

Measure E-2: Traffic and Street Lights

Replace traffic and street lights with high-efficiency bulbs.

2020 GHG Reduction Potential: 4,895 MT CO_2e/yr

Similar to many household light fixtures, traffic lights are typically illuminated with inefficient incandescent bulbs. Street lights commonly use high-pressure sodium (HPS) bulbs, which also produce light inefficiently. Newer lighting technology, such as light-emitting diodes (LEDs), last significantly longer than traditional incandescent or HPS bulbs, and use much less energy to perform the same task. Jurisdictions can install LEDs in their traffic signals and upgrade street light fixtures to accommodate LEDs or other high-efficiency bulbs to lower municipal utility costs and reduce maintenance costs associated with bulb replacement.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	100% of traffic and street lights converted to high-efficiency bulbs by 2020. Banning, Jurupa Valley, Riverside	4,895
GOLD LEVEL	75% of traffic and street lights converted to high-efficiency bulbs by 2020. No jurisdictions participating at this level.	0
SILVER LEVEL	50% of traffic and street lights converted to high-efficiency bulbs by 2020. No jurisdictions participating at this level.	0

PROGRESS INDICATORS		YEAR
1	Banning: 950,000 million kWh/year in savings from Freeway Lighting and Streetlights subsectors of Local Government GHG Inventory. (Appendix A)	2020
2	Jurupa Valley: 11,000 kWh/year in savings from Streetlights subsector of Local Government GHG Inventory. (Appendix A)	2020
3	Riverside: 12.6 million kWh/year in savings from Streetlights and Traffic Signals/Controllers subsector of Local Government GHG Inventory. (Appendix A)	2020

Community Benefits

Measure E-3: Shade Trees

Strategically plant trees to reduce the urban heat island effect.

2020 GHG Reduction Potential: 141 MT CO_2e/yr

Planting additional trees in urban environments has a number of benefits, including lowering peak-load energy demands during the hottest months, enhancing the visual aesthetic of a community, and naturally sequestering carbon dioxide. Properly selected and located shade trees can help keep indoor temperatures low, thereby reducing air conditioner demands and utility costs. Trees can also provide shade for parking lots and other paved areas, reducing the urban heat island effect communitywide.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Shade trees are required for all new development or redevelopment. Eastvale, Jurupa Valley	47
GOLD LEVEL	Subsidized program to support planting jurisdiction-identified shade tree species. Banning, Riverside	94
SILVER LEVEL	Outreach program to promote the benefits of planting additional trees in urban environments. No jurisdictions participating at this level.	0

	PROGRESS INDICATORS	YEAR
1	Banning: 2,150 new shade trees by 2020	2020
2	Eastvale: 2,000 new shade trees by 2020	2020
3	Jurupa Valley: 2,150 new shade trees by 2020	2020
4	Riverside: 6,000 new shade trees by 2020	2020

Community Benefits

LOCAL TRANSPORTATION MEASURES

The following are local measures that can be implemented to reduce GHG emissions associated with the transportation sector.

Measure T-1: Bicycle Infrastructure Improvements

Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.

2020 GHG Reduction Potential: 29,255 MT CO_2e/yr

By providing more bicycle lanes and better connections between existing bicycle lanes, WRCOG jurisdictions can increase the viability of bicycling as an emission-free commute option. Several WRCOG jurisdictions have adopted or are preparing bicycle master plans. Implementing these plans will increase alternative transportation options in the sub-region and can reduce vehicle miles traveled and congestion for vehicles. Community health benefits from increased bicycling include improved air quality and exercise.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Implement a 50% increase in bicycle lane mileage from baseline levels. Riverside	15,905
GOLD LEVEL	Implement a 25% increase in bicycle lane mileage from baseline levels. No participating jurisdictions at this level.	0
SILVER LEVEL	Implement a 10% increase in bicycle lane mileage from baseline levels. Banning, Canyon Lake, Eastvale, Hemet, Jurupa Valley, Norco, Perris, San Jacinto, Temecula, Wildomar	13,350

PROGRESS INDICATORS	YEAR
1 Annual percentage increase in bicycle lane mileage from baseline levels.	2020

Community Benefits

Measure T-2: Bicycle Parking

Provide additional options for bicycle parking.

2020 GHG Reduction Potential: 6,290 MT CO_2e/yr

Safe and convenient bicycle parking is a relatively low-cost action that leads to a demonstrated shift from automobile use to bicycle use. Helping business owners understand the potential benefits of bicycle parking and requiring new development projects to include bike racks as a condition of approval can facilitate implementation of this measure.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Amend zoning to require provision of bike parking for all multi-family or mixed-use projects consisting of a mix of residential, retail, and office space. Calimesa, Canyon Lake, Eastvale, Hemet, Jurupa Valley, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar	6,152
GOLD LEVEL	Amend zoning to require provision of bike parking for multi-family projects consisting of more than 50 dwelling units, and mixed-use projects greater than 50,000 square feet consisting of a mix of residential, retail, and office space. Banning	138
SILVER LEVEL	Provide information to applicants for large development projects describing the benefits of bike parking. No jurisdictions participating at this level.	0

PROGRESS INDICATORS	YEAR
1 Annual number of new bike parking spaces installed.	2020

Community Benefits

Measure T-3: End of Trip Facilities

Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.

2020 GHG Reduction Potential: 1,836 MT CO_2e/yr

End-of-trip commuter facilities further incentivize alternative transportation modes, such as walking and biking. Such facilities commonly include showers, changing rooms, lockers, and bike racks.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Amend zoning to require installation of end-of-trip facilities for new commercial buildings greater than 50,000 square feet. Riverside	1,119
GOLD LEVEL	Amend zoning to require installation of end-of-trip facilities for new commercial buildings greater than 100,000 square feet. Banning, Jurupa Valley, Perris	391
SILVER LEVEL	Provide information to commercial project applicants describing the benefits of installing end-of-trip facilities. Calimesa, Canyon Lake, Eastvale, Hemet, San Jacinto, Temecula, Wildomar	326

PROGRESS INDICATORS	YEAR
1 Annual number of development projects installing end-of-trip facilities.	2020

Community Benefits



Measure T-4: Promotional Transportation Demand Management

Encourage Transportation Demand Management strategies.

2020 GHG Reduction Potential: 1,831 MT CO_2e/yr

Transportation demand management (TDM) describes strategies to reduce demand for roadway travel, particularly in single-occupancy vehicles. TDM strategies can include both "carrot" and "stick" approaches to change travel behavior patterns. Specific examples include preferential parking for carpoolers and parking pricing.

While SCAG offers regional approaches such as high-occupancy vehicle lanes, this measure focuses on efforts by individual existing business owners in the WRCOG sub-region to develop TDM strategies, such as parking "cash out" programs and allowing telecommuting. Several TDM strategies can be offered; often, multiple programs can enhance one another rather than being redundant. In addition to reducing GHG emissions, TDM strategies often ease congestion and improve air quality.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Allocate a full-time staff person to promote TDM strategies to existing businesses. No jurisdictions participating at this level.	0
GOLD LEVEL	Allocate the equivalent of ½ of a full- time staff person to promote TDM strategies to existing businesses. No jurisdictions participating at this level.	0
SILVER LEVEL	Train an existing staff person to promote TDM strategies to existing business. Eastvale, Hemet, Jurupa Valley, Norco, Riverside	1,831

PROGRESS INDICATORS	YEAR
1 Number of jurisdictions with full-time or part-time staff promoting TDM programs to be established through an annual survey conducted by WRCOG.	2020

Community Benefits



Measure T-5: Transit Service Expansion

Collaborate with local and regional transit providers to increase transit service provided in the subregion.

2020 GHG Reduction Potential: 704 MT CO_2e/yr

It will be crucial for jurisdictions anticipating growth to coordinate with the Riverside Transit Agency (RTA) and Banning Pass Transit to appropriately expand service. Several jurisdictions have identified a need for additional transit service and are working with RTA to identify critical investments to maximize ridership. Increased transit ridership improves air quality as fewer single-occupancy vehicles use the roadways, improves traffic flow for remaining vehicles, and offers mobility to low-income and other disadvantaged communities. Information related to this measure may be updated upon completion of the RTA Forward 10-Year Transit Plan, a comprehensive operational analysis that will guide RTA's bus route and service decisions in future years.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Work with RTA to increase fixed-route service miles by 20% by 2020. No jurisdictions participating at this level.	0
GOLD LEVEL	Work with RTA to increase fixed-route service miles by 10% by 2020. Eastvale, Norco	324
SILVER LEVEL	Work with RTA to increase fixed-route service miles by 5% by 2020. Banning, Jurupa Valley, Temecula, Wildomar	380

PROGRESS INDICATORS	YEAR
1 Annual miles of fixed-route service provided by RTA	2020

Community Benefits

Measure T-6: Transit Frequency Expansion

Collaborate with local and regional transit providers to provide more frequent transit in the subregion.

2020 GHG Reduction Potential: 2,723 MT CO_2e/yr

Future annual transit ridership is expected to grow by 3.5% across the nation, and many transportation systems are already operating beyond their capacity (APTA 2010). In addition to expanding service, transit agencies will need to increase service frequency by reducing headways or the time between buses on existing routes. WRCOG jurisdictions are working with RTA and Banning Pass Transit to share information regarding anticipated land development patterns and to maximize service frequency investments. Similar to transit service expansion, this measure provides air quality and mobility co-benefits by reducing the number of single-occupancy vehicles on the road. Information related to this measure may be updated upon completion of the RTA Forward 10-Year Transit Plan, a comprehensive operational analysis that will guide RTA's bus route and service decisions in future years. This measure differs from T-5 in that it considers service improvements along existing routes.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Work with RTA to increase fixed-route service frequency by 20% over baseline levels in transit priority areas as defined by SCAG in the RTP/SCS. Perris	698
GOLD LEVEL	Work with RTA to increase fixed-route service frequency by 10% over baseline levels in transit priority areas as defined by SCAG in the RTP/SCS. Eastvale	241
SILVER LEVEL	Work with RTA to increase fixed-route service frequency by 5% over 2010 levels in transit priority areas as defined by SCAG in the RTP/SCS. Banning, Jurupa Valley, Norco, Temecula, Wildomar	1,784

PROGRESS INDICATORS	YEAR
1 Percentage change in average annual fixed-route service frequency in transit priority areas compared to baseline levels.	2020

Community Benefits

Measure T-7: Traffic Signal Coordination

Incorporate technology to synchronize and coordinate traffic signals along local arterials.

2020 GHG Reduction Potential: 94,600 MT CO_2e/yr

Traffic signal coordination describes a method of timing groups of traffic signals along an arterial to provide smooth movement of traffic with minimal stops. This technique reduces motorist stops and delays, lowers the amount of fuel need to move a certain distance, and reduces GHG emissions. Signal coordination also lessens congestion and resulting tail pipe emissions, which reduces GHG emissions and improves air quality.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Coordinate traffic signals on an additional 50% of arterial roads that were not coordinated in the base year. Canyon Lake, Perris, Riverside, Temecula	78,318
GOLD LEVEL	Coordinate traffic signals on an additional 25% of arterial roads that were not coordinated in the base year. Banning, Hemet, San Jacinto	10,131
SILVER LEVEL	Coordinate traffic signals on an additional 10% of arterial roads that were not coordinated in the base year. Eastvale, Jurupa Valley, Wildomar	6,151

PROGRESS INDICATORS	YEAR
1 Annual percentage of arterial roads with signal coordination which were not coordinated in the base year.	2020

Community Benefits

Measure T-8: Density

Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.

2020 GHG Reduction Potential: 2,857 MT CO_2e/yr

Density describes the number of people, jobs, or housing units in a given area. Increasing density generally results in shorter distances between locations, making transit and non-motorized transportation options such as walking and biking more viable. GHG emissions associated with vehicle miles traveled (VMT) are reduced as more individuals choose alternative transportation modes. Increases in density must generally fit within assumptions of a jurisdiction's General Plan, although amendments can be made to increase density in certain areas.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Achieve a 25% increase in community-wide household and employment density over baseline conditions by 2020. No jurisdictions participating at this level.	0
GOLD LEVEL	Achieve a 10% increase in community-wide household and employment density over baseline conditions by 2020. Perris, Riverside, Temecula	2,054
SILVER LEVEL	Achieve a 5% increase in community-wide household and employment density over baseline conditions by 2020. Eastvale, Hemet, Jurupa Valley, Norco, San Jacinto, Wildomar	803

PROGRESS INDICATORS	YEAR
1 Annual percentage change in community-wide household and employment density compared to baseline conditions	2020

Community Benefits

Measure T-9: Mixed-Use Development

Provide for a variety of development types and uses.

2020 GHG Reduction Potential: 4,069 MT CO_2e/yr

Development can occur in many forms, ranging from single-family homes on large plots of land to multi-family housing with high vertical construction for residential areas, and single-use to multi-use zoning for commercial properties. While land development choices are typically made at the household or business level, recent studies show that individuals are more frequently demanding higher-density, multi-use regions that are more walkable. Most WRCOG jurisdictions have identified portions of their communities where future higher-density development is desirable. Such development reduces both VMT and GHGs, as individuals can accomplish many tasks in a single mixed-use area. This also can improve community health by encouraging bicycling and walking, improve air quality by reducing tailpipe emissions, and increase the community's sense of place.

For the WRCOG subregion, mixed-use development is classified as having at least three of the following features either on-site or within ¼ mile:

- Residential development;
- Retail development;
- Park;
- Open space; or
- Office.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Achieve a 25% jobs/housing ratio improvement over baseline conditions. Eastvale, Jurupa Valley	1,897
GOLD LEVEL	Achieve a 10% jobs/housing ratio improvement over baseline conditions. Hemet, Perris	764
SILVER LEVEL	Achieve a 5% jobs/housing ratio improvement over baseline conditions Banning, Norco, Riverside, Temecula, Wildomar	1,408

PROGRESS INDICATORS	YEAR
1 Annual percentage change in jobs/housing ratio within new development areas compared to baseline conditions.	2020

Community Benefits

Measure T-10: Design/Site Planning

Design neighborhoods and sites to reduce VMT.

2020 GHG Reduction Potential: 912 MT CO_2e/yr

The design of projects affects travel behavior. Typical suburban development patterns feature longer blocks which often discourage walking and biking. Conversely, projects with shorter blocks and more frequent intersections have higher levels of walking, biking, and transit use. This higher use of non-motorized and alternative modes leads to a reduction in automobile use, VMT, and GHG emissions.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	25% increase in intersection density and reduction in block length in new development compared to the baseline countywide average. No jurisdictions participating at this level.	0
GOLD LEVEL	10% increase in intersection density and reduction in block length in new development compared to the baseline countywide average. No jurisdictions participating at this level.	0
SILVER LEVEL	5% increase in intersection density and reduction in block length in new development compared to the baseline countywide average. Hemet, Perris, Temecula	912

PROGRESS INDICATORS		YEAR
1	Annual percentage of neighborhood streets with traffic calming treatments installed.	2020

Community Benefits



Measure T-11: Pedestrian-Only Areas

Encourage walking by providing pedestrian-only community areas.

2020 GHG Reduction Potential: 2,812 MT CO_2e/yr

Also referred to as an urban non-motorized zone, a pedestrian-only area restricts certain portions of a central business district or major activity center to non-motorized transportation.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Designate one additional major activity center in the community as a permanent pedestrian-only area over baseline conditions. Perris, Riverside	1,747
GOLD LEVEL	Designate one additional pedestrian-only area during weekends over baseline conditions. No jurisdictions participating at this level.	0
SILVER LEVEL	Designate one additional pedestrian-only area during weekends tied to a special event (e.g. farmer's market) over baseline conditions. Banning, Hemet, Jurupa Valley, Norco, San Jacinto, Temecula	1,065

PROGRESS INDICATORS	YEAR
1 Annual number of temporary or permanent pedestrian-only zones compared to baseline conditions.	2020

Community Benefits

Measure T-12: Limit Parking Requirements for New Development

Reduce requirements for vehicle parking in new development projects.

2020 GHG Reduction Potential: 28,423 MT CO_2e/yr

Limiting parking requirements for new development in certain areas may encourage alternative individual transportation choices, but caution should be taken to minimize the resulting incentive to travel to more distant locations with plenty of parking. This can be accomplished by:

- Eliminating (or reducing) minimum parking requirements;
- Creating maximum parking requirements; and
- Implementing shared parking.

Limiting parking requirements would encourage modes of transportation other than single-occupancy vehicles, thereby reducing VMT and GHG emissions. If these alternative transportation modes include walking and biking, mobility and health benefits would also be realized.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Amend zoning to reduce parking requirements for new non-residential development by 25% over baseline conditions. Riverside	17,482
GOLD LEVEL	Amend zoning to reduce parking requirements for new non-residential development by 10% over baseline conditions Jurupa Valley, Perris	6,093
SILVER LEVEL	Amend zoning to reduce parking requirements for new non-residential development by 5% over baseline conditions. Canyon Lake, Hemet, Norco, Temecula, Wildomar	4,848

PROGRESS INDICATORS	YEAR
1 Number of jurisdictions which have amended their parking requirements to reduce parking spaces required within new development or redevelopment areas.	2020

Community Benefits

Measure T-13: High Frequency Transit Service

Implement high frequency transit service in the subregion to provide alternative transportation options.

2020 GHG Reduction Potential: 1,801 MT CO_2e/yr

The WRCOG subregion is one of the fastest growing areas in California. As more residents and employees occupy the area, there will be increased need to move people efficiently in and out of the area. A high frequency transit system such as bus rapid transit (BRT) would provide an alternative to constructing more roadways and allow commuters and residents additional transportation options. Jurisdictions participating in this measure have an objective to work with RTA to identify corridors where BRT service would provide an effective and logical transportation option.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Work with RTA to offer high frequency transit service within three (3) corridors No jurisdictions participating at this level.	0
GOLD LEVEL	Work with RTA to offer high frequency transit service within two (2) corridors Eastvale, Riverside	1,640
SILVER LEVEL	Work with RTA to offer high frequency transit service within one (1) corridor Hemet	161

PROGRESS INDICATORS	YEAR
1 Number of corridors in which high frequency transit service has been implemented.	2020

Community Benefits

Measure T-14: Voluntary Transportation Demand Management

Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.

2020 GHG Reduction Potential: 2,464 MT CO_2e/yr

TDM describes strategies to reduce demand for roadway travel, particularly in single-occupancy vehicles. TDM strategies can include both "carrot" and "stick" approaches to change travel behavior patterns. Specific examples include preferential parking for carpoolers and parking pricing.

While SCAG offers regional approaches such as high-occupancy vehicle lanes, this measure focuses on efforts by individual existing business owners in the WRCOG subregion to develop TDM strategies, such as parking "cash out" programs and allowing telecommuting. Several TDM strategies can be offered; often, multiple programs can enhance one other rather than being redundant. In addition to reducing GHG emissions, TDM strategies often ease congestion and improve air quality.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	50% of employees within the jurisdiction participate in voluntary TDM programs No jurisdictions participating at this level.	0
GOLD LEVEL	25% of employees within the jurisdiction participate in voluntary TDM programs Riverside	2,185
SILVER LEVEL	12.5% of employees within the jurisdiction participate in voluntary TDM programs Perris	279

PROGRESS INDICATORS	YEAR
1 Percentage of employees in each jurisdiction participating in voluntary TDM programs.	2020

Community Benefits

Measure T-15: Accelerated Bike Plan Implementation

Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan.

2020 GHG Reduction Potential: 5,340 MT CO_2e/yr

Several jurisdictions within WRCOG are currently implementing existing Bicycle Master Plans and/or Trails Plans. These plans outline a series of on-street and off-street facilities to increase bicycle use within the community. This measure addresses accelerated implementation of these Master Plans to provide additional facilities by 2020 beyond those identified in Measure T-1.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Install 75% of all bicycle facility miles identified in jurisdiction's Bike Plan by 2020. Riverside	3,496
GOLD LEVEL	Install 50% of all bicycle facility miles identified in jurisdiction's Bike Plan by 2020. No jurisdictions participating at this level.	0
SILVER LEVEL	Install 25% of all bicycle facility miles identified in jurisdiction's Bike Plan by 2020. Hemet, Perris, Temecula, Wildomar	1,844

NOTE: Reductions are assumed to be 1/2 of total reductions for bicycle infrastructure measure.

PROGRESS INDICATORS	YEAR
1 Annual % of bicycle facility miles identified in jurisdiction's Bike Plan installed.	2020

Community Benefits



Measure T-16: Fixed Guideway Transit

Introduce a fixed-route transit service in the jurisdiction.

2020 GHG Reduction Potential: 10,489 MT CO_2e/yr

This measure applies specifically to the City of Riverside's efforts to conduct a preliminary engineering and economic study for a proposed Streetcar. This Streetcar would provide fixed-route transit service through the City of Riverside, providing access to major destinations such as the University of California, Riverside, Downtown Riverside, and other major destinations throughout the city. The City would plan, design, construct, and operate the streetcar.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Implement a fixed-guideway transit system. Riverside	10,489
GOLD LEVEL	N/a No jurisdictions participating at this level.	0
SILVER LEVEL	N/a No jurisdictions participating at this level.	0

PROGRESS INDICATORS	YEAR
1 Annual community-wide fixed guideway transit ridership.	2020

Community Benefits

Measure T-17: Neighborhood Electric Vehicle Programs

Implement development requirements to accommodate Neighborhood Electric Vehicles and supporting infrastructure.

2020 GHG Reduction Potential: 4,707 MT CO_2e/yr

Neighborhood electric vehicles (NEVs) emit fewer GHGs than traditional passenger vehicles and reduce local air pollution. NEVs generally are used in areas with speed limits of 35 miles per hour or less for relatively short (less than 30 miles) trips. This measure introduces development requirements for signage and educational programs related to the use of NEVs consistent with state regulations.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Provide dedicated NEV facilities within the community. No jurisdictions participating at this level.	0
GOLD LEVEL	Adopt a comprehensive NEV program including signage for NEVs and an educational program related to the use of NEVs. Riverside	3,496
SILVER LEVEL	Adopt an educational program related to the use of NEVs. Hemet	1,211

PROGRESS INDICATORS	YEAR
1 Number of jurisdictions which have implemented NEV plans.	2020

Community Benefits

Measure T-18: Subsidized Transit

Increase access to transit by providing free or reduced passes.

2020 GHG Reduction Potential: 3,628 MT CO_2e/yr

One approach to increase transit use within a jurisdiction is lowering the cost of using transit. Within Western Riverside County, the typical approach has been to provide reduced cost transit passes such as those provided by several universities. This approach is generally targeted at groups such as students or seniors who may lack access to vehicles.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Provide subsidized or discounted transit passes to 3% of residents, students, and employees living, working, or going to school in the community. Riverside	3,496
GOLD LEVEL	Provide subsidized or discounted transit passes to 2% of residents, students, and employees living, working, or going to school in the community. No jurisdictions participating at this level.	0
SILVER LEVEL	Provide subsidized or discounted transit passes to 1% of residents, students, and employees living, working, or going to school in the community. Norco	132

PROGRESS INDICATORS	YEAR
1 Annual number of discounted transit passes provided per total of residents, students, and employees living, working, or going to school in the community.	2020

Community Benefits

LOCAL SOLID WASTE MEASURES

The following are local measures that can be implemented to reduce GHG emissions associated with the solid waste sector.



Measure SW-1: Yard Waste Collection

Provide green waste collection bins community-wide.

2020 GHG Reduction Potential: 1,007 MT CO_2e/yr

All jurisdictions in the subregion offer green waste collection bins for residential yard waste. Diverting yard waste from landfills helps to extend the life of area landfills. In addition, grass clippings and leaves can be composted into nutrient-rich topsoil amendments, and branches can be chipped into mulch for reuse in landscaping. Removing beneficial organic materials from landfills also helps avoid the creation of landfill methane, a potent GHG.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Adopt an ordinance prohibiting deposit of yard waste in the solid waste stream. No jurisdictions participating at this level.	0
GOLD LEVEL	Provide residential green waste bins for collection and transport to an organic waste processing facility. Banning, Calimesa, Canyon Lake, Eastvale, Hemet, Jurupa Valley*, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar	1,007
SILVER LEVEL	Conduct an outreach campaign promoting the benefits of yard waste collection, without provision of green waste bins. No jurisdictions participating at this level.	0

*Jurupa Valley offers yard waste collection bins, however waste emissions were not quantified within the jurisdiction's inventory due to lack of available data. Therefore, yard waste reductions for Jurupa Valley are not included within this CAP.

PROGRESS INDICATORS	YEAR
1 Achievement of 95% diversion of residential yard waste from landfill waste stream.	2020

Community Benefits



Measure SW-2: Food Scrap and Compostable Paper Diversion

Divert food and paper waste from landfills by implementing collection system.

2020 GHG Reduction Potential: 155 MT CO_2e/yr

Food scraps are unwanted cooking preparation and table scraps, such as banana peels, apple cores, vegetable trimmings, bones, egg shells, meat, and pizza crusts. Compostable paper, sometimes called food-soiled paper, usually comes from the kitchen and is not appropriate for paper recycling due to contamination. Materials such as stained pizza boxes, uncoated paper cups and plates, used coffee filters, paper food cartons, napkins, and paper towels are all compostable paper. Food scraps alone represent nearly 20% of total landfilled solid waste statewide. Diverting these organic items from landfills helps to reduce landfill methane gas generation, and can help prolong the lifespan of area landfills.

PARTICIPATION LEVEL	ACTIONS + PARTICIPATING CITIES	GHG REDUCTION POTENTIAL (MT CO_2e/yr)
PLATINUM LEVEL	Accept food scraps and compostable paper within residential green waste bins; establish a commercial food scrap collection program. No jurisdictions participating at this level.	0
GOLD LEVEL	Accept food scraps and compostable paper within residential green waste bins or provide separate food scrap collection bins. Riverside, Temecula	155
SILVER LEVEL	Provide community outreach about benefits of food scrap and compostable paper collection with information about at-home composting. Banning, Calimesa, Canyon Lake, Eastvale, Jurupa Valley, Norco, Perris	0

PROGRESS INDICATORS	YEAR
1 Temecula - 20% of commercial businesses divert 90% of their waste	2020

Community Benefits



Chapter 4
Next Steps

PREPARING THE SUBREGION FOR CLIMATE CHANGE

A key next step, and important to the success of WRCOG's sustainability planning efforts including the Subregional Climate Action Plan (CAP), is the evaluation, analysis, and integration of climate adaptation and resiliency strategies. The WRCOG subregion is expected to experience impacts due to projected changes in the climate, and jurisdictions should begin preparing for them. The effects of climate change will cumulatively affect all sectors, including: water supply and wastewater management, agriculture, public infrastructure (pipelines, wastewater treatment plants, bridges, and roads), public health and public services (fire protection, emergency preparedness), and ecosystem health (diversity and connectivity of habitats), among others.

Despite significant efforts by the subregion and the State of California to reduce GHG emissions, changes in our climate are inevitable over the long term. Even if GHG emissions were reduced to pre-industrial levels today, the GHG emissions that have already been added to the atmosphere will continue to warm the planet for centuries. While mitigation is still the most cost-effective approach to preventing long-term catastrophic impacts of climate change, adaptation efforts are needed to increase the resilience of communities and natural resources to changes expected over the next few decades.

In California, anticipated climate change impacts include sea level rise; increased periods of drought; and more frequent extreme weather events, including heat waves and severe storms. Secondary effects include projected inundation of the shoreline; more frequent and severe flooding; more frequent and severe wildfires on the urban fringe; a less reliable water supply; altered agricultural productivity, increased incidence of disease and mortality (both from effects of heat waves and from changing patterns of disease distribution); and disruption of local ecosystems.

The *California Planning Adaptation Planning Guide: Understanding Regional Characteristics*[1] designates climate impact regions based on county boundaries in combination with projected climate impacts, existing environmental setting, socioeconomic factors, and regional designations. The WRCOG subregion falls within the Desert climate impact region, which includes Imperial, Riverside, and San Bernardino Counties, and the *Adaptation Planning Guide* identifies the following climate change impacts to this area:

- Temperature increases
- Reduced precipitation
- Flooding
- Reduced agricultural productivity
- Reduced water supply
- Wildfires
- Public health and heat

ADAPTATION PLANNING APPROACH

Effective adaptation planning and management entails dealing with uncertainty. Adaptation is likely to be a long-term process, including immediate action when necessary and allowing adjustments to changing conditions and new knowledge. Effective public engagement and education is critical, along with an inclusive planning process that ensures the resulting actions are feasible and widely accepted. Five important steps to effective adaptation planning are summarized below:

- **Increase Public Awareness; Engage and Educate the Community:** Local outreach campaigns to build awareness of the dangers of heat exposure and to promote low-cost and low-GHG emitting adaptation strategies. It is critical that the public understand the magnitude of the challenge and why action is needed. The planning process should be inclusive of all stakeholders. These efforts should leverage similar efforts undertaken at the regional, state, and federal levels.
- **Assess Vulnerability:** Perform a detailed vulnerability analysis to assess potential climate change impacts to infrastructure and natural systems. Both short-term and long-term adaptation strategies should be identified. Level of risk can be categorized in terms of likelihood of damage within the forecasting period and the severity of the damages. Understanding vulnerability to climate change impacts is critical to developing effective adaptation strategies. The vulnerability assessment can also provide a framework for agency and community education and participation, inform other planning documents, and identify funding needs. WRCOG intends to initiate a vulnerability/risk assessment in Spring 2014 that will inform not only the CAP, but member jurisdictions' General Plan Safety Elements and Local Hazard Mitigation Plans. It will incorporate the diversity of needs and integrate climate adaptation strategies with existing and proposed programs and initiatives to make the best use of limited resources.
- **Establish Goals, Criteria and Planning Principles:** Engage with stakeholders to establish planning priorities, decision criteria, and build community support for taking action. Rank physical and natural assets for preservation efforts. Where possible, look for situations where a mitigation

[1] California Climate Planning Adaptation Guide, July 2012. Available at http://resources.ca.gov/climate_adaptation/docs/1APG_Planning_for_Adaptive_Communities.pdf

action has adaptation co-benefits (e.g., planting trees to reduce urban heat islands while sequestering carbon and providing habitat).

- **Develop Adaptation Plan:** Identify specific strategies, develop cost estimates, and prioritize actions to increase local resilience of public infrastructure and critical assets, including natural systems like wetlands and urban forests. Look for synergies between natural processes and engineering solutions. An adaptation plan should include a prioritized list of actions (e.g. projects), with a timeline, capital expenditure plan, and a framework for monitoring and adaptive management.
- **Ongoing Monitoring and Adaptive Management:** Reassess climate change vulnerabilities on a regular basis and modify actions accordingly. This includes monitoring the effectiveness of current policies, strategies and actions, and keeping up with changing science, funding opportunities, and regulatory actions.

IMPLEMENTATION OF THE SUBREGIONAL CLIMATE ACTION PLAN

Implementation of the Subregional CAP, including meeting the subregional reduction targets and achieving GHG reduction benefits, will require collaboration between WRCOG, local governments, and the communities at large. Meaningful implementation of the CAP would require the following components, described in more detail below:

- Administration
- Schedule of implementation
- Potential funding sources
- Monitoring and reporting

These steps are not specific to WRCOG or any individual jurisdiction, but are basic steps that WRCOG or any jurisdiction might take, or that other California communities have taken to implement a CAP. These are suggested, not required, and are intended to guide WRCOG and its members in implementation planning for the future.

ADMINISTRATION

WRCOG will continue to provide staffing and administrative support at the subregional level, particularly in implementing subregional programs such as the Transportation Uniform Mitigation Fee (TUMF), HERO Program, Western Riverside Energy Leader Partnership (WRELP) and Clean Cities Coalition. WRCOG will also work to align these programs, and future subregional initiatives, with the goals established in this CAP, where applicable. WRCOG recommends that participating jurisdictions appoint a "CAP coordinator" to oversee the successful implementation and tracking of local GHG reduction strategies. The local CAP coordinator would primarily be responsible for coordinating across municipal departments to gather data, report on progress, track completed projects, and ensure that scheduling and funding of upcoming projects is discussed at key meetings. Some jurisdictions may wish to have the coordinator work primarily as part of the development review process for new projects (i.e., Planning Department staff). The coordinator may be existing staff and does not necessarily require a dedicated full-time position. **Table 4-1** describes the potential responsibilities for WRCOG staff and local CAP coordinators.

In general, the goal in implementing the CAP is not to create new administrative tasks or new staff positions, but rather to leverage existing programs and staff to the maximum extent feasible. Local governments should seek to incorporate GHG planning and long-term reductions into their existing procedures, institutional organization, reporting and long-term planning; this is a process that will be unique to each jurisdiction.

Table 4-1: Climate Action Plan Implementation Responsibilities

WRCOG	Jurisdictions/CAP Coordinators
Secure financing to implement GHG reduction measures (i.e., grants)	Secure long-term financing to implement GHG reduction measures
Coordinate meetings among member jurisdictions, regional partners and stakeholders	Coordinate meetings amongst local community stakeholders
Serve as the external communication hub to regional climate action organizations including California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG)	Serve as the communication hub to the community and local stakeholders
Conduct public outreach to inform the community of the subregion's reduction planning efforts	Submit annual reports to governing bodies
Develop a protocol for monitoring the effectiveness of emissions reduction programs	Utilize tool developed by WRCOG to report and document emission reduction progress
Establish guidelines and develop a tool for reporting and documenting emissions reduction progress	
Submit annual reports to the WRCOG Executive Committee and member agency governing bodies	
Develop a protocol for utilizing the real-time information collected through the verification process to modify and revise existing reduction programs	
Track state and federal legislation and its applicability to member jurisdictions	

SCHEDULE OF IMPLEMENTATION

WRCOG will track State measures, facilitate implementation of the regional measures and will coordinate with each participating jurisdiction to implement local measures. When feasible, WRCOG will act as the convener and assist in identifying funding, establishing partnerships, and track and monitor progress. Ultimately, each participating jurisdiction will be responsible for initiating the local actions to reduce emissions, but success for many measures will ultimately depend on public participation. Tasks that require active promotion may require updates to the WRCOG and jurisdictions' websites, distribution of physical promotional materials, and other active outreach activities. WRCOG and its

members will develop programs to reach the public, including public forums, workshops, and meetings; these programs will be administered with the intent to foster an open public input and commenting process. Collaboration and coordination with transportation agencies (e.g., Riverside Transit Agency [RTA], Banning Pass Transit, and Riverside County Transportation Commission [RCTC]) will be essential to improving and increasing transit ridership, and enhancing mobility and transportation efficiency through better planning.

Further, coordination with external agencies and the private sector is critical for the success of many strategies, including utility companies for energy conservation and renewable energy programs, waste haulers for waste reduction actions, local water purveyors for water saving actions, and other local jurisdictions for work-sharing partnerships designed to take advantage of the common goals across Western Riverside County. Dependence on outside agency participation is mentioned explicitly in the strategy descriptions; WRCOG, its member jurisdictions, and partner stakeholders will continue to explore strategies for collaboration.

Table 4-2 provides a summary of the state, regional, and local measures included in this Subregional CAP and the emissions reductions associated with these measures anticipated by 2020. Chapter 3 provides a detailed description of each measure, jurisdictional participation, progress indicators, and community benefits.

Table 4-2: Implementation Summary

Measure	2020 Annual GHG Reductions (MT CO_2e/yr)	Objectives
SR-1: Renewables Portfolio Standard	434,606	• 20% of retail sales from renewables by 2013. • 25% of retail sales from renewables by 2016. • 33% of retail sales from renewables by 2020.
SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6)	30,923	• Residential construction 25% more efficient and nonresidential construction 30% more efficient than the 2008 standards.
SR-3: HERO Residential Program	71,649	• Expanding list of eligible products for financing. • Increase in funded applications and completed projects. • Increased energy savings, renewable energy installation, job creation, and economic development.
SR-4: HERO Commercial Program	10,079	• Expanding list of eligible products for financing. • Increase in funded applications and completed projects. • Increased energy savings, renewable energy installation, job creation, and economic development.
SR-5: Utility Programs	7,873	• Increased participation in programs.

Measure	2020 Annual GHG Reductions (MT CO_2e/yr)	Objectives
SR-6: Pavley & Low Carbon Fuel Standards	1,095,555	• Increasingly-stringent fuel-efficiency standards for passenger vehicles 2017 through 2025. • The carbon-intensity of California's transportation fuel to be reduced by at least 10% by 2020.
SR-7: Metrolink Expansion	23,074	• Extension of service to Perris by 2015.
SR-8: Express Lanes	60,864	• Extended express lanes along SR-91 and I-15 operational by 2020.
SR-9: Congestion Pricing	3,246	• Congestion pricing on the SR-91 and I-15 by 2020.
SR-10: Telecommuting	40,576	• Increasing the availability and use of carpooling, vanpooling, transit, bicycling, and walking. • Shifting work schedules to non-peak periods or locations. • Using telecommuting. • 5% of workers in the region telecommuting by 2020.
SR-11: Goods Movement	22,688	• Penetration of electric and low-emission trucks. • Physical improvements on freeways such as truck climbing lanes.
SR-12: E-Vehicle Plan and Infrastructure	81,152	• Charging stations, changes to development codes, and other strategies to encourage purchase and use of electric vehicles.
SR-13: Construction and Demolition Waste Diversion	3,574	• 50% of scrap lumber diverted from landfill waste stream.
SR-14: Water Conservation	Not Estimated	• Urban retail water suppliers to reduce per-capita water use by 10% from a baseline level by 2015. • Reduce per-capita water use by 20% by 2020.
E-1: Energy Action Plans	357,581	• Implement programs to meet energy efficiency targets.
E-2: Traffic & Street Lights	4,895	• Platinum Level: 100% of traffic & street lights converted to high-efficiency bulbs by 2020. • Gold Level: 75% of traffic & street lights converted to high-efficiency bulbs by 2020. • Silver Level: 50% of traffic & street lights converted to high-efficiency bulbs by 2020.

Measure	2020 Annual GHG Reductions (MT CO_2e/yr)	Objectives
E-3: Shade Trees	141	• Platinum Level: Shade trees required for all new developments. • Gold Level: Subsidized program to support planting city-identified tree species. • Silver Level: Outreach program promoting the benefits of planting additional trees in urban environments.
T-1: Bicycle Infrastructure	29,255	• Platinum Level: 50% increase in bicycle lane mileage from 2010 levels. • Gold Level: 25% increase in bicycle lane mileage from 2010 levels. • Silver Level: 10% increase in bicycle lane mileage from 2010 levels.
T-2: Bicycle Parking	6,290	• Platinum Level: Amend zoning to require provision of bike parking for all multi-family or mixed-use projects. • Gold Level: Amend zoning to require provision of bike parking for multi-family projects consisting of more than 50 dwelling units, and mixed-use projects greater than 50,000 sf. • Silver Level: Provide information to applicants for large development projects describing the benefits of bike parking.
T-3: End of Trip Facilities	1,836	• Platinum Level: Amend zoning code to require installation of end-of-trip facilities for new commercial buildings greater than 50,000 sf. • Gold Level: Amend zoning to require installation of end-of-trip facilities for new commercial buildings greater than 100,000 sf. • Silver Level: Provide information to commercial project applicants describing the benefits of installing end-of-trip facilities.
T-4: Promotional Transportation Demand Management	1,831	• Platinum Level: Allocate a full-time staff person to promote TDM strategies to existing businesses. • Gold Level: Allocate the equivalent of ½ of a full-time staff person to promote TDM strategies to existing businesses. • Silver Level: Train an existing staff person to promote TDM strategies to existing businesses.

Measure	2020 Annual GHG Reductions (MT CO_2e/yr)	Objectives
T-5: Transit Service Expansion	704	• Platinum Level: 20% increase in fixed-route service miles. • Gold Level: 10% increase in fixed-route service miles. • Silver Level: 5% increase in fixed-route service miles.
T-6: Transit Frequency Expansion	2,723	• Platinum Level: 20% increase in fixed-route service frequency over 2010 levels in transit priority areas (TPAs) as determined by the latest available SCAG SCS/RTP. • Gold Level: 10% increase in fixed-route service frequency over 2010 levels in TPAs. • Silver Level: 5% increase in fixed-route service frequency over 2010 levels in TPAs.
T-7: Traffic Signal Coordination	94,600	• Platinum Level: Coordinate traffic signals on an additional 50% of arterial roads. • Gold Level: Coordinate signals on an additional 25% of arterial roads. • Silver Level: Coordinate signals on an additional 10% of arterial roads.
T-8: Density	2,857	• Platinum Level: Achieve a 25% increase in community-wide household and employment density over 2010 baseline conditions by 2020. • Gold Level: Achieve a 10% increase in density by 2020. • Silver Level: Achieve a 5% increase in density by 2020.
T-9: Mixed-Use Development	4,069	• Platinum Level: Achieve a 25% jobs/housing ratio improvement Citywide over 2010 baseline conditions. • Gold Level: Achieve a 10% jobs/housing ratio improvement. • Silver Level: Achieve a 5% jobs/housing ratio improvement.

Measure	2020 Annual GHG Reductions (MT CO_2e/yr)	Objectives
T-10: Design/Site Planning	912	• Platinum Level: 25% increase in intersection density and reduction in block-length in new development. • Gold Level: 10% increase in intersection density and reduction in block-length in new development. • Silver Level: 5% increase in intersection density and reduction in block-length in new development.
T-11: Pedestrian Only Areas	2,812	• Platinum Level: Designate one additional major activity center in the community as a permanent pedestrian-only area. • Gold Level: Designate one additional pedestrian-only area during weekends. • Silver Level: Designate one additional pedestrian-only area during weekends tied to a special event such as a Farmer's market.
T-12: Limiting Parking Requirements for New Development	28,423	• Platinum Level: Amend zoning to reduce parking requirements for new non-residential development by 25%. • Gold Level: Reduce parking requirements for new non-residential development by 10%. • Silver Level: Reduce parking requirements for new non-residential development by 5%.
T-13: High Frequency Transit Service	1,801	• Platinum Level: Work with RTA to offer high frequency transit service within 3 corridors. • Gold Level: Offer high frequency transit service within 2 corridors. • Silver Level: Offer high frequency transit service within 1 corridor.
T-14: Voluntary Transportation Demand Management	2,464	• Platinum Level: 50% of employees within the jurisdiction participation in voluntary TDM programs. • Gold Level: 25% of employees within jurisdiction participate in voluntary TDM programs. • Silver Level: 12.5% of employees within the jurisdiction participate in voluntary TDM programs.
T-15: Accelerated Bike Plan Implementation	5,340	• Install 75% of all bicycle facility miles identified in City's Bike Plan by 2020. • Install 50% of all bicycle facility miles. • Install 25% of all bicycle facility miles.

Measure	2020 Annual GHG Reductions ($MT CO_2e/yr$)	Objectives
T-16: Fixed Guideway Transit	10,489	• Implementation of streetcar could potentially double existing transit mode split within city, which equates to 1.5% reduction in VMT.
T-17: Neighborhood Electric Vehicle Programs	4,707	• Adopt comprehensive NEV programs including signage and designated facilities.
T-18: Subsidized Transit	3,628	• Platinum Level: Provide subsidized or discounted transit passes to 3% of residents, students, and employees living, working, or going to school in the community. • Gold Level: Provide subsidized or discounted transit passes to 2% of the community. • Silver Level: Provide subsidized or discounted transit passes to 1% of the community.
SW-1: Yard Waste Collection	1,007	• Platinum Level: Adopt an ordinance prohibiting deposit of yard waste in the solid waste stream. • Gold Level: Provide residential green waste bins for collection and transport to organic waste processing facility. • Silver Level: Conduct an outreach campaign promoting the benefits of yard waste collection, without provision of green waste bins.
SW-2: Food Scrap and Paper Diversion	155	• Platinum Level: Accept food scraps and compostable paper within residential green waste bins; establish a commercial food scrap collection program. • Gold Level: Accept food scraps and compostable paper within residential green waste bins or provide separate food scrap collection bins. • Silver Level: Provide community outreach about benefits of food scrap and compostable paper collection with information about at-home composting.

POTENTIAL FUNDING SOURCES

Funding Mechanisms

The GHG reduction strategies in this document were formulated with an understanding that WRCOG and member jurisdictions have limited staff time and financial resources to implement them. The costs for implementation include the creation or promotion of voluntary programs, continuing administration of those programs, coordination and outreach with other government agencies and businesses, and—in some cases—exploration or study of potential legislative or regulatory mechanisms not yet codified. A few strategies require up-front capital expenditures by local agencies. WRCOG and member jurisdictions will use a combination of staff time, grant funding, direct spending, and collaboration with other agencies and organizations to achieve CAP goals. This section presents a summary of funding and financing options (Table 4-3) available at the time this document was prepared.

Some funding sources are not necessarily directed towards a jurisdiction, but to a larger regional agency such as WRCOG, SCAG, a Joint Powers Authority (JPA), or a waste services provider serving multiple jurisdictions. WRCOG and its members should continually monitor private and public funding sources for new grant and rebate opportunities and to better understand how larger agencies are accessing funds that can be used for GHG reductions at the local level. Leveraging financing sources is one of the most important roles WRCOG and a local government can play in helping the community to implement many of the GHG reduction measures.

Table 4-3: Potential Funding Sources to Support CAP Implementation

Federal Funds	
Energy Efficient Mortgages	▪ The Federal Housing Administration (FHA) offers an Energy Efficient Mortgage Loan program that assists current or future homeowners with lowering their utility bills. This would be accomplished by enabling homeowners to incorporate the cost of adding energy-efficient improvements into their home mortgage. Energy efficient upgrades could be chosen that would allow owners to realize net monthly savings. The goal is to provide owners additional financing for energy efficiency upgrades at a discounted interest rate.
Moving Ahead for Progress in the 21st Century (MAP-21)	▪ Federal funding through the MAP-21 program is administered through the state and regional governments. MAP-21 funding is administered through Caltrans, MPOs (SCAG in Southern California) and RTPAs (RCTC in Riverside County). Most of the funding programs are transportation versus recreation oriented, with an emphasis on reducing auto trips and providing an intermodal connection. In most cases, MAP-21 provides matching grants of 50 to 100%.
Safe Routes to Schools	▪ Safe Routes to Schools is an international movement focused on increasing the number of children who walk or bike to school by funding projects that remove barriers to doing so. These barriers include a lack of infrastructure and non-infrastructure projects, safety, and limited programs that promote walking and bicycling. In California, two separate Safe Routes to School programs are available at both the state and federal level, and both programs fund qualifying infrastructure projects.

American Recovery and Reinvestment Act (ARRA) Community Partnerships	▪ Federal funding for local energy efficiency programs is available. Funding for energy efficiency has been provided to the California Department of Community Services and Development, which has dispersed funds locally through the Community Action Partnership of Riverside County. The Partnership provides free home weatherization and other energy assistance resources to low-income and elderly citizens of Riverside County. Programs include the Low-Income Home Energy Assistance Program and the Weatherization Assistance Program.
State Funds	
California Air Resources Board (CARB)	▪ CARB offers several grants, incentives, and credits programs to reduce on-road and off-road transportation emissions. Residents, businesses, and fleet operators can receive funds or incentives depending on the program. The following programs can be utilized to fund local measures: ○ Air Quality Improvement Program (AB 118) ○ Carl Moyer Program – Voucher Incentive Program ○ Goods Movement Emission Reduction Program (Prop 1B Incentives) ○ Loan Incentives Program ○ Lower-Emission School Bus Program/School Bus Retrofit ○ Replacement Account (Prop 1B and EPA Incentives)
California Energy Efficiency Financing	▪ For years, the California Energy Commission (CEC) has provided a loan program that supports local government energy retrofits and some new construction projects. Since 1979, more than $272 million has been allocated to more than 773 recipients, as of 2012. The program provides low interest loans for feasibility studies and the installation of cost-effective energy projects in schools, hospitals, and local government facilities. The loans are repaid out of the energy cost savings and the program will finance lighting, motors, drives and pumps, building insulation, heating and air conditioning modifications, streetlights and traffic signal efficiency projects, and certain energy generation projects, including renewable energy projects and cogeneration. Loans can cover up to 100% of project costs and there is a maximum loan amount of $3 million.
California Department of Resources Recycling and Recovery (CalRecycle)	▪ CalRecycle grant programs allow jurisdictions to assist public and private entities in management of waste streams. ▪ Incorporated cities and counties in California are eligible for funds. ▪ Program funds are intended to: ○ Reduce, reuse, and recycle all waste. ○ Encourage development of recycled-content products and markets. ○ Protect public health and safety and foster environmental sustainability.
Strategic Growth Council (SGC)	▪ In September 2008, California Senate Bill 732 created the Strategic Growth Council, which is a cabinet level committee whose tasks include coordinating the activities of member state agencies to assist state and local entities in the planning of sustainable communities and meeting AB 32 goals, including coordination of Planning Grants and Urban Greening Grants.

State Funding for Infrastructure	▪ The state's Infill Infrastructure Grant Program may potentially be used to help fund measures that promote infill housing development. ▪ Grants can be used for gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects.
Existing Capital Improvement Program	▪ State and federal funds would most likely continue to local governments, builders, and homeowners in the following forms: ○ Grants ○ Transportation and transit funding ○ Tax credit and rebate programs ▪ The Capital Improvement Program can be utilized for measures relating to traffic or transit.
Private and Non-Governmental Support	
▪ Community-based non-profits, local businesses, and investor owned utilities should be considered as resources for direct and indirect support, including funding, for program activation and operations. ▪ Private investors may provide funding to local governments. For example, energy service companies can finance the up-front investments in energy efficiency, reimbursed by the local government over a contract period. Private companies may finance solar power installations, and then recoup their investment by selling the resulting power to the building owner.	

Additional Considerations

In addition to pursuing the funding options above and monitoring the availability of others, WRCOG and its member jurisdictions may take the following steps to inform decisions related to the cost of GHG reduction measures.

- **Perform and refine cost estimates:** Cost estimates for local reduction measures should be performed to identify the cost-effectiveness of each measure to inform and guide the implementation process. This analysis will likely be based on a variety of participation, per-unit and other assumptions. As programs are developed, cost estimates should be refined an updated over time with more precise implementation-level data.
- **Integrate GHG measures into existing city budget and Capital Improvement Plan (CIP):** Certain capital improvements, particularly those identified in Energy and Land Use/Transportation Measures, may need to be added to the city's CIP and facility master plan programs, as well as those of the city utility enterprises and other public agencies (such as transit agencies) that have control for project implementation. For CIPs completely under the city's control, new projects would need to be assessed for consistency with a city's local CAP or adherence to some minimum energy efficiency standard similar to that achieved by the local plan.
- **Adopt or update ordinances and/or codes:** Some local reduction measures may represent a continuation of recently enacted ordinances, while others would require new ordinances. WRCOG will develop a "plug and play" implementation toolkit of model general plan, zoning and building code amendments and other programs to help facilitate the GHG reduction and climate adaptation measures outlined in the Subregional CAP. The model "best practices and programs" aspect of the toolkit will include, but not be limited to, those related to energy, water, land use, transportation, stormwater management, building reuse, and waste reduction. The policies and model codes of the toolkit will be drafted so they can be easily integrated into a jurisdiction's planning process.
- **Pursue outside funding sources:** A range of funding from state and federal agencies has been identified. WRCOG and local jurisdictions should pursue these and other emerging funding sources as a part of implementation efforts.

- **Implement and direct preferred city funding sources.** While city funding sources are limited in most cities, the city, when financially able, as a part of its budget process, could appropriate funding from general sources or make changes in its fee schedules, utility rates, and other sources as needed to support funding the implementation of the GHG reduction measures.
- **Create monitoring/tracking processes:** Local reduction measures will usually require program development, tracking, and/or monitoring. WRCOG will develop a tool to enable member jurisdictions to report their progress on a regular basis. GHG emissions reduction and adaptation measures could be sorted based on implementation timing, responsible agency, and level of success/completion. By allowing specific tasks to be checked off once each phase of the CAP is completed, jurisdictions will be able to save time reviewing reports, tracking data manually, and verifying that measures are fully completed. Each proposed measure included in the CAP will be built-in the database with information such as:
  - Program;
  - Responsibility;
  - Cost;
  - Potential Funding Sources;
  - Priority; and
  - Time Frame
- **Identify economic and health indicators to consider future funding options:** Identification and monitoring of economic and health indicators and trends, such as home prices, energy prices cost per kWh on solar installations, unemployment rates, or real wage increases, can guide the potential for funding local reduction measures through different financing mechanisms. WRCOG will work with the County of Riverside and other regional agencies to identify and develop measurable health outcome indicators for each CAP measure. Indicators will be used to identify health co-benefits of the CAP, establish priorities, develop target resources, create benchmarks, and track progress towards community objectives.

MONITORING AND REPORTING

Regular monitoring is important to ensure programs are functioning as they were originally intended. Early identification of effective strategies and potential issues would enable WRCOG and its member jurisdictions to make informed decisions on future priorities, funding, and scheduling. Moreover, monitoring provides concrete data to document the subregion's progress in reducing GHG emissions. WRCOG will work with local jurisdictions to develop a protocol for monitoring the effectiveness of emissions reduction programs as well as for undertaking emissions inventory updates.

- **Update GHG Inventory**: It is recommended that emissions be inventoried on a regular basis, including regular data collection in each of the primary inventory sectors (utility, regional VMT, waste, wastewater, and water), and compare to the baseline GHG emissions in 2010. A combined inventory effort could be conducted through WRCOG similar to the inventory preparation that was done for this Subregional CAP.
- **Track State Progress**: The Subregional CAP relies heavily on state-level measures. WRCOG may be responsible for tracking the state's progress on implementing state-level programs. Close monitoring of the real gains being achieved by state programs would allow WRCOG and participating jurisdictions to adjust its CAP, if needed.
- **Track Completion of GHG Reduction Measures**: Tracking of measures implemented as scheduled in the CAP, including progress reports on each measure, funding, and Savings will allow at least a rough attribution of gains when combined with regular GHG inventory updates.

- **Regular Progress Reports**: WRCOG will develop a formal framework for monitoring performance and tracking the progress of CAP implementation, including health and economic indicators. The framework may take the form of an annual report card, progress report, or similar type of tool that will help monitor the achievements, effectiveness and appropriateness of each performance measure. If annual reports, periodic inventories, or other information indicate that the GHG reduction measures are not as effective as originally anticipated, the CAP may need to be adjusted, amended, or supplemented. The report card (or similar) will be periodically presented to WRCOG's Executive Committee and various technical committees (Technical Advisory Committee, Planning Directors' Technical Advisory Committee, and Public Works Committee) as well as member jurisdictions and will focus on the status of agreed upon performance measures.

REDUCING GHG EMISSIONS AFTER 2020

In order to assess whether implementing this CAP achieves the state's long-term climate goals, one must look beyond 2020 to see whether the emissions reduction measures included for the 2020 milestone set the subregion on the trajectory toward future greater reductions in the post-2020 period. To date, there is no state or federal mandate requiring local action to reduce GHG emissions after 2020. AB 32 contains no post-2020 reduction target nor provides CARB with the authority to mandate compliance with a post-2020 target. SB 375, while it contains requirements for SCAG to promote reductions in the passenger and light duty vehicle sector, does not contain mandatory requirements for local jurisdictions to reduce their GHG emissions overall.

Governor Schwarzenegger's Executive Order (EO) S-3-05 calls for an 80% reduction below 1990 GHG emissions levels by 2050. However, an executive order is only binding on state agencies, and does not represent a legal mandate for local governments or the private sector. Nevertheless, S-03-05 contains a 2050 reduction target that is based on current scientific understanding of the reductions needed to avoid the effects of climate change that could result from unabated rise in anthropogenic GHG emissions. The 2050 target in EO-S-03-05 is equivalent to a 2050 statewide target of about 85 million metric tons of carbon dioxide equivalent (MT CO_2e) (total emissions), as compared to the 1990 level of 427 million MT CO2e.

The state is on track to achieve significant reductions by 2020 and has made some advancement towards deeper reductions by 2050, however, it is clear that our energy-intensive economy cannot achieve long-term growth unless we find greater efficiencies and low-carbon alternatives to powering our industries, homes, businesses, and transportation systems. Climate protection must be compatible with economic growth for successful implementation of GHG reduction strategies in California. The AB 32 Scoping Plan emphasizes clean energy, end-use efficiencies and clean vehicle standards to lower the state's emissions, outlining a mix of incentives and programs designed to smooth California's transition to a low-carbon economy. The 2013 update to the Scoping Plan points to the critical need for rapid market penetration of new technologies that reduce energy demand, electrify our vehicle fleets, and decarbonize electricity and fuel supplies.

Meanwhile, the Governor's Office of Planning and Research (OPR) recently released its first draft Environmental Goals and Policy Report (EGPR) in almost 35 years, entitled *California @ 50 Million:*

California's Climate Future.[2] The central theme of that document is "growth in the context of climate change," emphasizing the massive challenge the state faces in meeting its long-term (2050) GHG emissions goal. As the report states, achieving the 2020 target is just one step toward long-term stabilization of the climate. Significant GHG reductions by 2050 can only be achieved through a low-carbon transformation of our economy and its supporting infrastructure and mobility systems, which in turn must be driven by focused investments and strong policy signals. This is the direction the state is headed, calling for commitments that will "send a strong signal of support for the innovators and entrepreneurs to drive technology and development to tackle the challenge of climate change." The EGPR indicates that climate change will influence nearly every aspect of the state's next phase of planning and investment for the future.

Full implementation and expansion of CARB's Scoping Plan to increase efforts beyond 2020 and expansion of the strategies studied in this CAP could put the subregion on a path toward achieving these required long-term reductions. While the specific measures needed to meet the 2050 goal are too far in the future to define in detail, one can examine the level of achievement that would be needed to keep the region on track through 2035. The measures needed to achieve longer-term targets are logical extensions of the programs recommended in the CARB Scoping Plan at the state level and the measures included in this CAP at the local level. By building on planned state efforts during this period and ramped up efforts in the local building energy and transportation (and other) sectors on the part of local governments, the subregion can be on track to reach a 2035 goal.

This CAP has not assumed any benefit from a cap-and-trade system by 2020, but when implemented, such a system may result in reductions beyond those currently anticipated in the CAP for 2020, and in additional reductions for 2030. The California Cap-and-Trade Program will particularly affect large stationary sources, which are excluded from local measures in this CAP to avoid duplication of state and federal regulatory efforts. In addition, the Cap-and-Trade Program will also affect electricity generation and transportation fuels, which may change energy prices, in turn potentially altering energy use and transportation behavior beyond that assumed for the various local measures included in this CAP.

WRCOG will continue to monitor developments at the national and state levels regarding implementation of GHG emissions reductions beyond 2020.

CEQA PROJECT REVIEW

Under the California Environmental Quality Act (CEQA), the effects of GHG emissions are considered a potentially significant environmental impact. In addressing climate change, CEQA provides a useful mechanism for local agencies to evaluate the environmental effects of new development, but may also create inefficiencies for both agency staff and applicants through repetitive assessments of small projects on an individual basis, rather than considering cumulative effects of future development and determining needed mitigation up front. The CEQA Guidelines recognize this, and include a provision for streamlining the analysis of projects that are consistent with a comprehensive plan for the reduction of GHG emissions (CEQA Guidelines, Section 15183.5).

[2] California @ $50 Million, September 2013. Available at opr.ca.gov/docs/EGPR_ReviewDraft.pdf.

To meet the requirements of CEQA Guidelines Section 15183.5(b)(1) a qualified CAP must:

1. Quantify existing and projected GHG emissions within the plan area
2. Establish a reduction target based on AB 32's provisions (a level where GHG emission are not cumulatively considerable)
3. Identify and analyze sector specific GHG emissions from Plan activities
4. Specify policies and actions (measures) that local jurisdictions will enact and implement over time to achieve specified reduction target
5. Establish a tool to monitor progress and amend if necessary
6. Adopt in a public process following environmental review

WRCOG is seeking funding to prepare the required environmental document in order for jurisdictions to adopt the Subregional CAP and utilize streamlining benefits. A Program EIR specifically for the Subregional CAP will be prepared explicitly with tiering in mind, by developing mitigation measures that are tailored to the WRCOG subregion environment, and will set performance metrics for future project impacts that cannot be analyzed at the program level.

A development project would demonstrate consistency with the CAP if it is consistent with the CAP assumptions regarding the amount and type of future development, and is consistent with the GHG reduction measures identified in the CAP. Projects consistent with the CAP, including conformance with any performance measures applicable to the project, would not require additional GHG emissions analysis and mitigation under CEQA Guidelines Sections 15064(h) and 1513.5(b)(2).[3] However, a project applicant can always choose to demonstrate compliance with the AB 32 target by preparing an individual project analysis that calculates GHG emissions as part of their CEQA documentation.

In a future phase of the work program, WRCOG will develop a checklist to assist with determining project consistency with the CAP. The checklist is intended to provide individual projects the opportunity to demonstrate that they are minimizing GHG emissions, while ensuring that new development achieves a proportion of emissions reduction consistent with what is assumed in the CAP. The project review checklist will screen projects for important GHG reduction measures that, when implemented, will facilitate and not impede the subregion's ability to meet its 2020 GHG emissions target. The checklist will apply to all projects subject to CEQA.

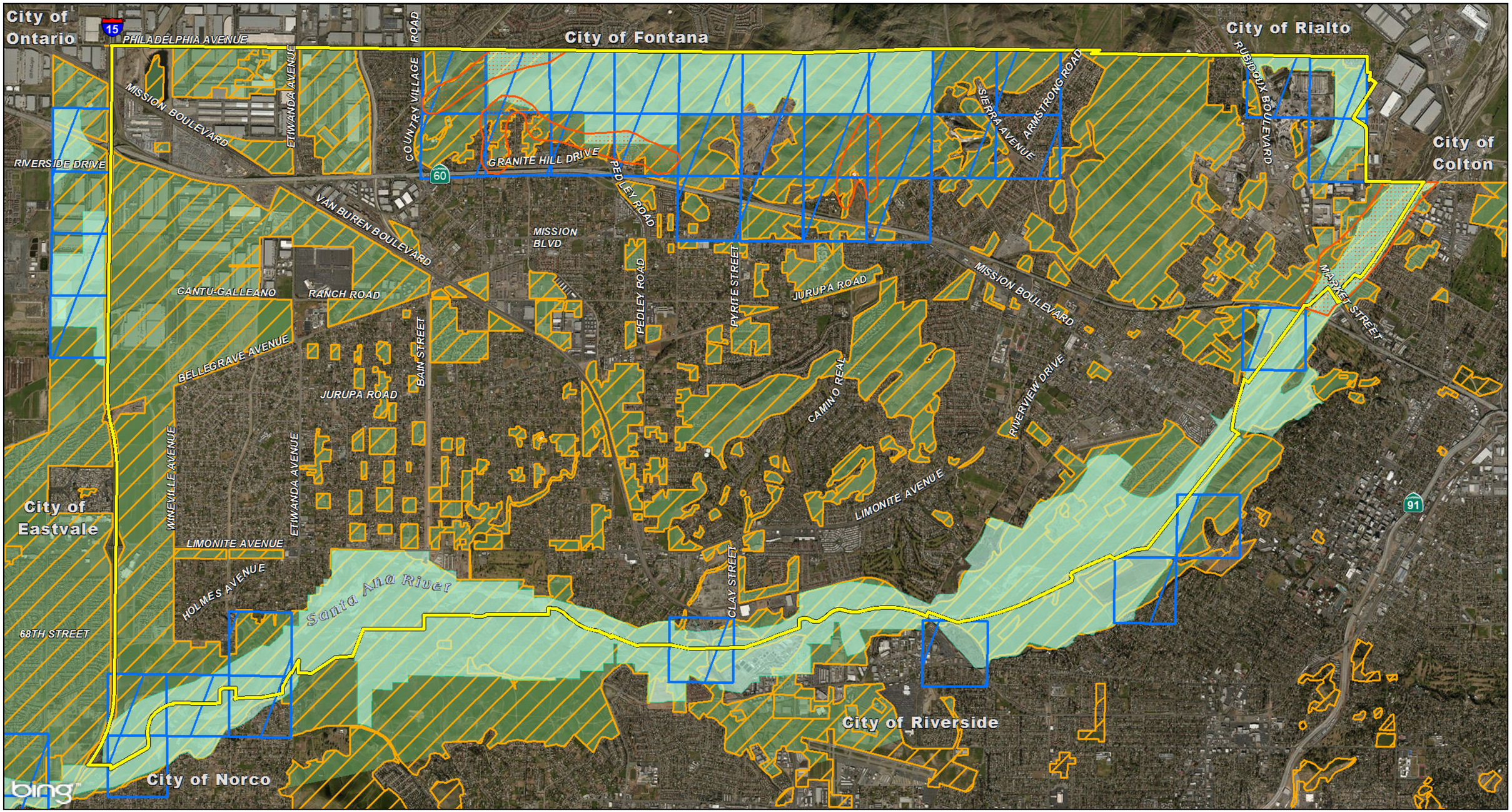
[3] If there is substantial evidence that the effects of a particular project may be cumulatively considerable, notwithstanding the project's compliance with the CAP, CEQA requires that an EIR be prepared.

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS

Subregional
CLIMATE ACTION PLAN

Western Riverside Council of Governments
4080 Lemon Street
3rd Floor, MS 1032
Riverside, CA 92501-3609
www.wrcog.cog.ca.us





LSA

- City of Jurupa Valley
- SBKR, LA Pocket Mouse Study Areas
- CriteriaCells
- Core/Linkage
- Burrowing Owl Study Area
- Narrow Endemic Plants Survey Areas

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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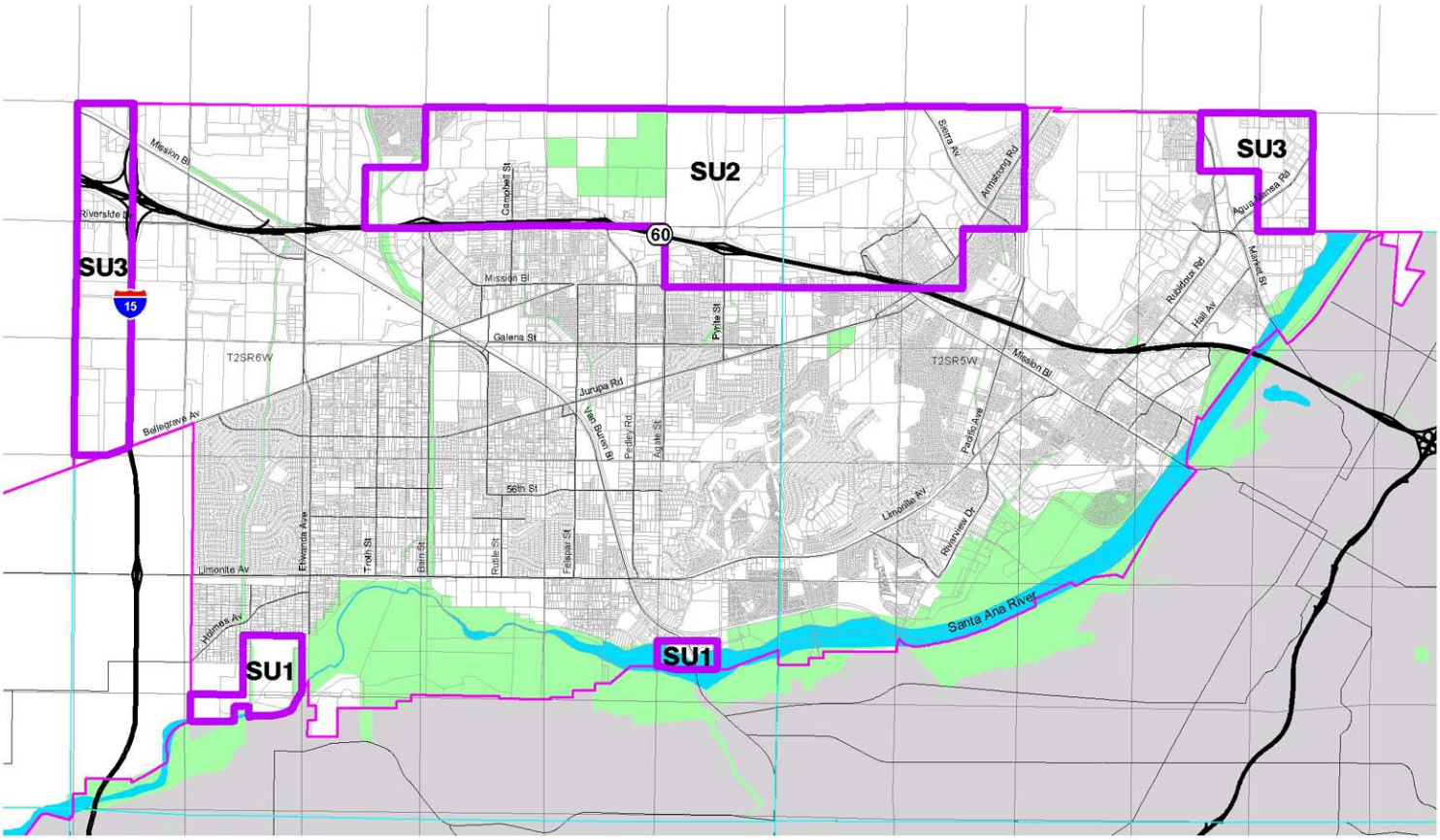
Jurupa Valley Interim General Plan

Figure _
MSHCP Survey Areas



Area Plan Subunit
SU1 = Santa Ana River North
SU2 = Jurupa Mountains
SU3 = Delhi Sands Area

Public/Quasi-Public Lands
Area Plan Boundaries
City
Waterbodies

This map has been prepared by the County's MSHCP consultant, Dudek & Associates, Inc. for informational purposes to assist in the development of alternatives for the MSHCP. This map is the work product of the MSHCP consultant and does not represent the opinions of the County or other agencies or stakeholders. This map is an incremental step in the development of the MSHCP. Preparation of the MSHCP is an iterative public process with many opportunities for public review.

This map is a draft document only and has yet to be verified by the County of Riverside or their representatives. This map may not represent the most current information available and may be revised without prior notice. The geographic information system and other sources should be queried for the most current information. This map or any information represented on it, shall not be reproduced or transmitted in any form or by any means, electronic or mechanical, including photo copying and recording.

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JURUPA AREA PLAN
WESTERN RIVERSIDE COUNTY
MSHCP RESERVE AREAS

Figure 7

8/28/01

CONSERVATION AND OPEN SPACE ELEMENT 2

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JULY 26, 2016

DRAFT GENERAL PLAN

CONSERVATION AND OPEN SPACE ELEMENT

Figure COS-1: Sunset Over Indian Hills Reservoir



INTRODUCTION

State law requires that general plans include two different but complementary chapters addressing natural resources: the Conservation Element and the Open Space Element. In this General Plan, these chapters are combined into the Conservation and Open Space Element. Other chapters that also address natural resources include the Land Use Element, Safety, Public Services, and Facilities Elements. The Conservation and Open Space Elements are combined because they both address environmental resources. They address the conservation, development, and use of energy and natural resources, and the preservation of open space for protection of natural resources such as wildlife habitat, wetlands, recreation trails, and facilities, cultural and historic resources. From the input received at many general plan outreach and GPAC meetings, it is clear that preserving open spaces and protecting Jurupa Valley's semi-rural, equestrian lifestyle are very important to residents. These environmental qualities attract residents and visitors, and enhance Jurupa Valley's quality of life. The importance of open space is reflected in the City's Community Values Statement:

> ***"Open Space and Visual Quality.*** *We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained, and promoted to preserve our unique character, instill local pride, and encourage tourism."*

The Conservation and Open Space Element also promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires. Jurupa Valley contains a variety of open spaces that serve many functions, hence the often used label of "multi-purpose." The City's quilted pattern of hills, valleys, and slopes provides a variety of habitats including riparian corridors, oak woodlands, and chaparral habitats. Examples include the Jurupa Mountains, the Santa Ana River, and the Pedley Hills. In particular, the Santa Ana River borders the City on its eastern and southern flanks and includes many native plant species, some of which grow only in the habitat this river provides.

Open Space is a critical part of what gives the City of Jurupa Valley its unique visual character. With Jurupa Valley poised to continue experiencing significant growth pressure in the next 10-15 years, protected open spaces ensure future generations can continue to enjoy these visual and recreational amenities. In 2016, about 11%, or 6500 acres remain undeveloped, or essentially so, in the forms of parkland, open space and to a lesser degree, agricultural use. Thus, open space and related land uses can play a key role in maintaining distinct community boundaries or "edges" (i.e., between Sunnyslope and Belltown), and by buffering the City from more urbanized areas to the north, south and east. The City is literally "shaped," in terms of both geography and scenic character, by its open spaces.

Regional resource planning to protect threatened or endangered species, such as the Stephens Kangaroo Rat, has occurred in various locales for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed and adopted by the County and other jurisdictions within the County, including the City of Jurupa Valley. The MSHCP comprises a reserve system that encompasses core habitat, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

Primary Goal

Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are the following:

A. Santa Ana River and adjacent riparian corridors with natural banks and vegetation.
B. Natural and manmade creeks, lakes and other water bodies.
C. Wetlands and vernal pools.

D. Jurupa Mountains and Pedley Hills.
E. Undeveloped land within the City's limits not intended for urban uses.
F. Grassland communities and woodlands.
G. Wildlife habitat and corridors for the health and mobility of individuals and of the species.
H. Habitats of species listed as threatened or endangered by State or Federal governments.
I. Prime agricultural soils and economically viable farmland.
J. Hills, ridgelines, box canyons, scenic rock outcroppings, and other significant land features.
K. Unique plant and animal communities, including "species of local concern."

Goal and Policy Sections

1) Biological Resources

2) Wildlife Habitat

3) Water Resources

4) Agricultural Resources

5) Non-Renewable Resources

6) Cultural and Paleontological Resources

7) Open Space and Recreation Resources

8) Scenic Resources

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Figure COS-2: Headwaters of the Santa Ana River, San Bernardino Mountains

Key Findings and Recommendations

The City's conservation and open space resources are preserved and managed to protect and enhance the quality of life for all Jurupa Valley residents. It is the City's intent to protect and where possible, enhance natural systems and cycles. This enables the natural diversity of plants and animals to sustain themselves because of the critical relationships between them. Land areas will be preserved, set-aside for this purpose and linked by corridors of various designs to allow wildlife movement within and between habitat areas. In addition, the public's access to the open space system is ensured through a network of public and private trails for recreation purposes, enabling a variety of active and passive recreation pursuits. Trails provide a means of recreation in themselves, as well as access for less intensive recreation. Creative and effective means of acquiring open space have enabled establishment of this system so that private property rights are respected and open space acquisition is feasible. This system also provides an effective approach that reduces conflicts over development activities because of the City's commitment to permanently preserving critical open space resources.

In developing conservation and open space policies, the City Council finds that:

1. Multi-purpose open space is a critical part of the City's system of public facilities and services necessary to improve the quality of life and to accommodate new residents and visitors.
2. The open space system and the methods for its acquisition, maintenance, and operation are related to how it is to be used, including its value for community vistas, visual relief, natural resource protection, habitat preservation, passive and active recreation, and protection from natural hazards, and combinations of these purposes.
3. A primary purpose of the City's open space system is the preservation of components of the ecosystem and landscape that embody the historic character and diverse landscapes of the City, even though some areas have been impacted by human-caused changes.

4. Native habitat for plants and animals endemic to Jurupa Valley must have interconnected spaces, or "corridors", that allow these natural communities to prosper and be sustained.
5. Incentive-based systems for habitat protection are available to help preserve and where appropriate, expand open space resources, including the use of density averaging, conservation credits, and management programs to achieve equitable sharing of costs and benefits.
6. Lands identified for habitat preservation are based on the best available scientific information regarding species and habitat requirements and that information is updated as better methods emerge.
7. Strategies and incentives for voluntary conservation on private land are an integral part of the City's policy/regulatory system.
8. Where natural streams and watercourses are located within designated open space areas, they are to be preserved as natural living systems. Where they pass through areas that are developed or designated for development, to the extent allowed by existing conditions, their continuity is maintained and protected as environmental corridors linking open space areas. In addition, where possible, their viability is enhanced in numerous cases by being included in publicly maintained open spaces rather than in narrow concrete channels.

CONSERVATION AND OPEN SPACE ELEMENT GOALS, POLICIES AND PROGRAMS

Policies within the Conservation section of this element seek to guide decision-making related to renewable and non-renewable resources. These types of resources require conservation—a conscious effort to consume less of scarce resources so that they can be sustained for future generations. By conserving resources, we prevent degradation of the environment through pollution or the loss of sustainable resources and environments for future generations.



Figure COS-3: Hidden Valley Wildlife Area, School Tour. (Riverside County Parks)

COS 1. Biological Resources

Jurupa Valley provides diverse habitats for a variety of native plant and animal species. The pattern of hills, valleys, and river basins provide wildlife habitats including riparian corridors, oak woodlands, and chaparral. Examples include features such as the Jurupa Mountains, the Santa Ana River, and the Pedley Hills.

Located along Jurupa Valley's eastern and southern boundary, the Santa Ana River is a significant ecological, recreational, and visual resource. Many native and endangered species thrive here, including the Least Bell's Vireo, Santa Ana River Wooly Star, and San Bernardino Kangaroo Rat. The Santa Ana River Wildlife Area and Jurupa Nature Center provide nature study, conservation and outdoor education, and hiking and equestrian activities. Throughout the area, interconnecting trails provide access to outstanding scenery. The Jurupa Mountains are the dominant visual resource in the northern portion of the City. The highest peak, Mount Jurupa, stands at an elevation of 2,217 feet. Substantial portions of the mountains are identified as potential habitat for the endangered Delhi Sands Flower-loving Fly. *[See GLOSSARY OF SPECIES, Appendix 12.0.*]

The vegetation of Jurupa Valley is diverse in its size, shape and form, yet various species share similar adaptations to climatic and environmental conditions. Further, habitat areas are associated with the dominant natural vegetation that thrives in the City. Although ecological conditions fluctuate in the various plant communities, these natural changes occur gradually, with most species adapting to the habitat and climate changes. However, with development, changes occur that can adversely affect wildlife habitats, local microclimates, water percolation, soil erosion, fires, and aesthetic quality.

To address the important issues of biological resources health and habitat sustainability, the Western Riverside County Regional Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside in cooperation with state and federal agencies *[See MSHCP, Appendix 12.0*]. The Plan applies to unincorporated and incorporated Riverside County land, including Jurupa Valley west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the U.S. The Plan covers multiple species and multiple habitats within multiple jurisdictions.

Figure COS-4: Biological Resources Map (SCAG)

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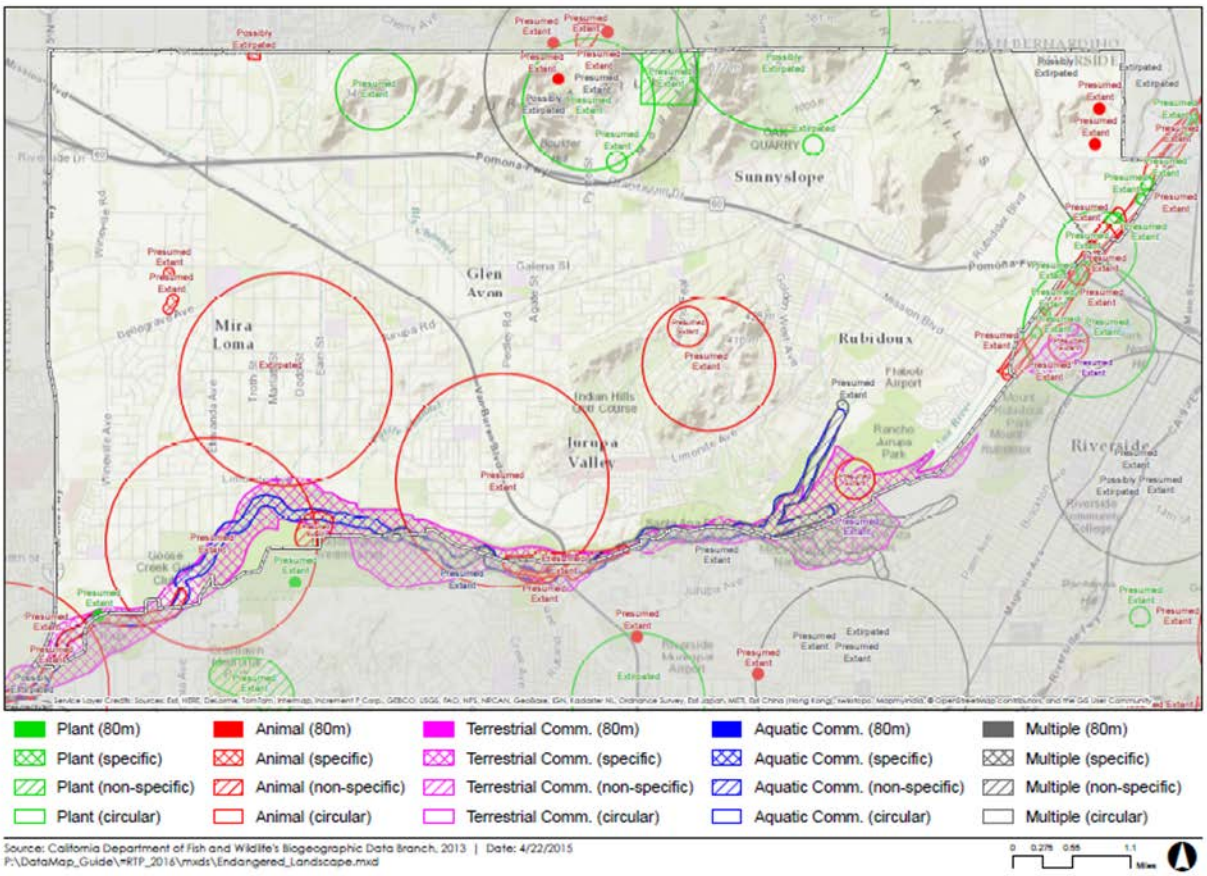
Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of Jurupa Valley



The Interim General Plan outlines policies and goals that aim to protect the biological resources of Jurupa Valley in conjunction with the MSHCP. It is of the utmost importance to maintain a balance between growth and natural resource preservation throughout Jurupa Valley to preserve the ecological health and overall character of this special environment. The habitat requirements of sensitive and listed species, combined with sound habitat-management practices, help shape the following policies and guide the City's conservation efforts.

Goal:

COS 1.1 Protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.

Policies:

COS 1.1.1 **Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats:

A. Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana Woolly-Star (Eriastrum densifolium, ssp. sanctorum).

B. Conserve clay soils to support key populations of Many-Stemmed Live-Forever plants (Dudleya multicaulis) known to occur along the Jurupa Valley portion of the Santa Ana River.

C. Conserve known populations of Least Bell's Vireo (Vireo bellii ssp. pusillus) and Southwestern Willow Flycatcher (Empidonax traillii ssp. extimus) along the Santa Ana River.
D. Conserve large intact habitat areas consisting of coastal sage scrub, chaparral, and grasslands to support known locations of Coastal California Gnatcatcher (Polioptila californica).
E. Conserve grassland and coastal sage scrub supporting known populations of San Bernardino Kangaroo Rat (Dipodomys merriami ssp. parvus) in the Jurupa Mountains.
F. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.

COS 1.1.2 **Protection of Significant Trees.** Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected.

COS 1.1.3 **Other Significant Vegetation.** Maintain and conserve superior examples of agricultural windrows, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.

Programs:

COS 1.1.1.1 **Soil Conservation and Landform Modification.** Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.

COS 1.1.1.2 **Riparian Corridors**. Identify and protect riparian corridors through zoning, easements, or other measures that ensure effective, long-term conservation.

COS 1.1.1.3 **Public Information.** Provide public information materials regarding the City's sensitive habitats, the values of watershed, biological resources, and sensitive habitats and how to protect them.

COS 1.1.1.4 **Nature Trail Signage.** Working with Community Service Districts and other agencies, help create minimal and appropriate signage along major trails (e.g. Santa Ana River and Jurupa Mountains) for educational outreach about critical habitats and native plant and animal species.

COS 1.1.1.5 **Urban Encroachment.** Amend the Municipal Code to regulate the establishment or encroachment of non-compatible land uses or activities in habitat areas and passive open space, such as commercial uses, off-road motorized vehicle use, off-trail, non-motorized vehicle use, hang gliding, grading or other activities that conflict with biological resource conservation goals or policies.

COS 1.1.1.6 **Volunteer Conservation Programs.** Working with community volunteers, conservation clubs, youth groups, recreation and conservation agencies, help plan and support conservation activities such as habitat restoration, interpretive signage and tours, trail building, erosion control and litter removal.

COS 1.1.1.7 **Tree Protection Ordinance.** Develop a Tree Protection Ordinance.

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Figure COS-5: Bobcat, Riverside County

COS 2. Wildlife Habitats

The following set of policies seeks to preserve wildlife habitat that supports many wildlife species in Jurupa Valley, including some that are listed as threatened, endangered and species of concern. These resources deserve special protection to ensure the continued viability of natural systems and ecological values that enhance the quality of life for all citizens.

Open space preservation serves many purposes, including the preservation and enhancement of both ecological and recreational resources, and the reduction or avoidance of environmental hazards. As urbanization has spread into Western Riverside County, community development has not only involved the local land use planning process, but also coordination with state and federal wildlife agencies in order to manage and protect threatened and endangered species and other wildlife species. To accomplish this, the Riverside County RCA, in conjunction with the United States Fish and Wildlife Service and California Department of Fish and Wildlife, hereafter "Wildlife Agencies," prepared and adopted Multiple Species Habitat Conservation Plans (MSHCPs). MSHCPs are stakeholder driven, comprehensive, and multi-jurisdictional plans that focus on the conservation of diverse wildlife species and their habitats. They address biological and ecological needs and provide mitigation for the impacts of development in Jurupa Valley and other areas within Riverside County.

Goals:

COS 2.1 The City will seek to achieve self-sustaining populations of the native birds, fish and other wildlife and avoid actions that remove or damage habitat for native plants and animals.

Policies:

COS 2.1.1 **MSHCP Implementation.** Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/Zoning changes, transportation or other infrastructure projects that are covered activities in the MSHCP.

COS 2.1.2 **Wildlife Corridors.** Identify and maintain a continuous wildlife corridor along the City's northern boundary through the Jurupa Mountains and along the Santa Ana River from the northern boundary to the City's western boundary. Condition development approvals to ensure important corridors for wildlife movement and dispersal are protected. Features of particular importance to wildlife include riparian corridors, wetlands, streams, springs and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.

COS 2.1.3 **Biological Reports.** Require the preparation of biological reports to assess the impacts of

development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.

Programs:

COS 2.1.1.1 **Preservation Incentives.** Develop and provide incentives to private landowners that will encourage the protection of significant wildlife habitat resources, such as density averaging, tax incentives, and grants.

COS 2.1.1.2 **Regulation and Enforcement of Destructive Practices.** Develop and adopt regulations that effectively regulate dumping, camping, off-road vehicle use, illegal entry and polluting within protected conservation areas such as the Santa Ana River corridor and the Jurupa Hills along the north City boundary.

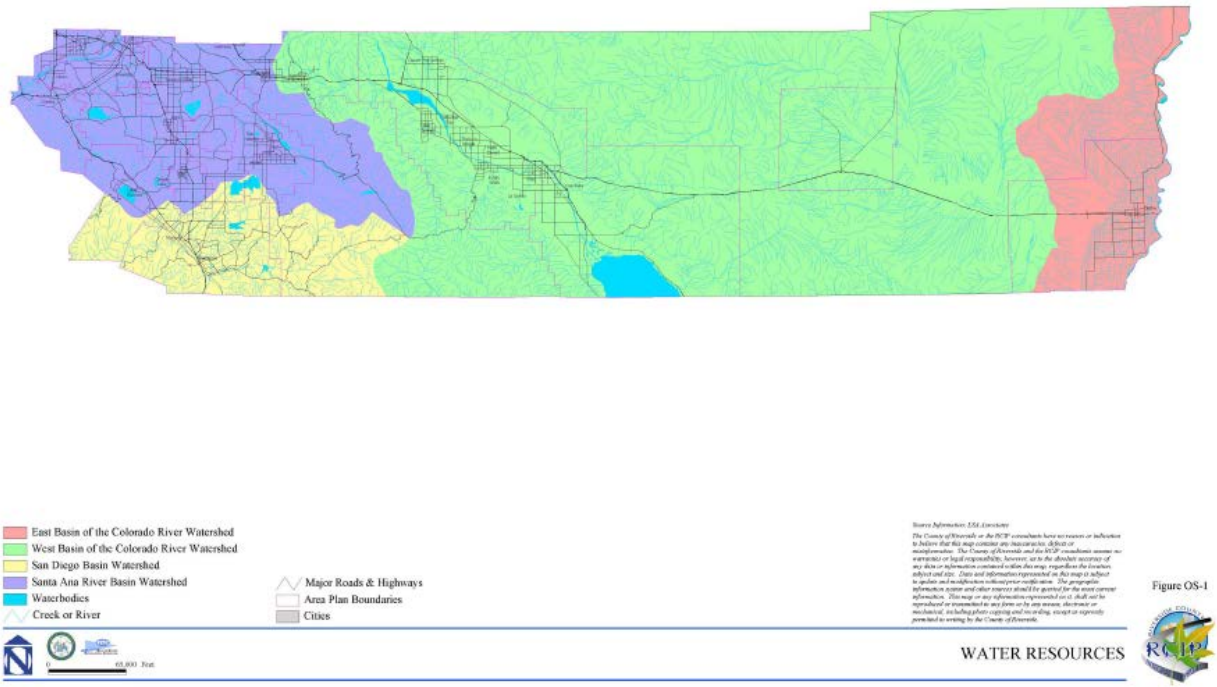
Figure COS-6: Great Blue Heron, Santa Ana River restoration area in Jurupa Valley



COS 3. Water Resources

Riverside County includes four major watershed areas in which river systems, numerous lakes and reservoirs, and natural drainage areas are located. Water resources are shown in *Figure COS-7.* The City and County's supply of water is limited by its arid climate, agricultural practices, projected population growth and its associated demand and development, and the dependence on low quality imported water. Further, the availability of imported surface water has been reduced due to extended period of drought in California, and changing regulations, despite an ever-increasing water demand. In Jurupa Valley, contamination from Stringfellow Acid Pits, mining and other human activities has affected groundwater quality such that its use requires treatment. Management of the amount of water available (local and imported) and its quality, is an important response to the gap between supply and demand. Policies in this section seek to protect and enhance Jurupa Valley's water resources and to meet future water needs. These policies also address broad water planning issues, and their relationship to land use decisions.

Figure COS-7: Water Resources Map, Riverside County



Although Jurupa Valley receives all of its potable water from groundwater supplies, regional and statewide water demands and on-going drought conditions require continued conservation efforts and careful monitoring of water supplies to ensure adequacy for future growth. The overall County water supply is uncertain for two reasons: water apportionments from northern California have been reduced as part of the CALFED Bay-Delta Program, as well as decreased supplies to California from the Colorado River. Additionally, most of the County's sources of water are currently at capacity. Water storage to meet peak demand, or a two-day to one-day supply, is provided by many local water agencies within Riverside County. However, long-term storage of large quantities of water is provided only in the Metropolitan Water District (MWD) and California Department of Water Resources (DWR) facilities. Total storage capacity in the existing reservoir system is 871,000-acre feet (AF). Three of these storage facilities are located in Riverside County: Lake Mathews, Lake Skinner, and Lake Perris. Together, these facilities have 342,300 AF of storage capacity. Diamond Valley Lake triples this capacity with an additional 800,000 AF of storage, bringing the total storage capacity available within Riverside County to 1,142,300 AF Even though the creation of Diamond Valley Lake has allowed for three times the current storage of water, there is no increase in the total amount of water available to the County that can be identified.

This increase in water storage will benefit the whole South Coast region, which includes other significant jurisdictional water users, such as San Diego County, as well as Riverside County. Currently, approximately 3/8 of existing storage capacity may be used to meet seasonal demand. The remaining 5/8 is reserved for emergency needs such as severe droughts and/or use when a natural disaster, such as an earthquake, makes it impossible to meet demand through usual supply facilities. Projected 2020 water use and population levels indicate an expected water shortage for the two hydrologic regions that comprise Riverside County: the South Coast and Colorado River regions. Though these regions include most of southern California, and not just Riverside County, they are each representative of the types of supply and demand within the County. The two regions are defined as follows:

- South Coast Region: Basins draining into the Pacific Ocean from the southeastern boundary of Rincon Creek Basin in western Ventura County, south to the Mexican border. Jurupa Valley is part of the South Coast Region.
- Colorado River Region: Basins south and east of the South Coast and South Lahontan regions; areas that drain into the Colorado River, the Salton Sea, and other closed basins north of the Mexican border.

The DWR produces a California Water Plan every five years that not only includes a statewide water budget but also regional watershed water budgets. These water budgets are based on California Department of Finance population projections and indicate clearly that demand for water will exceed supply in 2020 whether or not a drought condition exists at that time. Most of the State's regions, except for the North Coast and San Francisco Bay Regions, experience average-year and drought-year shortages now, and are forecasted to experience increased shortages in 2020. The largest average-year shortages are forecasted for the South Coast Region, which heavily relies on imported water. Future average-year shortages in the South Coast Region reflect forecasted population growth plus lower Colorado River supplies as California reduces its use of Colorado River water to the State's basic apportionment.

To help bridge the projected gap between water supply and demand, water conservation must be a priority. Following are water conservation policies and programs to help manage water supplies by promoting conservation and efficient water use.



Figure COS-9: Rancho Jurupa Lake

Goals:

COS 3.1 - Work with JCSD, RCSD and other community service districts and agencies, to help meet Jurupa Valley's urban water needs without substantial harm to the natural environment or to agriculture. Measures to help meet water needs include requiring conservation measures such as drought-tolerant landscaping and water saving fixtures in new homes.

COS 3.2 Protect and maintain water quality in aquifers, Santa Ana River, streams and wetlands that help support beneficial uses, including domestic and commercial/industrial uses, agricultural uses, and wildlife habitat.

COS 3.3 Protect and improve the quality of local water sources, including groundwater and the Santa Ana River.

COS 3.4 Encourage JCSD and RCSD to retain and where possible, expand the capacity of wells, aquifers and other groundwater reserves.

COS 3.5 Preserve natural floodways, floodplains and wetlands, and avoid actions that adversely affect waterways or riparian areas, or that increase flood hazards to urban uses.

Policies:

COS 3.1.1 **Water use planning**. Adopt and strive for the most efficient available water conservation practices in the City's operations and planning and encourage community service districts and other agencies to do the same. "Most efficient available practices" means actions and equipment that use the least water for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.2 **Multi-Use Consideration**. Consider, in planning, land use decisions, and municipal operations, the effects of water supply on urban growth, wildlife habitat, agriculture and stream flows, and seek to ensure continued water availability for these uses in planning for long-term water supplies. The City will encourage individuals, organizations, and other agencies to follow this policy.

COS 3.1.3 **Water Quality.** Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

COS 3.1.4 **Water Conservation Systems.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.

COS 3.1.5 **Site Water Collection and Retention.** Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,

COS 3.1.6 **Landscaping with Native Plants.** Encourage the use of California Native Plants for drought-resistant landscape planting.

COS 3.1.7 **Edible Landscaping.** Encourage the use of edible landscaping in residential areas, streetscapes, public spaces, and parks, including vegetable gardens, herbs and fruit trees in lieu of large expanses of lawn or other more water-demanding plantings.

Programs:

COS 3.1.1.1 **Public Information.** Promote and support educational outreach programs that provide information services to the public about water conservation techniques, benefits and water-saving technologies in conjunction with water providers, Riverside County, community services districts, and other entities.

COS 3.1.1.2 **Regional Cooperation.** Monitor and participate in regional activities addressing water resources, groundwater and water quality to help ensure adequate and safe water supplies for existing and future residents and businesses.

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Water quality problems that have occurred in Jurupa Valley have related to Stringfellow runoff, inadequate subsurface sewage disposal, waste disposal management in the Santa Ana River and floodway, and pollution due to urban storm water system runoff. Regional Water Quality Control Boards for Region 8 provides state-level water quality policy for the City and Riverside County. Further, the National Pollutant Discharge Elimination System mandates Best Management Practices in order to effectively minimize the adverse effects of pollution and protect water quality and groundwater resources.

Groundwater resources, or "aquifers," are defined by their quality as well as quantity. Most groundwater basins store local and imported water for later use to meet seasonal and drought-year demands. Under current groundwater recharge programs, groundwater is artificially replenished in wet years with surplus imported water. Water is then extracted during drought years or during emergencies. Groundwater recharge that may also involve the recharge of reclaimed water enhances the City's ability to meet water demand during years of short supply and increases overall local supply reliability. The following policies are intended to provide local guidance for the protection and maintenance of water quality and groundwater resources.

Policies:

COS 3.1.8 **Wastewater Treatment.** Encourage the use of innovative and creative techniques for wastewater treatment.

COS 3.1.9 **Pollution Discharge.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

COS 3.1.10 **Regional Cooperation.** Support efforts to create additional water storage where needed, in cooperation with federal, state, community service districts, Riverside County Flood Control District, and other water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

COS 3.1.11 **Aquifer Protection**. Require that aquifer water-recharge areas are preserved and protected.

COS 3.1.12 **Drainage Systems in Development Projects.** Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.

COS 3.1.13 **Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

COS 3.1.14 **Natural Channels.** Collaborate with the Riverside County Flood Control District to promote natural approaches to managing streams and avoid lined, non-porous channels to the maximum extent possible where groundwater recharge is likely to occur.

COS 3.1.15 **Water Retention Incentives.** Consider granting incentives to landowners to preserve natural ground water recharge areas, through measures such as density averaging..

Program:

COS 3.1.1.3 **Aquifer Recharge.** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and Western Riverside County, where feasible and appropriate. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

A. Groundwater quality would be reduced,
B. Available groundwater aquifers are full, or
C. Rising water tables threaten the stability of existing structures.

Floodplain and Riparian Area Management

Watercourses and their floodways are usually the focus of construction and control; while fertile, flat and "reclaimed" floodplain lands are typically used for other activities, such as agriculture, commerce, and residential development. These areas form a complex physical and biological system that not only supports a variety of natural resources, but also provides natural flood and erosion control. In addition, the floodplain represents a natural filtering system, with water percolating back into the ground and replenishing groundwater. When a watercourse is separated from its floodplain with levees and other flood control facilities, then natural, built-in benefits are lost, altered, or significantly reduced. The floodway fringe is that portion of the floodplain between the floodway and the limits of the existing 100-year floodplain.

Figure COS-10: Existing Floodways and Drainage Facilities (Riverside County Flood Control and Water Conservation District



The City follows Riverside County's adopted methods of using the USGS "blue line stream" overlay as its major form of mapping watercourses in its boundaries (see Figure COS-10, the Land Use Element, and Area Plan Maps). Also, see the Flood and Inundation Hazard Abatement section of the Safety Element). The conventional assumption that flooding can be completely eliminated has meant not only an unrealistic reliance on manufactured flood protection, but also the development of a flood control system that squeezes rivers into artificially narrow channels, adds steeply sloped levees (devoid of riparian vegetation), and eliminates historic floodplains, all in the interest of reclamation, flood protection and urban growth. Unfortunately, this highlights the fact that floods have been viewed for far too long as everything except part of the natural life cycle of rivers and floodplains.

Figure COS-11: Van Buren Bridge Collapse during 1969 Santa Ana River Flooding



Flooding is part of the dynamic nature of healthy rivers and ecosystems. High flows and floodwaters are needed to cleanse the channels of accumulated debris, build stream banks, import gravels for aquatic life, thin riparian forests and create riparian habitat.

The open space of floodplains adjacent to rivers and streams helps store and slowly release floodwaters, thus reducing flood flow, peaks, and their subsequent impacts during small and frequent flood events. Further, riparian habitat within floodplains is of great value to resident and migratory animal species, as it provides corridors and linkages to and from the City's wildlife corridors. The following set of policies address floodways, the floodplain fringe, and riparian areas.

Wetlands typically occur in low-lying areas that receive fresh water at the edges of lakes, ponds, streams, and rivers. Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. Wetlands in Jurupa Valley may include riverbanks, vernal springs and pools, and desert washes.

Policies:

COS 3.1.16 **Floodway Modification.** Encourage other agencies to limit floodway modification or channelization only as a "last resort," and limit the alteration to:

a. That necessary for the protection of public health and safety, only after all other options are exhausted

b. Essential public service projects where no other feasible construction method or alternative project location exists,

c. Projects where the primary function is improvement of fish and wildlife habitat, or

d. private development entitlements shall be required to design floodplain and river edge treatments to simulate and ultimately regenerate natural terrain and riparian habitat, using techniques such as covering and re-planting over rip-rap embankments, utilizing gentle contoured slopes that do not exceed 8:1 slope ratio, etc.

COS 3.1.17 **Environmental Mitigation.** Encourage, and where possible, require substantial modifications of a floodplain to be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

a. Stream scour
b. Erosion protection and sedimentation
c. Wildlife habitat and linkages
d. Groundwater recharge capability
e. Adjacent property
f. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.

COS 3.1.18 **Setbacks.** Based upon site-specific study, all development shall be set back from the designated floodway boundary or top of bank, whichever is most appropriate, a distance adequate to address the following issues:

a. Public safety
b. Erosion
c. Riparian or wetland buffer
d. Wildlife movement corridor or linkage, and
e. Slopes

COS 3.1.19 **Trails.** Consider designating floodway setbacks to accommodate greenways, trails, and recreation opportunities and allowing such uses within floodways, where appropriate.

COS 3.1.20 **Riparian Area Preservation.** Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural watercourses. Zoning incentives, such as averaging of development rights, should be used to the maximum extent possible.

COS 3.1.21 **Ecotones.** Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.

Programs:

COS 3.1.1.4 **Floodway Protection and Enhancement.** Working with other responsible agencies, help implement the following actions:

A. Encourage preparation of an inventory of natural areas that have been degraded and list sites in priority order, for restoration efforts.
B. Encourage revegetation of disturbed areas using native plants.

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C. Eliminate sources of water pollutants and improper water diversions.
D. Remove invasive, non-native species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species.
E. Discourage the placement and where possible, remove man-made elements such as buildings, paving, structural elements, concrete lining of waterways, signs, streets and utilities within floodways or floodplains, unless they are needed for public health or safety, or for implementation of City plans.
F. Require that suitably sized access corridors be provided and/or maintained through or under new and previously established, man-made obstacles to wildlife movement (such as appropriately sized culverts under arterial streets, highways and other major roads).
G. Discourage or prevent camping, off-road vehicles, hunting and other activities that are not compatible with floodplain health and preservation.
H. Remove trash, debris, and contaminants, using methods that minimally disrupt the open-space resources.
I. Provide continuing community education and outreach for all citizens, youth, and youth groups, and property owners on open space and natural resource values, programs and responsibilities.
J. Enlist the help of volunteers, youth and service groups, and academic programs in restoring and monitoring habitat health.

Figure COS-12: Farmland in Jurupa Valley (SCAG)

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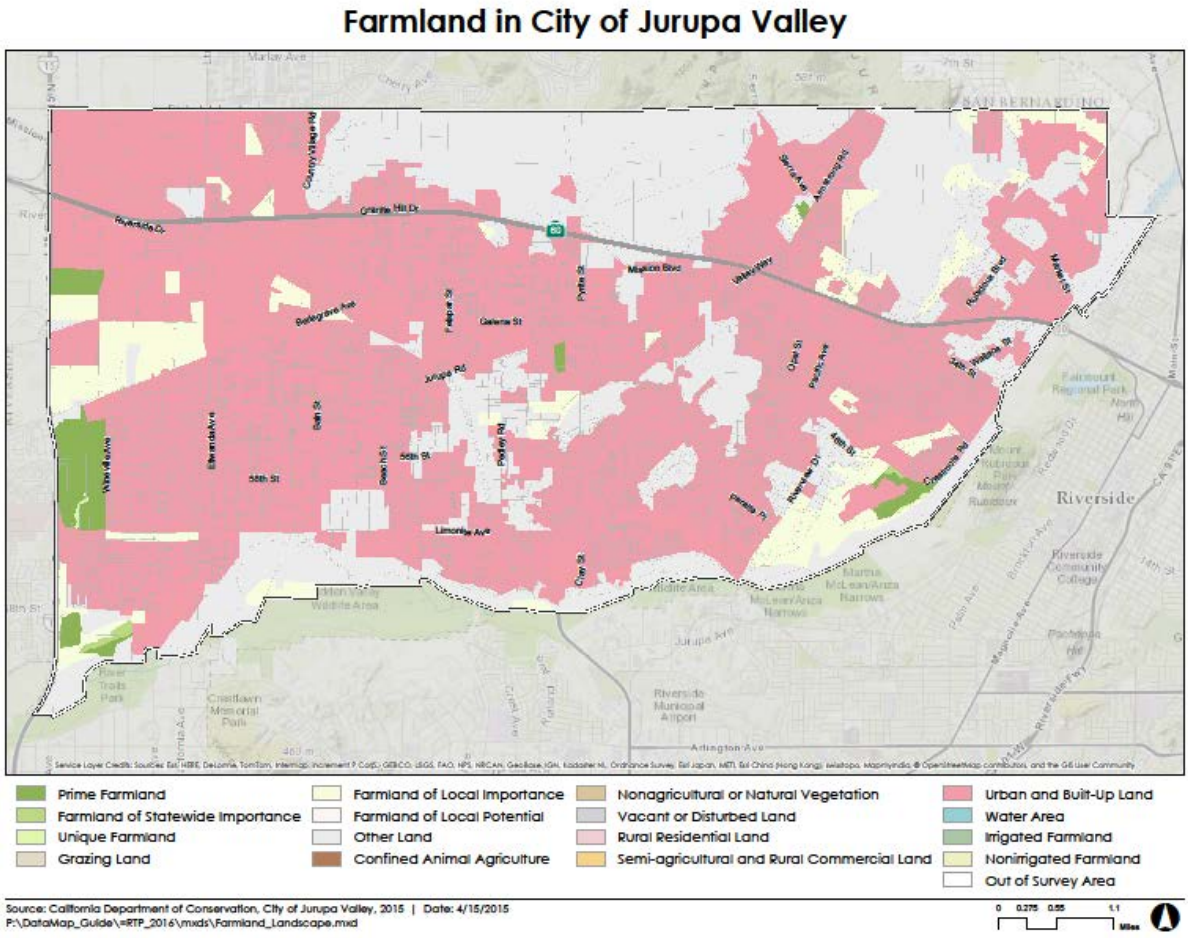

COS 4. Agricultural Resources

Agriculture was once the dominant land use and economic activity in Jurupa Valley. Over time, land use and economic changes have largely displaced farming, grazing, vineyards, dairy, orchards, and other agricultural activities to less urbanized areas. Reflecting this change, the last dairy in Jurupa Valley closed in 2015. However, the City continues to have areas in agricultural use, particularly along the I-15 corridor and near the Santa Ana River. Countywide, agriculture continues to contribute significantly to the overall economy. In Jurupa Valley, agriculture continues to be important as a contributor to the local economy, a key open space resource, and a defining feature of the communities' overall visual character and rural heritage. Moreover, agriculture is fundamental to the notion of "sustainability" -- it helps preserve productive soils and Jurupa Valley's capacity to grow food for local use.

Goal:

COS 4.1 To continue to accommodate agricultural uses and encourage its expansion, where appropriate.

Policies:

COS 4.1.1 **Support Agricultural Uses**. Employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural uses in cooperation with individual farmers, farming organizations, farmland conservation organizations and the County.

COS 4.1.2 **Agricultural Land Conversion**. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.

COS 4.1.3 **Compatible Uses.** Encourage the combination of agriculture with other compatible uses to help provide an economic advantage to agriculture. In areas designated for agricultural uses, allow activities related to the production of food, fiber, and support uses incidental to the on-site agricultural operation, such as farm stores, retail sales of produce or wares, and related, accessory uses.

Programs:

COS 4.1.1.1 **Farmland Conservation**. Encourage individuals, non-profit agencies and the County to seek out grants and programs that promote farmland conservation, such as land trusts, conservation easements, Williamson Act designation, Land Conservation Contracts, Farmland Security Act contracts, the Agricultural Land Stewardship Program Fund; agricultural education programs, density averaging and development standards, and/or incentives (e.g., clustering and density bonuses) to encourage conservation of productive agricultural land.

COS 4.1.1.2 **Sustainable Agriculture.** Encourage sustainable agricultural practices to protect the health of human and natural communities and to minimize conflicts between agriculture and urban neighbors.

Figure COS-13: Residential Photo-Voltaic Solar Collectors



COS 5. Renewable Energy Resources

Conservation policies in this element protect the City's physical resources as well as its energy resources, including renewable energy. This category of renewable energy resources includes wind, solar, geothermal, and biomass resources. Although the use of these resources is not widespread in Jurupa Valley at the time of General Plan adoption, there is potential for their use and development, particularly solar generation. Renewable energy can be developed as a substitute for oil, natural gas, and other limited energy supplies used for electricity generation, and to reduce consumption of these supplies.

Energy Conservation

For a sustainable economy and environment, and continued quality of life, we must reduce our

dependence on fossil fuels. A key strategy in that effort is to use energy more efficiently and to shift to cleaner, renewable, locally generated and/or controlled energy sources. While local governments have made significant progress in energy conservation, more can be done through emerging technologies and increased emphasis on “sustainable” practices and building design in both public and private development. Conservation is an important component of using energy resources in an efficient manner. Sensible energy conservation and design practices can help mitigate the "heat island" effects of urban development that increase local temperatures and result in increased energy demand. The following policies address energy conservation.

Goal:

COS 5.1 Increase use of sustainable energy sources such as solar, wind and thermal energy, and reduce reliance on non-sustainable energy sources to the extent possible with available technology and resources.

Policies:

COS 5.1.1 **Use Best Available Practices.** Employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations and other agencies to do likewise. “Best available practices” means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include:

A. Space heating and cooling using earth, plantings and/or building thermal mass to moderate temperature changes.
B. Space cooling through natural ventilation.
C. Space cooling through reflectivity and shading.
D. Indoor illumination by natural light.
E. Solar space and water heating.
F. Wind electricity generation.

COS 5.1.2 **Energy-Efficient City Facilities.** Operate and maintain City facilities in the most energy-efficient manner, without reducing public safety or service levels, as budget resources allow.

COS 5.1.3 **Energy-efficiency improvements.** Identify energy efficiency improvement measures to the greatest extent possible, undertake all necessary steps to seek funding for their implementation and, upon securing availability of funds, implement the measures in a timely manner, as budget resources allow.

COS 5.1.4 **Agency Cooperation.** Cooperate with Federal, State and local governments and other appropriate entities to accomplish energy conservation objectives when consistent with the City’s General Plan goals and policies.

COS 5.1.5 **Energy Efficiency and Green Building**. Encourage energy-efficient “green buildings” as certified by the U.S. Green Building Council’s LEED® (Leadership in Energy and Environmental Design) Program or equivalent certification.

COS 5.1.6 **Energy Efficiency Incentives.** Support standards and incentives that encourage developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the State Building Code.

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COS 5.1.7 **Energy Efficient Materials.** Specify and use energy efficient materials and systems for City facilities as budget resources allow.

COS 5.1.8 **Reduce "Heat Island" Effect.** Encourage the conversion of asphalt and concrete paving to porous surfaces that help reduce surface runoff and the "heat island" effect.

COS 5.1.9 **Renewable Energy Projects**. Encourage and accommodate applications for projects that will produce renewable energy for the grid, such as solar generating stations, etc.

Programs:

COS 5.1.1.1 **Energy-Efficient Operations.** Budget for, and manage City operations, capital improvements, and facilities for energy efficiency, including purchase and use of fleet vehicles, equipment, and materials.

COS 5.1.1.2 **Sustainable Design.** Incorporate sustainable design and sustainable energy sources and features in existing and new City facilities.

COS 5.1.1.3 **Zoning Ordinance Update.** Update the Zoning Ordinance to further the energy conservation goals, policies and implementations actions and reduce impediments or disincentives to it.

COS 5.1.1.4 **Encourage Public Information Programs.** Encourage private utility programs for public information programs and energy audits to promote energy conservation.

COS 5.1.1.5 **Energy Grants.** Solicit state and federal grants to implement the City's energy conservation programs as such funding becomes available.

Wind Energy

Because of its valley location and pattern of development, Jurupa Valley is generally not suitable for efficient, large-scale wind energy generation. Small-scale, non-commercial wind energy generation, and "windmotors" historically associated with agricultural uses may be appropriate in connection with residential, institutional, recreational and agricultural uses.

Policy:

COS 5.1.10 **Wind Energy**. Where appropriate, allow non-commercial wind energy generation in a manner that maximizes beneficial uses and minimizes detrimental effects to residents and the environment.

Solar Energy

Due to its location and climate, solar energy generation has important applications for residential, commercial, and institutional applications in Jurupa Valley. Sunlight can be utilized for energy production in two ways: active solar systems involve the use of electronic and mechanical devices to convert solar energy to heat or electricity; passive solar systems utilize natural heating and cooling from the sun through building orientation and building design techniques.

Policies:

COS 5.1.11 **Solar access.** Encourage the provision for and protection of solar access.

COS 5.1.12 **Solar Energy Use.** Use solar energy in City facilities and operations, as budget resources allow, and encourage the use of active and passive solar energy by homeowners, business owners, developers, government, and public agencies.

Programs:

COS 5.1.1.6 **Update City Regulations.** Update development and subdivision standards to include clear, specific standards to ensure desirable solar access is provided for all new development.

Biomass Resources

Biomass resources refer to organic materials, either waste products, residues, or specific crops that can be converted to energy fuel to replace conventional sources or directly used in combustion processes. Due to agricultural production in the County, resources exist that enable this technology to be more widely employed.

Policies:

COS 5.1.12 **Biomass Conversion**. Encourage economic biomass conversion under sensible environmental controls, and where compatible with adjacent uses.

Figure COS-14: Former Jensen Quarry (last active mining 1974-79. Now the Oak Quarry Golf Club.



COS 6. Non-Renewable Resources

The non-renewable resources discussed in this element are mineral resources and certain energy resources. Mineral Resources are classified under the State Mining and Reclamation Act of 1975 (SMARA). The Energy Resources section addresses petroleum resources as well as energy conservation.

Goal:

COS 6.1 The City will help to reduce consumption of non-renewable energy sources and ensure efficient use, development and conservation of sustainable, non-polluting energy sources.

Policy:

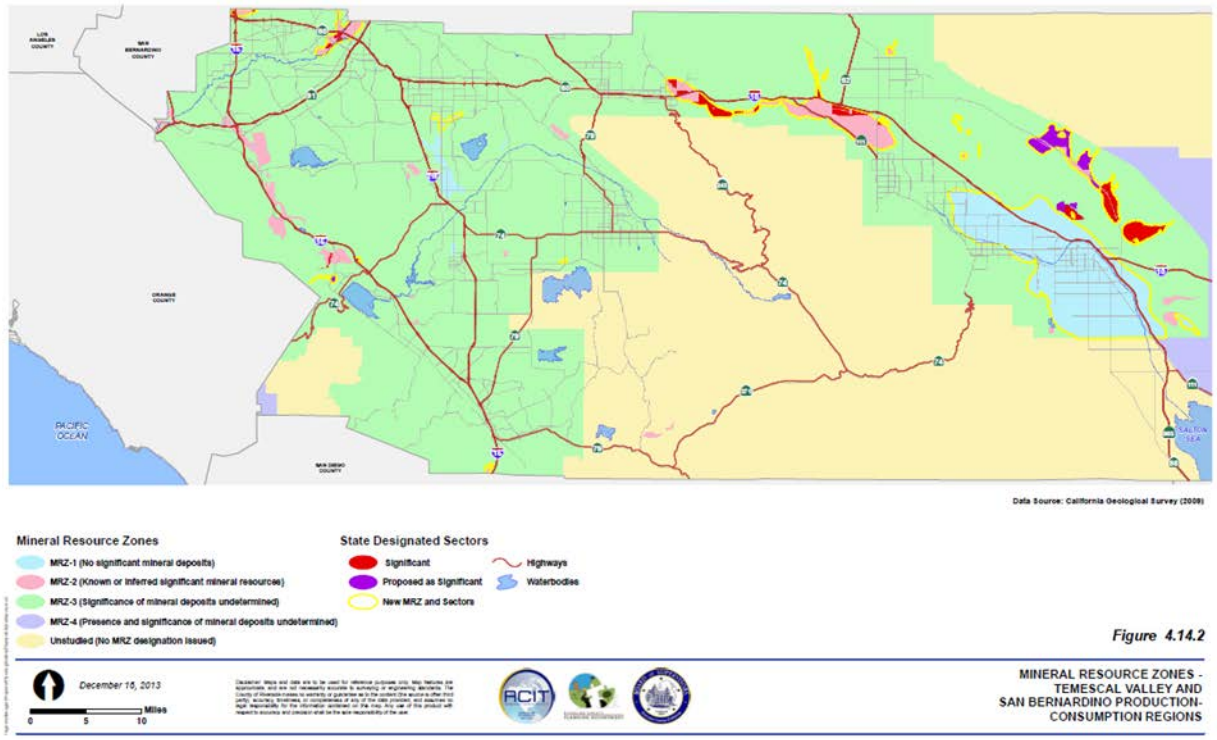
COS 6.1.1 **Efficient Use of Non-Renewable Resources.** Utilize non-renewable resources efficiently in City buildings and facilities, services and operations, and encourage others to do the same.

Mineral Resources

Historically, mineral extraction has been an important component of Jurupa Valley's economy. Western Riverside County has extensive deposits of clay, limestone, iron, sand, and aggregates. Classification of

land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The SMGB has also established Mineral Resources Zones (MRZ) to designate lands that contain mineral deposits. The State of California has also designated Aggregate Mineral Resource areas within the County. These mineral resource zones are shown in *Figure COS-15.*

Figure COS-15: Mineral Resources Map, Riverside County



Mineral deposits are important to many industries, including construction, transportation, and chemical processing. The value of mineral deposits is enhanced by their close proximity to urban areas. However, these mineral deposits are endangered by the same urbanization that enhances their value. The non-renewable characteristic of mineral deposits necessitates the careful and efficient development of mineral resources to prevent their premature depletion or adverse impacts due to their extraction and use.

Policies in this section seek to conserve areas identified as containing significant mineral deposits and oil and gas resources for potential future use, while promoting the reasonable, safe, and orderly operation of mining and extraction activities within areas designated for such use, where environmental, aesthetic, and adjacent land-use compatibility impacts can be adequately mitigated.

Policies:

COS 6.1.2 **Compliance with SMARA.** Require that the operation and reclamation of surface mines be consistent with the State Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.

COS 6.1.3 **Incompatible Uses.** Restrict incompatible land uses within the impact area of legal existing or potential surface mining uses and within areas designated in the General Plan as Open Space-Mineral Resources.

COS 6.1.4 **Approval Conditions.** Impose conditions as necessary on mining operations to minimize or eliminate the potential adverse impact of mining operations on surrounding properties, and environmental resources.

COS 6.1.5 **Buffers.** Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Programs:

COS 6.1.1.1 **Minerals Inventory.** Maintain up-to-date information regarding the location of mineral resource zones in the City.

COS 6.1.1.2 **City Review.** Update City ordinances to require that all proposals for mineral extraction and reclamation be reviewed by the Planning Commission and City Council.

Energy Resources

Energy resources provide the power necessary to maintain the quality of life enjoyed by City residents. Many of the energy resources used within the City are non-renewable. For example, electricity and natural gas are the primary sources of household energy, while fossil fuels are the primary source of energy for most modes of transportation. Energy conservation and the substitution of renewable resources should be encouraged if these resources are to be preserved for future generations.

Petroleum Resources

Riverside County's petroleum resources are deposited in the form of oil and gas seeps. The State Division of Oil and Gas does not report significant or active petroleum extraction in Jurupa Valley or the County. Should extraction activities be undertaken in the future, the following policy provides direction for the siting of oil and gas facilities.

Policies:

COS 6.1.6 **City Operations.** Seek ways to improve the energy efficiency of City operations to save energy, reduce consumption of non-renewable materials, reduce municipal costs, and set a positive example for the community.

COS 6.1.7 **City Vehicles and Equipment.** Purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use no- or low-emission sources of energy, if economically feasible.

COS 6.1.6 **Renewable Energy Resources.** Work with other agencies and utility providers to encourage safe, economical, and renewable energy resources, and to reduce non-renewable energy use through public education and participation in energy conservation programs.

COS 7. Cultural and Paleontological Resources

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Jurupa Valley is rich in history dating back hundreds of years. Jurupa Valley derives its name from the first inhabitants of the area, Native Americans who called "Jurupa" their home. The Jurupa Valley area lies at the territorial boundaries of two different Tribes, the Gabrieleno Tribe and the Serrano Tribe. Over the years, there have been various interpretations of the meaning of "Jurupa", from a greeting meaning "peace and friendship" to the first padre to visit the area, to a more widely recognized origination that "Jurupa" refers to the California Sagebrush common to the area. In 1838 the area became known as Rancho Jurupa under a land grant to Señor Don Juan Bandini by the Mexican government. By the late 1800's the Jurupa Valley area began to live in the shadow of the more popular City of Riverside. Much of Jurupa Valley area has what once was a Riverside mailing address. Yet, settlement of the area in and around what is now the City of Riverside actually began in the Jurupa Valley many years before Riverside's founding.

Figure COS-16 shows an 1889 map of two Mexican-era land grants in the Jurupa Valley: Rancho Jurupa (1838) and Rancho El Rincon (1839). This 1889 map reflects the "patented titles" for the ranchos confirmed by the US Land Commission after California became part of the United States and before the formation of Riverside County in 1893.

Figure COS-16: Historic Jensen-Alvarado Ranch House, 1870



Cultural resources consist of places (historic and prehistoric archaeological sites), structures, or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. The cultural history of Riverside County and Jurupa Valley can be divided chronologically into three periods: prehistory, ethno-history, and history. Native American cultures predominate in the prehistorical and ethno-historical periods. The Relative

Archaeological Sensitivity of Diverse Landscapes in the County has been mapped and is shown for Jurupa Valley in *Figure COS-17*. Three sensitivity classifications have been used to reflect the potential of containing historical or archaeological resources: high, undetermined, and low. Properties with high potential include those listed or determined eligible for listing in the National Register of Historic Places. The historical period includes settlement from 1774, with the expedition of Juan Bautista de Anza into the region, to 45 years before the present as defined by the California Environmental Quality Act (CEQA). An inventory of Historic and Potentially Historic Resources is shown in *Figure COS-20.*

Figure COS-17: Archaeological Sensitivity Map, Riverside County

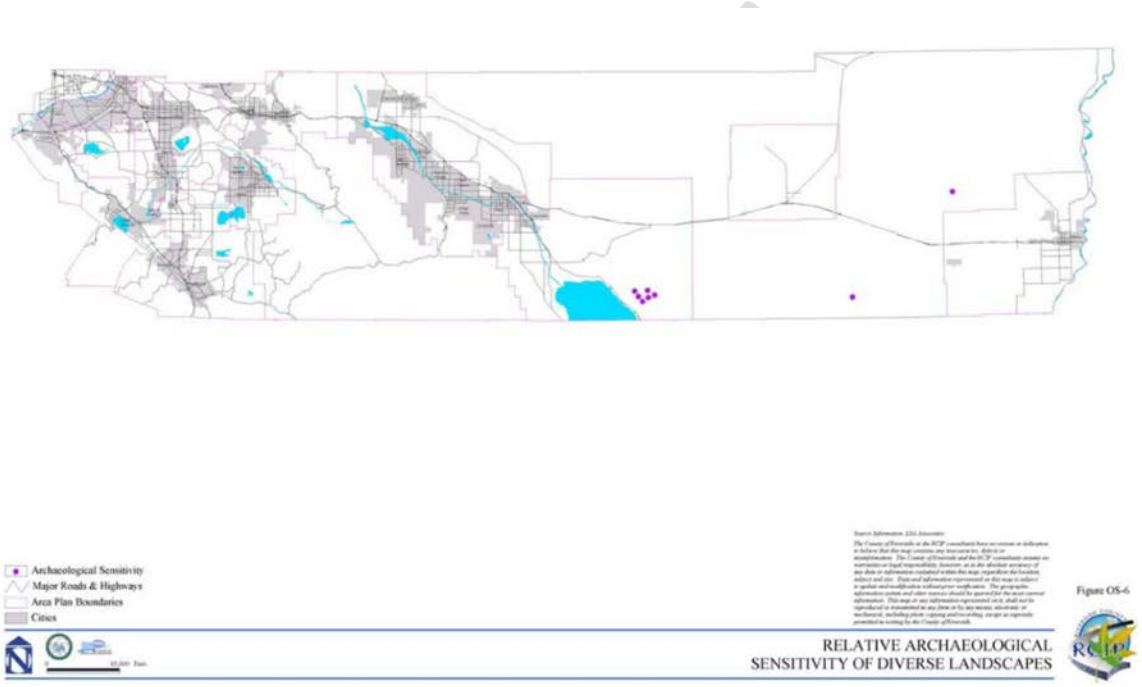


Figure COS-18: Historical Resources, Riverside County

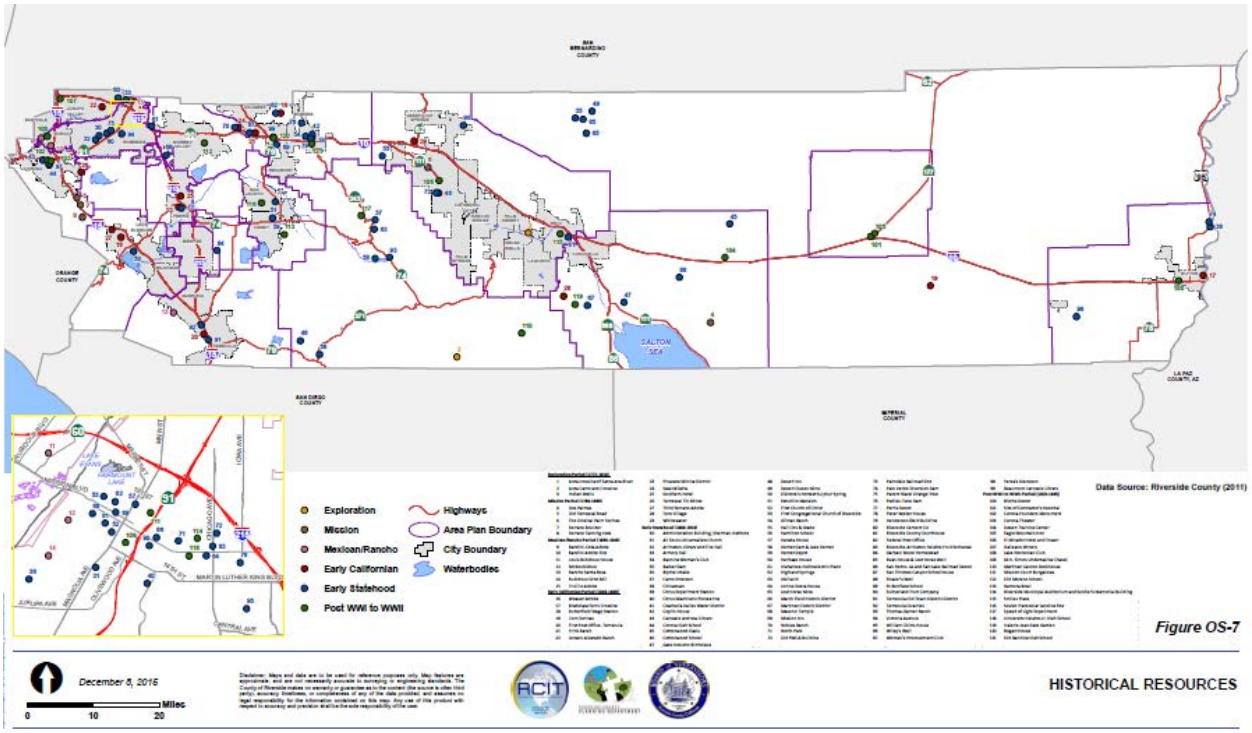
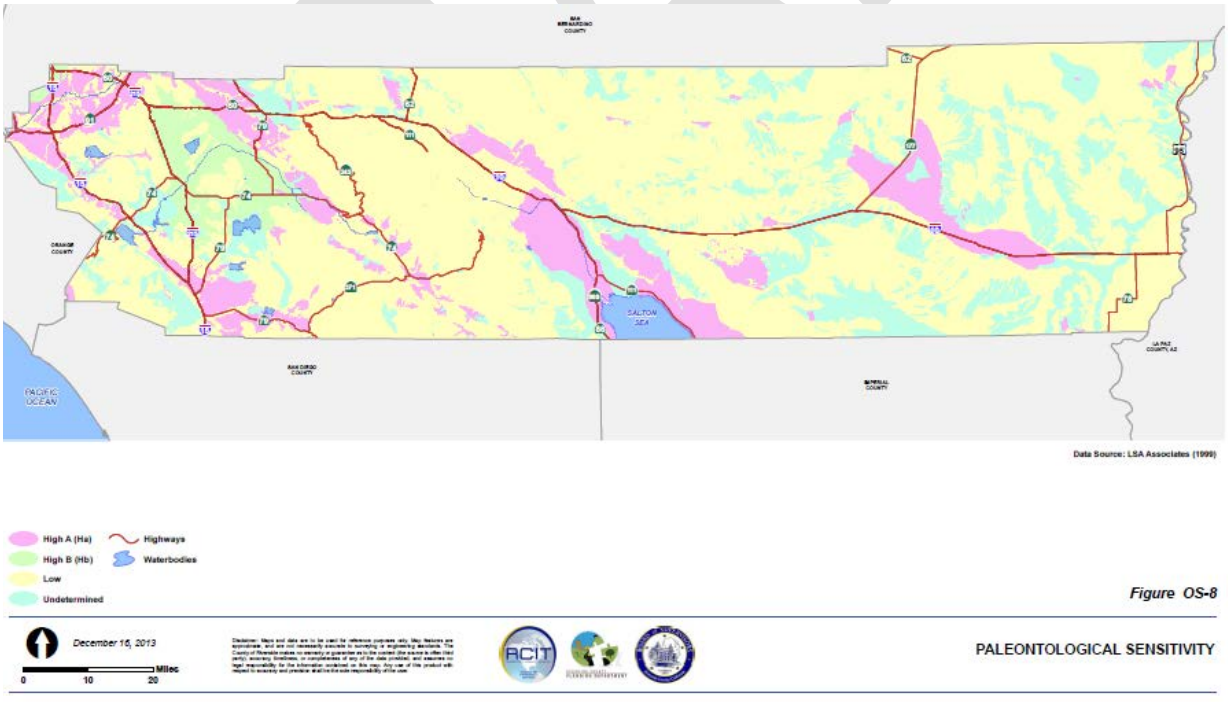


Figure COS-19: Paleontological Resources Sensitivity, Riverside County



The area has also been inventoried for geologic formations known potentially to contain paleontological

resources. Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Lands with low, undetermined, or high potential for finding paleontological resources are mapped on Figure COS-18, the Paleontological Resources Sensitivity map. This map is used in the environmental assessment of development proposals and the determination of required impact mitigation. Riverside County has an extensive record of fossil life starting in Jurassic time, 150 million years ago.

Goal:

COS 7.1 The City will seek to ensure the preservation of cultural, historical, archaeological, and paleontological resources.

Policies:

COS 7.1.1 **Preservation of Significant Cultural Resources.** Identify, protect, and where necessary, archive significant paleontological, archaeological, and historical resources.

COS 7.1.2 **Public Information.** Encourage programs that provide public information on the City's history and cultural heritage, and participate with other agencies to help educate students about the City's rich natural and manmade environment.

COS 7.1.3 **Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.

COS 7.1.4 **Site Confidentiality.** Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.

COS 7.1.5 **Native American Consultation.** Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with State law.

COS 7.1.6 **Non-Development Activities.** Prohibit activities other than private development projects that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.

COS 7.1.7 **Qualified archaeologist present.** Cease construction or grading activities in and around sites where substantial archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.

COS 7.1.8 **Native American Monitoring.** Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.

COS 7.1.9 **Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; excavation, removal and curation in an appropriate facility under the direction of a qualified professional.

COS 7.1.10 **Historically significant buildings.** Prohibit the demolition or substantial alteration in outward appearance of historically significant buildings and structures unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are

infeasible. (See *Table COS-20* for a listing of Historic and Potentially Historic Structures)

Table COS-20:- Historic and Potentially Historic Resources in Jurupa Valley

Historic Name	Location	Category/Status	Significance
Jensen-Alvarado Ranch	4307 Briggs St, Jurupa Valley, CA 92509	California Historical Landmark (Cornelius and Mercedes Jensen Ranch, No. 943); listed on the National Register of Historic Places on September 6, 1979.	First kiln-fired brick building built in Riverside County and the oldest non-adobe structure in the Inland Empire. Ranch house and grounds serve as an 1880s living history interpretive museum administered by Riverside County Parks
Crestmore Manor	4600 Crestmore Road Jurupa Valley, CA 92509	Potentially significant, architecture and commerce.	Crestmore Manor, a 10,830 sq. ft. colonial-style mansion, built in mid-1950s by W.W. "Tiny" Naylor, a restaurateur and the state's then second-leading thoroughbred horse breeder.
Galleano Winery	4231 Wineville Rd., Jurupa Valley, CA	Listed, National Register of Historic Places, architecture and commerce.	Early example of Southern California vineyard and winery.
Robidoux Grist Mill Site	5540 Molina Way, Rubidoux	California State Historic Landmark #303; marker.	One of the first grist mills in this part of Southern California, built by Jurupa Valley pioneer Louis Rubidoux on the Rancho Jurupa in 1846-47.
Site of Louis Robidoux House	5575 block, Mission Boulevard, Rubidoux	California State Historic Landmark and Riverside County Historic Landmark; marker..	Location of former home of Louis Rubidoux (nee' Robidoux).
Site of de Anza crossing of the Santa Ana River, 1775 and 1776.	Jurupa Hills Country Club. Site is near Union Pacific Bridge, Jurupa Heights; plaque is located between the clubhouse and No. 1 tee, Jurupa Hills Country Club Golf Course, 6161 Moraga Avenue	California State Historic Landmark; marker.	On January 1, 1776, the first party of colonists to come overland to the Pacific Coast, led by Early California explorer Juan Bautista de Anza, crossed the Santa Ana River south of this marker and camped between here

			and the River.
Spinney House	7811 Mission Boulevard	Potentially significant, architecture and commerce.	Two-story Victorian farmhouse, pre-1900.
Rubidoux Drive-in Theater	3770 Opal Street	Potentially significant, architecture and entertainment/cultural.	Vintage 1948 drive-in movie theatre, one of the oldest drive-in theaters in continuous operation; only about 20 drive-in theaters remain in California.

Programs:

COS 7.1.1.1 **Historic Resources, Districts and Neighborhoods.** Identify historic resources, districts and neighborhoods, such as the historic city areas or Rubidoux, Glen Avon, and Pedley with the HRO Overlay and protect and, where possible enhance, their historic character through appropriate district signage, public improvements, and development incentives.

COS 7.1.1.2 **Historical Preservation Incentives**. Consider offering preservation incentives, such as the Mills Act Tax Reduction program to encourage maintenance and restoration of historic properties.

COS 7.1.1.3 **Construction in Historic Districts.** Prepare (or update, where guidelines already exist) architectural design guidelines to provide specific guidance on the construction of new buildings and public improvements within areas designated in the General Plan with the Historic Resource Overlay ("HRO"), such as village centers, historic districts and historic neighborhoods.

COS 7.1.1.4 **Public Information Programs.** Foster public awareness and appreciation of cultural resources by sponsoring educational programs or by partnering with agencies, non-profit organizations, and citizens groups to provide public information on cultural resources and display artifacts that illuminate the City's history. The City will encourage private development to include historical and archaeological displays where feasible and appropriate.

Figure COS-21: Mt. Jurupa Trail Overlooking Jurupa Valley

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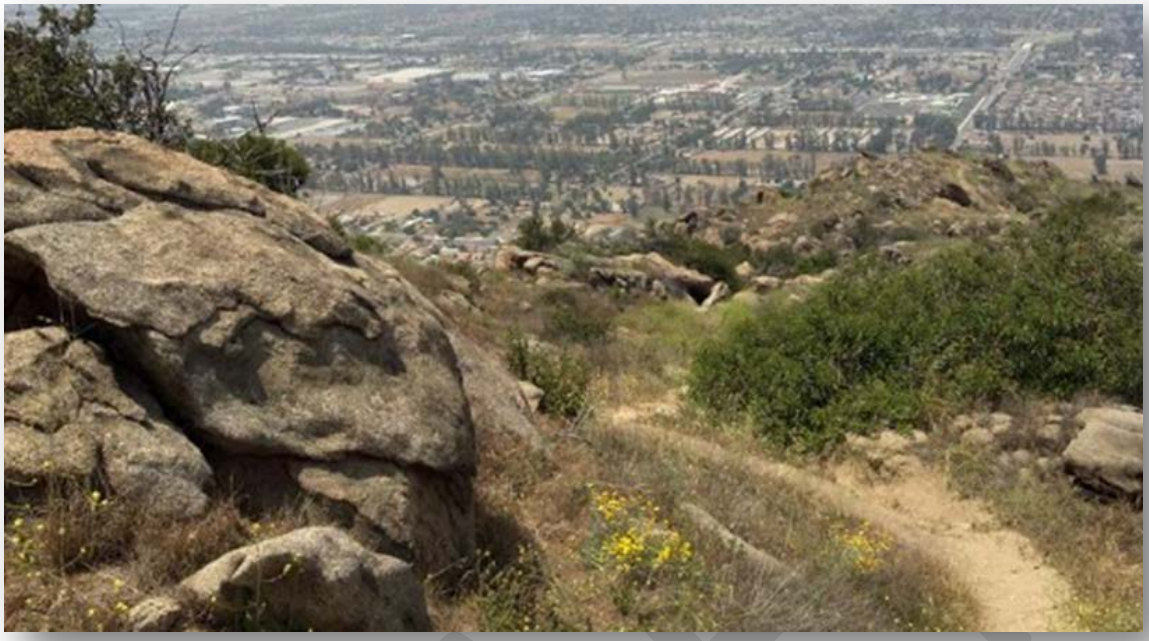

COS 8. Open Space and Recreation Resources

In partnership with other agencies, such as the Riverside County Regional Park and Open Space District, the Jurupa Community Services District and the Jurupa Area Recreation and Park District, the City of Jurupa Valley offers a wide range of open spaces, parks, recreational areas, and trails, as shown in *Figure COS-21*. Open space and recreation facilities provide a variety of recreational opportunities and help maintain a distinct urban boundary and buffer between the City and adjacent urbanized areas. The following policies relate to the preservation, use, and development of a comprehensive open space system consisting of passive open space areas, and parks and recreation areas that have recreational, ecological, and scenic value.

COS-22: Protected Open Space in Jurupa Valley

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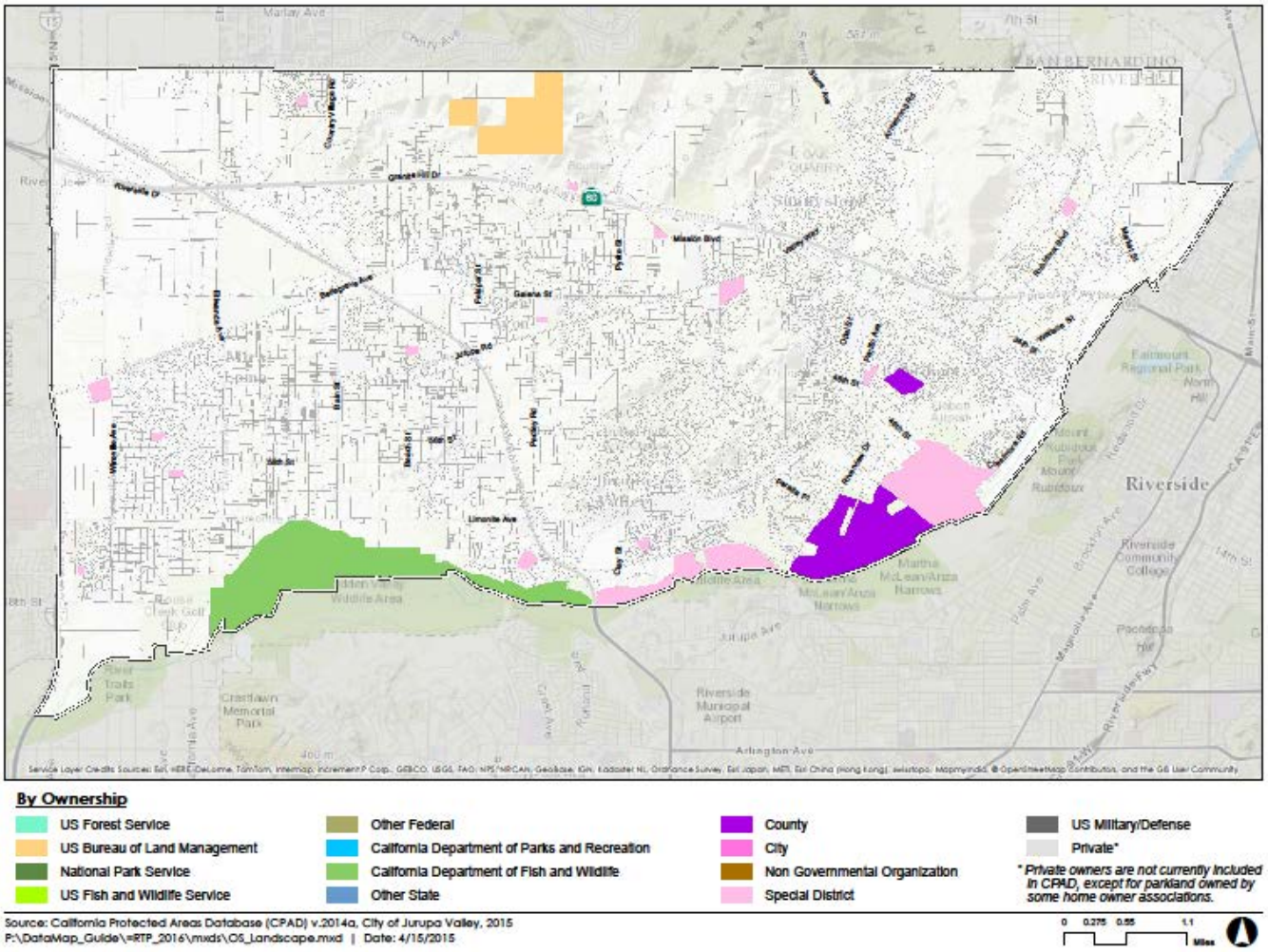
Protected Open Space in City of Jurupa Valley


Riverside
Riverside Municipal Airport
Crestlawn Memorial Park
Riverside Community College
Fairmount Regional Park
Mount Rubidoux
Martha McLean-Anza Narrows
Box Springs Mountains Reserve
Sycamore Trails Park
Jurupa Mountains
Limonite Ave
Mission Blvd
Arlington Ave
Jurupa Ave
Van Buren Blvd
Pyrite St
Galena St
Rubidoux Blvd
Market St
Main St
Magnolia Ave
Pierce St
Buchanan St
Orange St
Oak St
Linden St
Iowa Ave
Canyon Crest Dr
Riverside Dr
Indiana Ave
Spruce St
Ash St
Cedar St
Fresno St
Fern Ave
Palm Ave
Brockton Ave
Riverside Ave
Arlington Ave
Jurupa Ave
Limonite Ave
Mission Blvd
Van Buren Blvd
Riverside Dr
Indiana Ave
Market St
Rubidoux Blvd
Pyrite St
Galena St
Pierce St
Buchanan St
Orange St
Oak St
Linden St
Iowa Ave
Canyon Crest Dr
Spruce St
Ash St
Cedar St
Fresno St
Fern Ave
Palm Ave
Brockton Ave
Riverside Ave
Magnolia Ave
Pachappa Hill
Riverside Municipal Airport
Crestlawn Memorial Park
Riverside Community College
Fairmount Regional Park
Mount Rubidoux
Martha McLean-Anza Narrows
Box Springs Mountains Reserve
Sycamore Trails Park
Jurupa Mountains
Limonite Ave
Mission Blvd
Arlington Ave
Jurupa Ave
Van Buren Blvd
Pyrite St
Galena St
Rubidoux Blvd
Market St
Main St
Magnolia Ave
Pierce St
Buchanan St
Orange St
Oak St
Linden St
Iowa Ave
Canyon Crest Dr
Riverside Dr
Indiana Ave

COS 8.4 Avoid actions that will result in the loss of designated open space resources and when feasible, require mitigation for their loss.

Policies:

COS 8.1.1 **Environmental Resource Protection.** Preserve and maintain open space that protects environmental resources and protects public health and safety.

COS 8.1.2 **Extension of Public Facilities.** Avoid the extension of public streets, facilities, services, and utilities for urban uses into areas designated as Open Space in the General Plan.

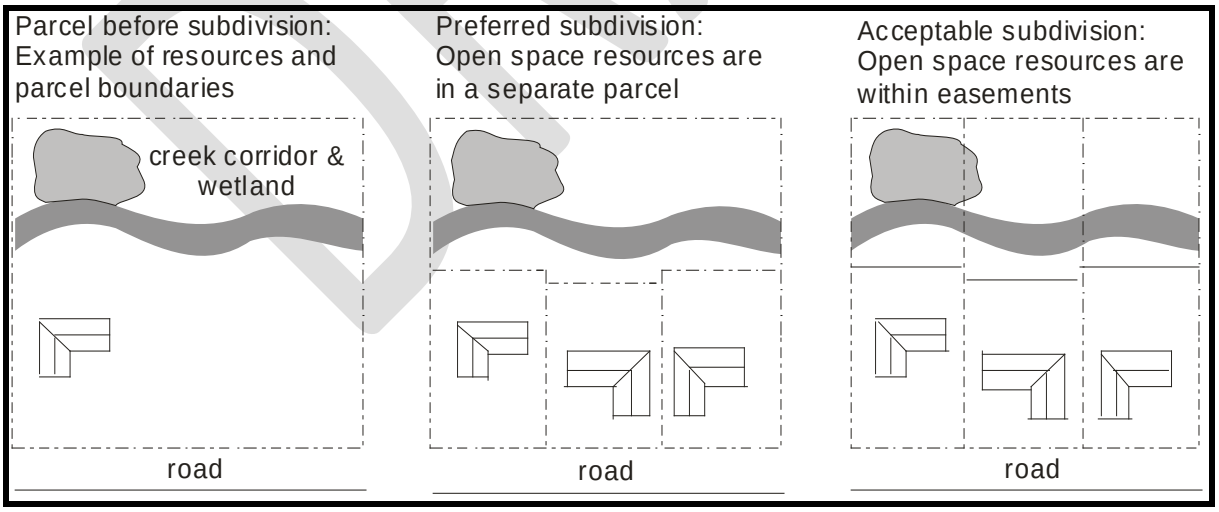
COS 8.1.3 **Conversion of Recreation and Open Space Uses.** Discourage the conversion of dedicated parklands and designated open space to non-recreational or non-open space uses. Where conversion is unavoidable, require developers or responsible agencies to replace parklands that are converted to other uses with similar or improved facilities and programs, and open space with land of equivalent open space value.

COS 8.1.4 **Equal Access to Recreation and Open Space Resources.** Ensure the City's open space and recreational network accommodate the needs of all residents, regardless of their income, ethnicity, physical capabilities, or age.

COS 8.1.5 **Parkland Implementation Strategies.** Require new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.

COS 8.1.6 **Provision of Recreation Facilities.** Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions (Figure COS-23).

Figure COS-23: Open Space Resources in a Subdivision

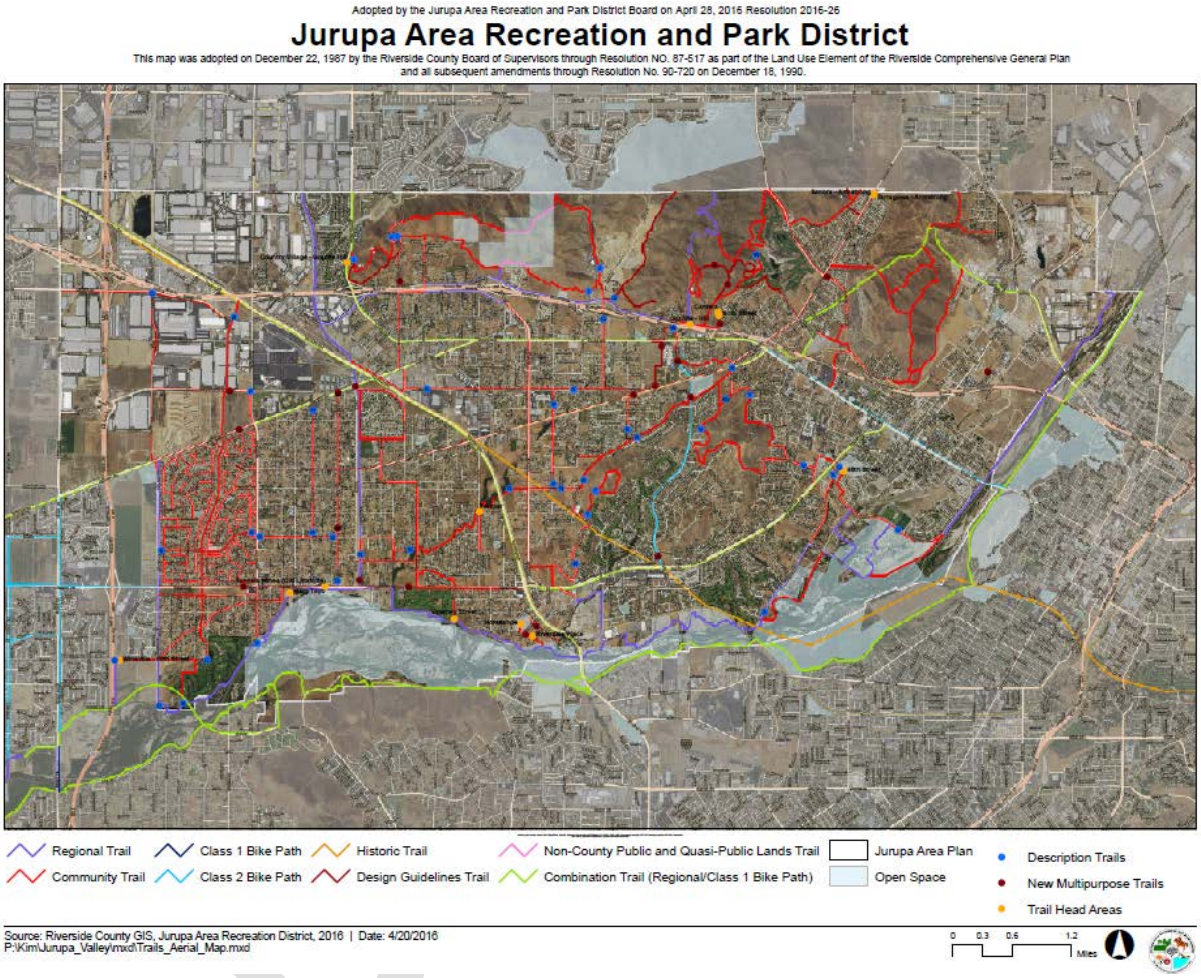


COS 8.1.7 **Public access.** Provide public access to open space resources when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants.

Access will generally be limited to non-vehicular movement, and may be restricted in sensitive areas.

COS 8.1.8 **Trails Network.** Establish an off-street trails network, linking residential/equestrian areas, local open space attractions, staging areas and regional trail connections, generally as shown in the Master Trails Plan, *Figure COS-24*.

Figure COS-24: Master Trails Plan, Jurupa Area Recreation and Park District



COS 8.1.9 **Open Space Enhancement and Restoration.** Encourage, and as budget resources allow, support the enhancement and restoration of permanently dedicated open space and trail easements. Enhancements may include trail clearing, erosion protection, drainage, fencing, revegetation, trash clean up, directional and interpretative signage, and other improvements the City Council determines necessary for public health and safety.

COS 8.1.10 **Fire prevention activities.** Conduct fire prevention activities such as fuel clearance or thinning, grading, prescribed burns, or other activities pursuant to an approved Conservation Plan, and under the supervision of State and local wildlife authorities and CalFire representatives, except in an emergency. Habitat preservation shall be given equal priority with fire prevention.

Programs:

COS 8.1.1.1 **Protect open space resources.** Take the following actions to protect open space, and encourage individuals, organizations, and other agencies to take the same actions within their areas of responsibility and jurisdiction:

A. **Open Space Designation.** Apply Open Space or Agriculture zoning to private property where equitable development potential is granted to the property owner for the remainder of the land and appropriate and consistent with General Plan goals and policies.

B. **Open Space and Trails Dedication.** Preserve or enhance open space and trails resources through application of conditions of subdivision and development approvals, consistent with General Plan goals and policies, including dedications of fee ownership or easements where necessary and appropriate.

C. **Donations and Grants.** Seek and use grants, donations, other revenue sources, and long-term financing mechanisms to purchase fee ownership or easements. The City will consider allocating funding for open space acquisition and protection, and will explore all potential funding sources and other creative incentive programs, including general obligation bonds, sales tax increase, property transfer tax, assessment districts, tax incentives, and state and federal loans and grants.

D. **Interagency Cooperation.** Promote interagency cooperation for open space acquisition, greenbelt, creeks, wetlands, and wildlife habitat protection in open space areas by coordinating with other government agencies and organizations having interest or expertise in resource protection.

E. **Taxes and Fees.** Avoid imposing taxes or fees that discourage dedication, improvement and retention of open space, trails, or agricultural uses.

Figure COS-25: San Bernardino Mountains in snow, looking northeast from Jurupa Valley



COS 9. Scenic Resources

Jurupa Valley's outstanding scenic resources give the City's its distinctive character and appeal, and contribute to its residents' quality of life. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills, and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways. Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. Following are policies to protect these resources and ensure that development enhances and does not obscure them or detract from their

beauty.

Several roadways in Jurupa Valley provide outstanding views of surrounding scenic resources. Enhancing aesthetic experiences for residents and visitors to the City and County is essential to preserving the aesthetic qualities and character of Jurupa Valley. It may also help to promote tourism, a small but potentially significant contributor to the City's economic health. Enhancement and preservation of these scenic requires careful application of scenic highway standards along officially designated scenic routes. City policies that seek to protect and maintain resources in corridors along scenic highways are also provided below.

Goals:

COS 9.1 Preserve the City's scenic resources, including mountains, hills, ridgelines, rock outcroppings, canyons, mature trees, Santa Ana River and floodplain, riparian corridors, agricultural fields and other landscape features deemed significant by the City Council.

COS 9.2 Preserve views of scenic resources from vista points or along scenic street or highway corridors.

Policies:

COS 9.1.1 Protect scenic resources, especially the skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain it in their current patterns of use.

COS 9.1.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually subordinate to and compatible with the dominant landscape features, colors and textures. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines and structures. Such development shall:

1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent.
2. Avoid unnecessary grading, vegetation removal, and site lighting.
3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting.
4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, historical features, and rock outcroppings.

COS 9.1.3 **Urban development.** Implement the following aesthetic principles and will encourage other agencies with jurisdiction to do so:

A. **Design Context.** Urban development should be designed to reflect its architectural, environmental, and historical context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city and within the three village centers may require certain distinctive architectural styles.

B. **Utilities and Signs.** In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equipment, and traffic equipment and signs should be designed and placed to not impinge upon or degrade scenic views, consistent with

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the primary objective of safety. New billboard signs within scenic corridors should be avoided and existing billboard signs should be removed when possible.

C. **Streetscapes and Major Roadways.** In the acquisition, design, construction or significant modification of major roadways (highways/regional routes and arterial streets), the City will promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the City's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:

- Establish streetscape design standards for major roadways.
- Encourage the creation and maintenance of planted medians and widened parkway landscaping.
- Retain mature trees in the public right-of-way.
- Emphasize the planting and maintenance of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics.
- Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance streetscape appearance, comfort, and safety.
- Encourage and where possible, require undergrounding of overhead utility lines and structures.

COS 9.1.4 **View protection in new development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.

COS 9.1.5 **Views to and from public places, including scenic roadways.** The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure COS-25 are designated as local scenic roadways.

Figure COS-26: Jurupa Valley Scenic Corridors and Roadways

To be added

COS 9.1.6 Scenic Corridors and Roadways. Development projects along and within scenic corridors, including State highway projects, noise walls, and new private or public construction shall not wall off scenic roadways and block views of scenic resources. The following measures shall be implemented:

- Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.
- Where important vistas of distant landscape features occur along local streets, street trees shall be clustered to facilitate viewing.

Programs:

COS 9.1.1.1 **Visual assessments**. Require evaluations and/or visual simulations for development projects that could affect scenic resources and scenic vistas.

COS 9.1.1.2 **Scenic Highway Designation.** Advocate State and County scenic highway designations and protective programs for highways and other roads connecting Jurupa Valley with other communities.

COS 9.1.1.3 **Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways, entries to the City and require utilities, community service districts and other responsible agencies to do likewise.

COS 9.1.1.4 **Billboards.** Amend the Municipal Code as needed to discourage and where necessary and appropriate, prohibit the installation of new billboard signs along scenic corridors and roadways and to provide for the eventual removal of existing billboards through amortization, conditions of development approval, and grants for enhancing open-space and transportation corridors. The highest priority for billboard limitations and removal shall be along scenic roadways and at City gateways.

COS 9.1.1.5 **New Development.** Ensure that new development within designated scenic highway corridors are designed with adequate site planning, setbacks, non-structural noise buffers and construction assemblies to avoid the need for sound attenuation, while balancing the objectives of maintaining scenic resources with accommodating compatible land uses.

COS 9.1.1.6 **Grading.** Utilize contour grading and slope rounding to gradually transition graded roads slopes, utilities and development sites within and adjacent to scenic highway corridors to create natural landscape forms that follow the area's natural topography.

Figure COS 27: Dark Sky Preservation

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The red glow of a very rare display of the aurora borealis over Borrego Springs, California. Photo by Dennis Mammana.

COS 10. Dark Skies

A dark sky is the night sky with minimal light impact from urban land uses or structures. Light intrusion into the night sky obstructs views of astrological features, has been shown to disrupt animal behavior and natural plant cycles, and to negatively affect human health. Focusing lights where they are needed reduces light glare and light pollution, allowing the sky to be observed and enjoyed in a more natural state. Furthermore, strategies to reduce light impacts can also help conserve energy, lower energy costs and improve safety.

The International Dark Sky Association (IDA) is a non-profit, 501c3 organization with chapters forming in many parts of the world. It is one of many such organizations dedicated to reducing the environmental and health effects of unwanted light. Its mission is to preserve and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting. IDA provides information and resources to communities to help them:

1. Improve the nighttime environment by reducing light pollution through better lighting practices that provide:

- Energy savings resulting in economic benefits
- Superb nighttime ambience and quality of life
- Conservation of nocturnal wildlife and ecosystems

- Safeguarding of scientific and educational opportunities, such as astronomy
- Increased visibility, safety, and security at night by reducing glare
- Preservation of cultural heritage and inspiration for the arts

Many cities throughout California and the U.S. have become International Dark Sky Communities, such as Borrego Springs, pictured above. An IDA International Dark Sky Community is a town, city, municipality or other legally organized community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education and citizen support of dark skies. Dark Sky Communities excel in their efforts to promote responsible lighting and dark sky stewardship, and set good examples for surrounding communities.

Goal:

COS 13.1 Minimize light trespass and pollution caused by public and private structures, new development, and public facilities to ensure safety, protection of the natural environment, and preservation of dark nighttime skies.

Policies:

COS 13.1.1 **Outdoor Lighting**. Avoid outdoor lighting that:

- Operates at unnecessary locations, levels, and times
- Spills onto areas offsite or to areas not needing or wanting illumination
- Produces glare (intense line-of-site contrast)
- Includes lighting frequencies (colors) that interfere with astronomical viewing

COS 13.1.2 **New Residential Development and Remodeling Projects.** Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.

COS 13.1.3 **Public Facilities, Buildings and Streets.** Use outdoor light shielding measures to minimize light trespass and glare while enhancing safety and aesthetics.

COS 13.1.4 **Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented and adequate safety is provided.

COS 13.1.5 **Public Education and Outreach.** Support programs that provide public education on the importance of dark skies and how to protect them. Collaborate with non-profit and other public agencies to help achieve our goals.

Programs:

COS 13.1.1.1 **Lighting Standards.** Develop lighting standards based on the International Dark-Sky Association's (IDA's) Model Lighting Ordinance, with emphasis on preserving the City's equestrian, semi-rural character.

COS 13.1.1.2 **Retrofit Plan.** Establish a retrofitting plan for outdoor lighting on City streets and at City facilities, and encourage community service districts to do the same.

COS 13.1.1.3 **Grant Funding**. Seek grant funding for City lighting upgrades, incentive programs, and new fixtures.

COS 13.1.1.4 **Public Awareness.** Develop a dark sky public awareness campaign (e.g., April is Dark Sky Month, dark sky page on city's website, City Council proclamation, etc.).

COS 13.1.1.5 **Regional Collaboration**. Collaborate with neighboring jurisdictions to identify the appropriate location and night lighting standards for a dark sky park.

COS 13.1.1.6 **Engineering Standards.** Review City engineering standards for possible changes to public street lighting locations, design and spacing to reduce light pollution, improve energy efficiency and maintain safety.

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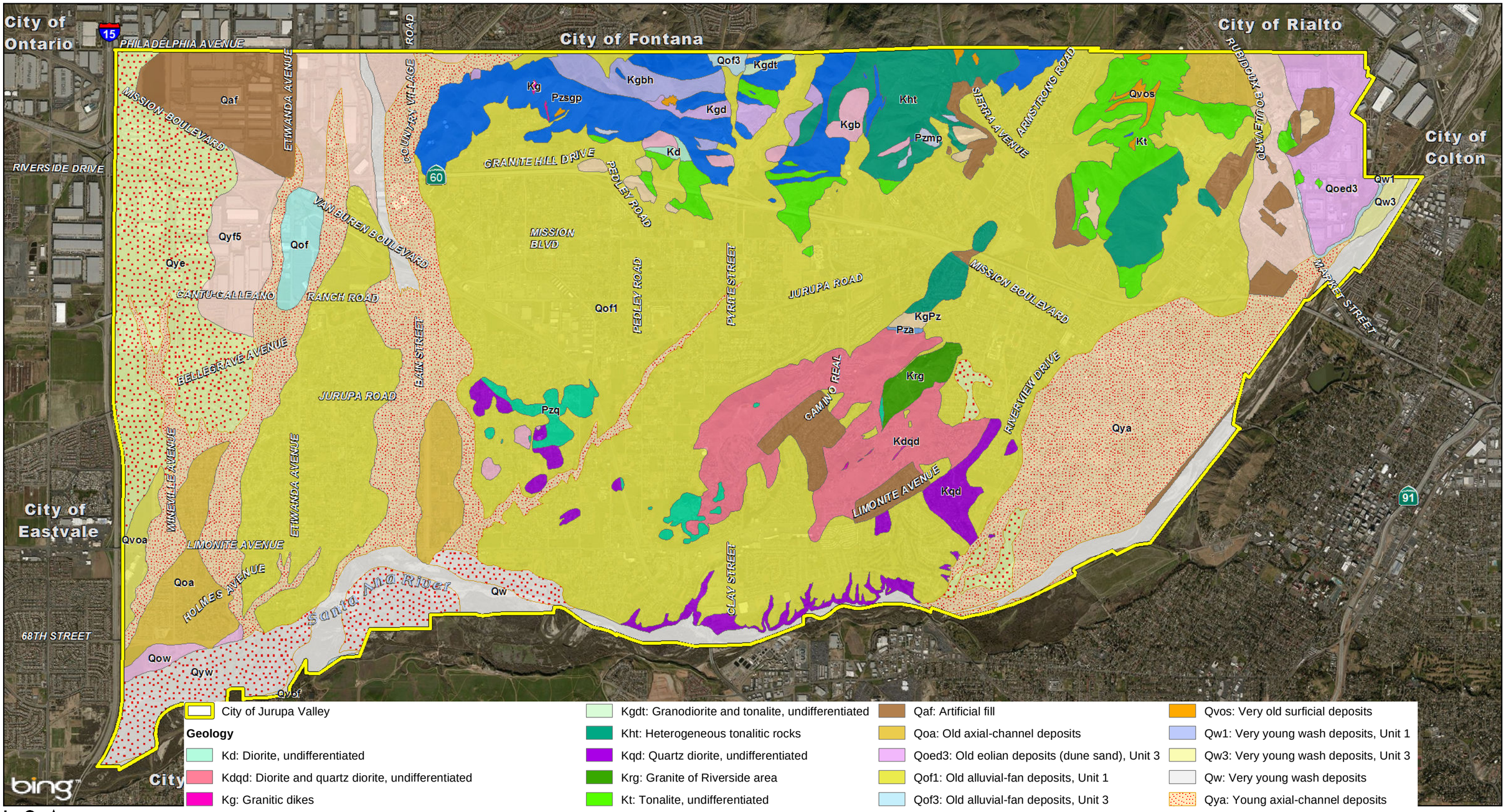

Geology

- Kd: Diorite, undifferentiated
- Kdqd: Diorite and quartz diorite, undifferentiated
- Kg: Granitic dikes
- KgPz: Intermixed Paleozoic (?) schist and Cretaceous granitic rocks
- Kgb: Gabbro, undifferentiated
- Kgbh: Biotite-hornblende granodiorite
- Kgd: Granodiorite, undifferentiated
- Kgdt: Granodiorite and tonalite, undifferentiated
- Kht: Heterogeneous tonalitic rocks
- Kqd: Quartz diorite, undifferentiated
- Krg: Granite of Riverside area
- Kt: Tonalite, undifferentiated
- Pza: Amphibolite
- Pzmp: Marble, Peninsular Ranges
- Pzq: Impure quartzite
- Pzsgp: Biotite schist and gneiss
- Qaf: Artificial fill
- Qoa: Old axial-channel deposits
- Qoed3: Old eolian deposits (dune sand), Unit 3
- Qof1: Old alluvial-fan deposits, Unit 1
- Qof3: Old alluvial-fan deposits, Unit 3
- Qof: Old alluvial-fan deposits
- Qow: Old wash deposits
- Qvoa: Very old axial-channel deposits
- Qvof: Very old alluvial-fan deposits
- Qvos: Very old surficial deposits
- Qw1: Very young wash deposits, Unit 1
- Qw3: Very young wash deposits, Unit 3
- Qw: Very young wash deposits
- Qya: Young axial-channel deposits
- Qye: Young eolian deposits
- Qyf5: Young alluvial-fan deposits, Unit 5
- Qyw: Young wash deposits

LSA

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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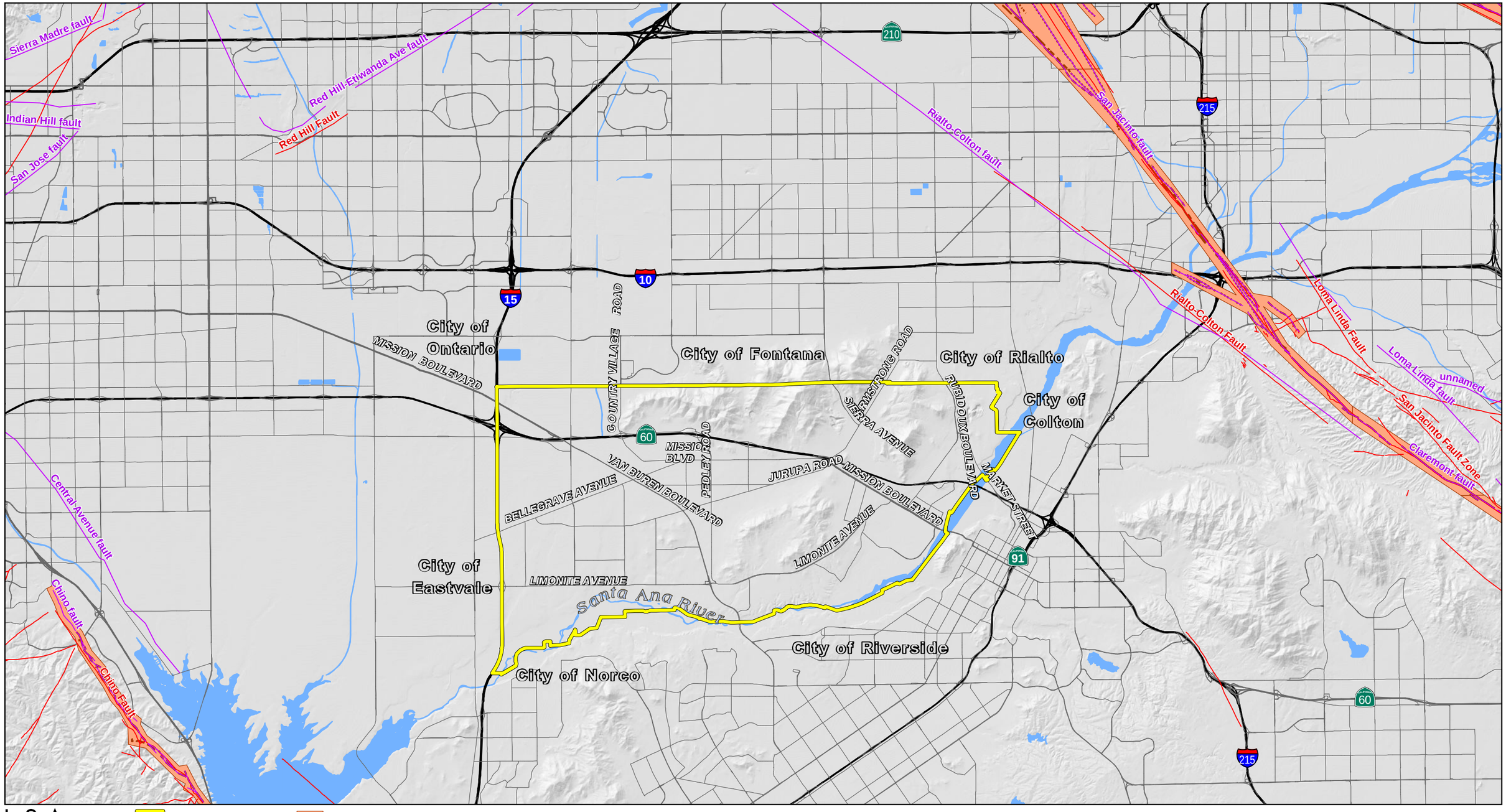
Jurupa Valley Interim General Plan

Figure _
Geology



LSA

- City of Jurupa Valley
- CGS Faults, 2005
- USGS Geology Faults
- Alquist-Priolo Zones
- Fault, Concealed
- Fault, Inferred
- Fault, Approximate
- Fault, Certain

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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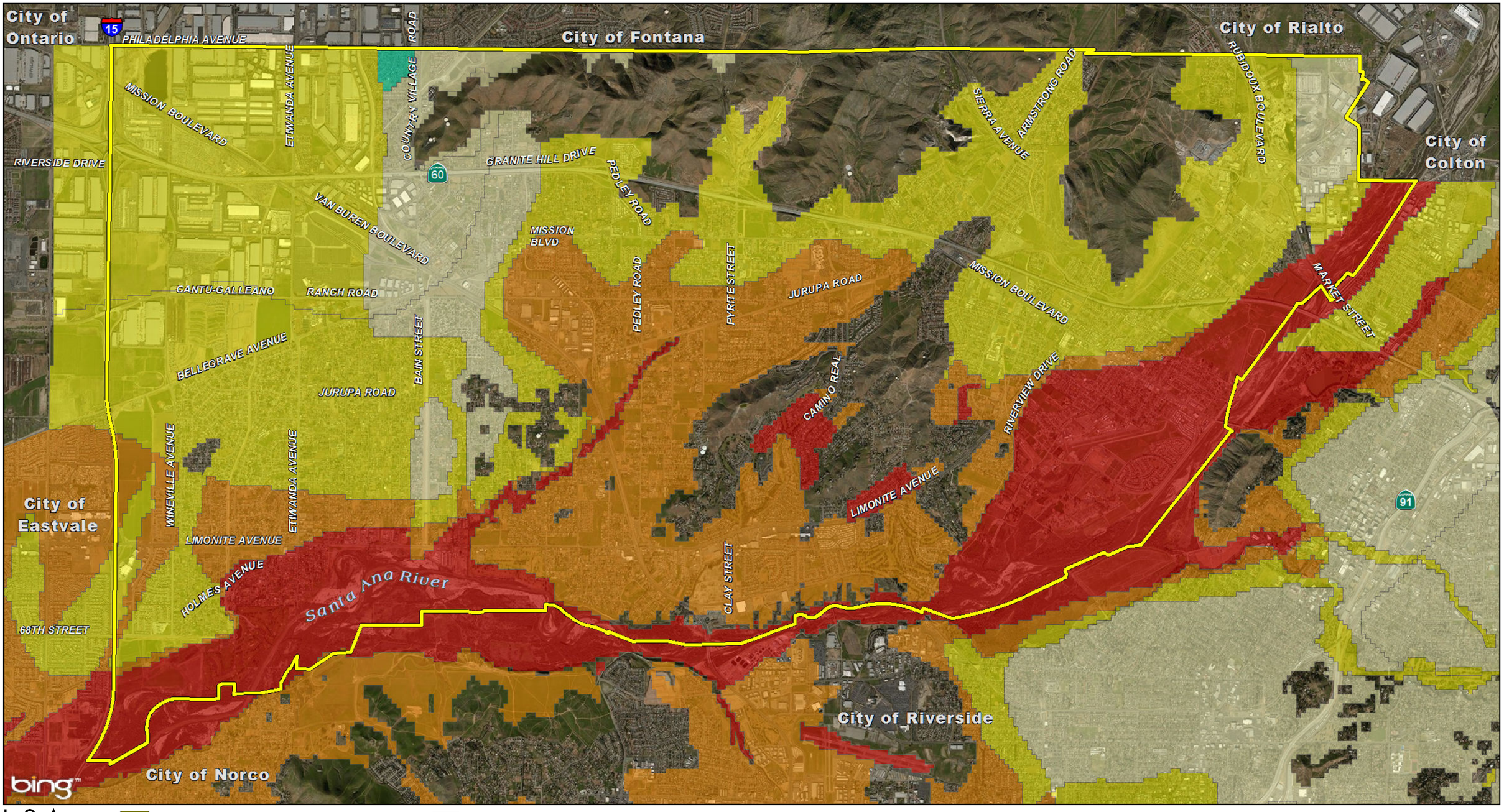
Jurupa Valley Interim General Plan

Figure _
Faults and Alquist-Priolo Zones



LSA

City of Jurupa Valley

Liquefaction Susceptibility

- Very High
- High
- Moderate
- Low
- Very low

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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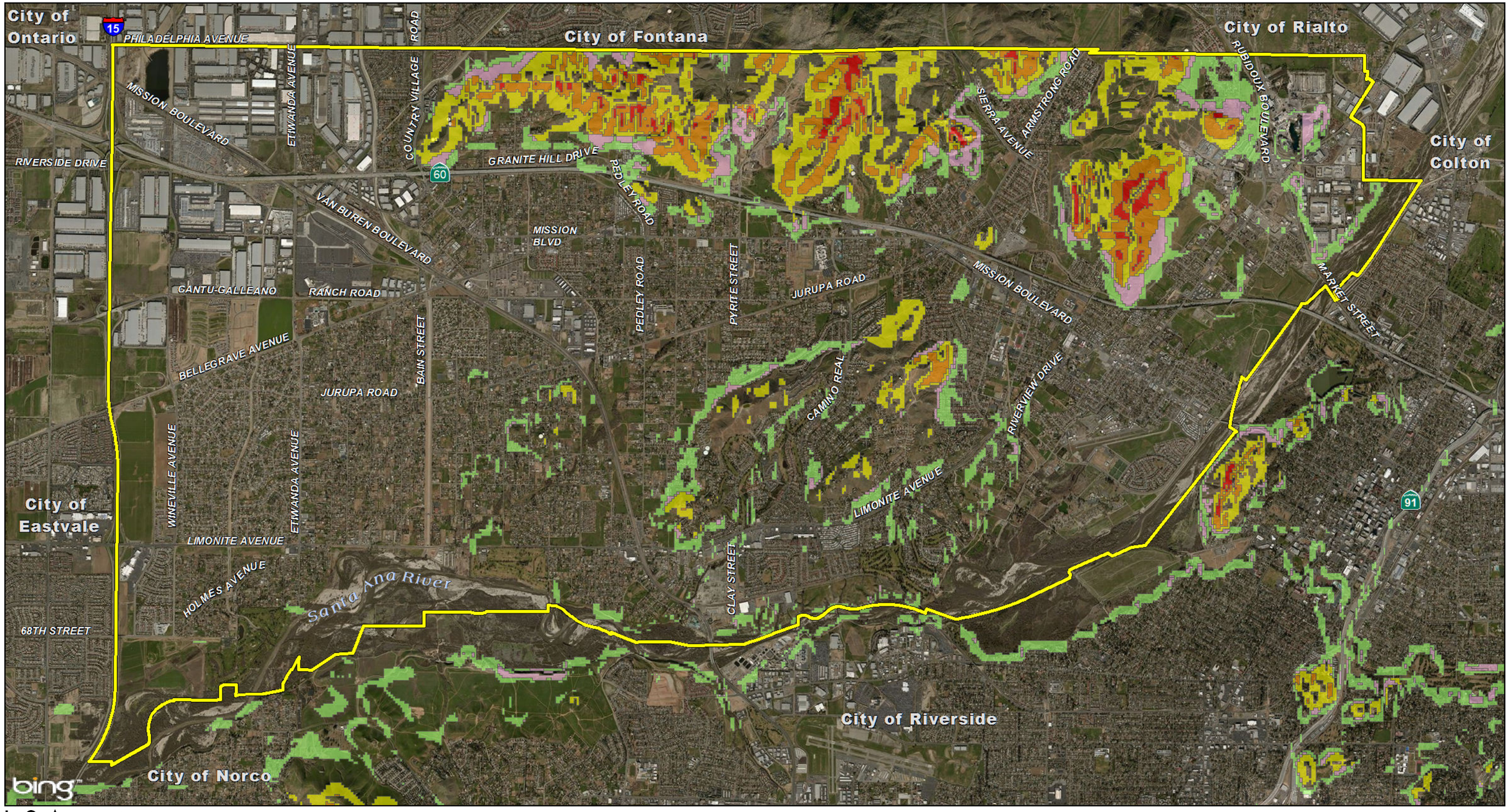
Jurupa Valley Interim General Plan

Figure _
Liquefaction Susceptibility



LSA

City of Jurupa Valley

Landslide Susceptibility

- Very High
- High
- Moderate
- Soil Block Slides
- Soil Slumps

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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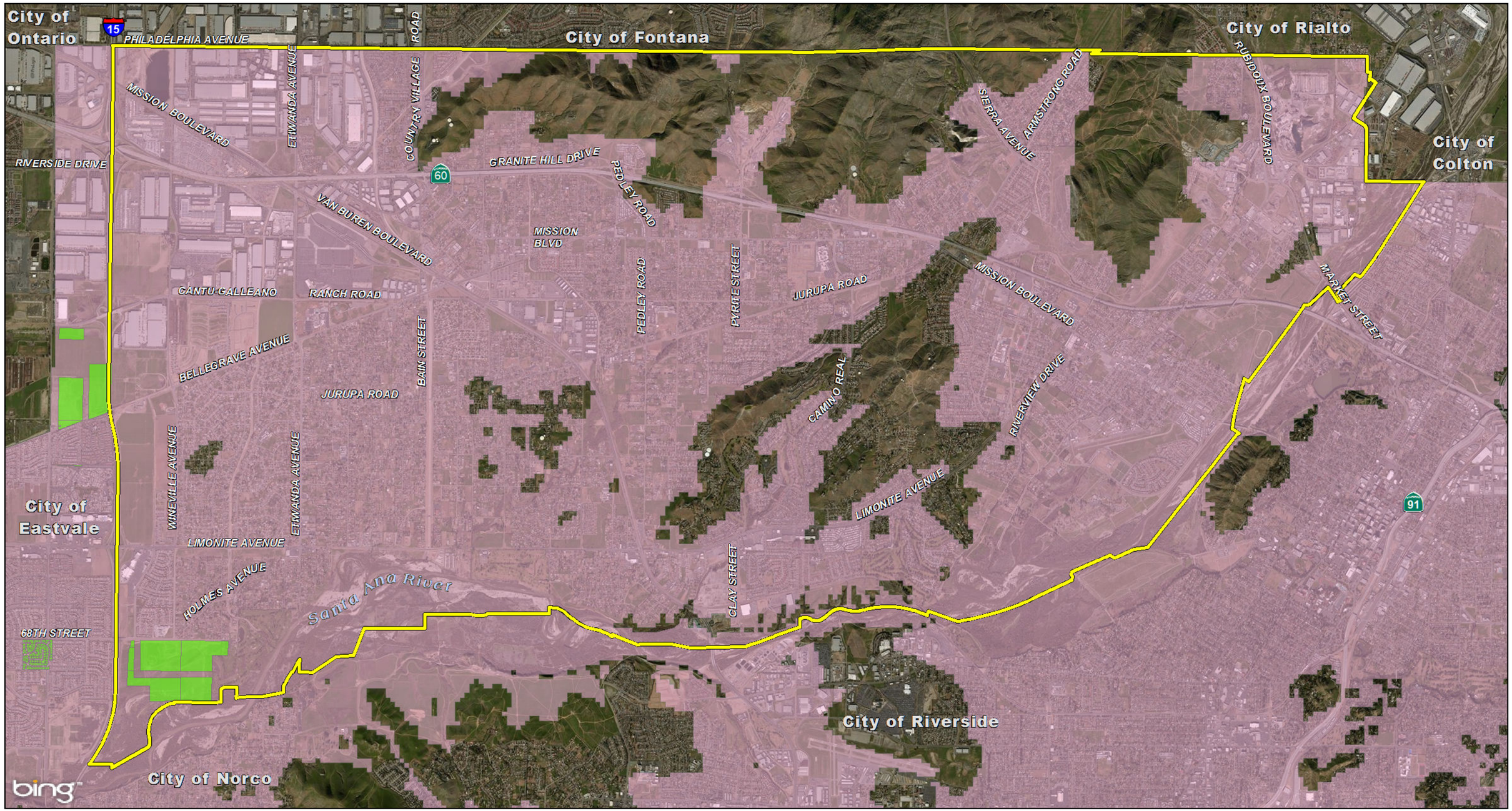
Jurupa Valley Interim General Plan

Figure _
Landslide Susceptibility



LSA

- City of Jurupa Valley
- Susceptible to Subsidence
- Williamson Act Lands, 2008

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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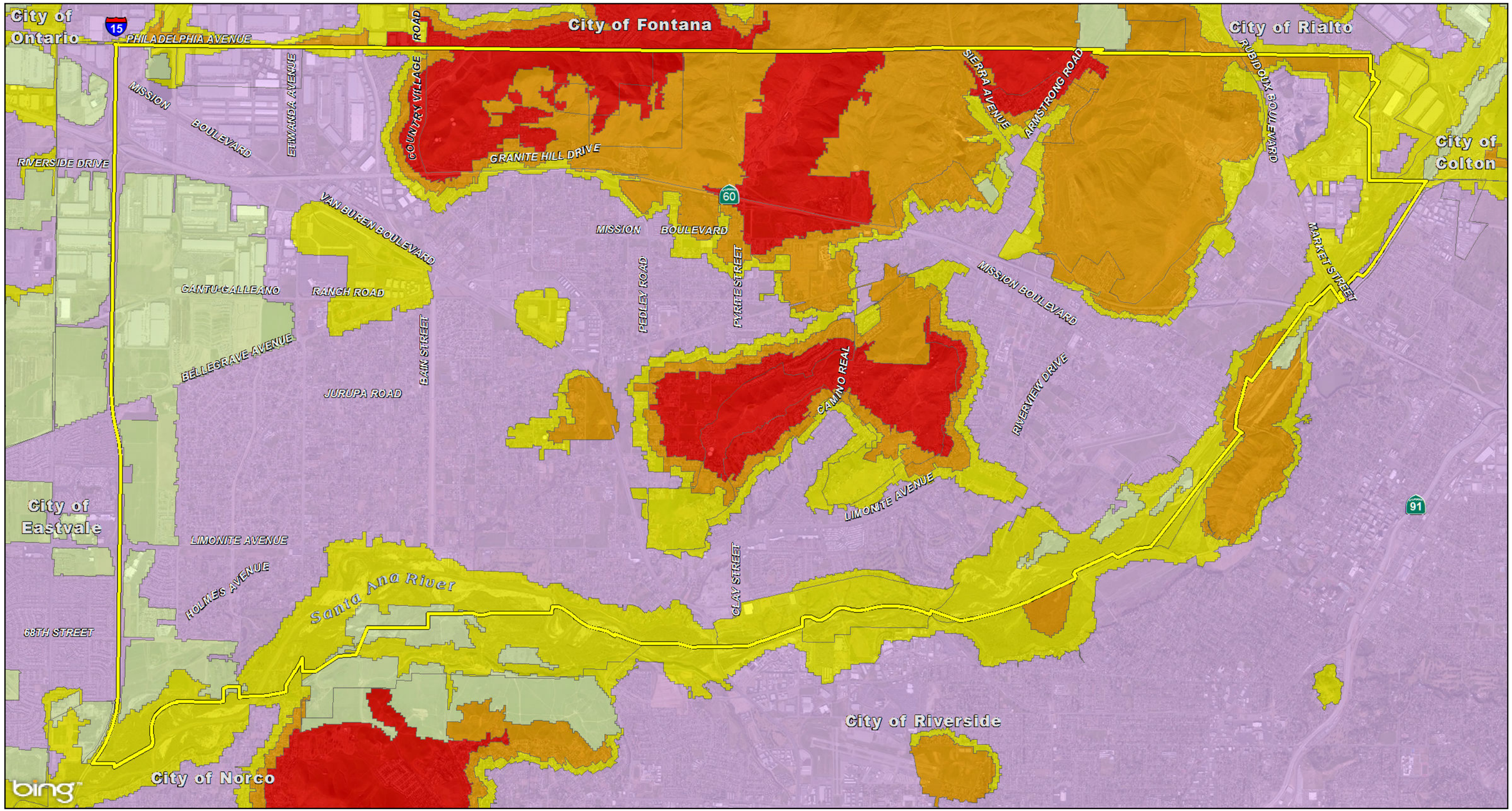
Jurupa Valley Interim General Plan

Figure _
Subsidence Susceptibility and Williamson Act Lands



LSA

City of Jurupa Valley

Fire Hazard

- Very High
- High
- Moderate
- Urban Unzoned
- Non-Wildland/Non-Urban

SOURCE: Bing Aerial, 2015; Riverside County 7/2015; General Plan adopted 2003, updated 2015.

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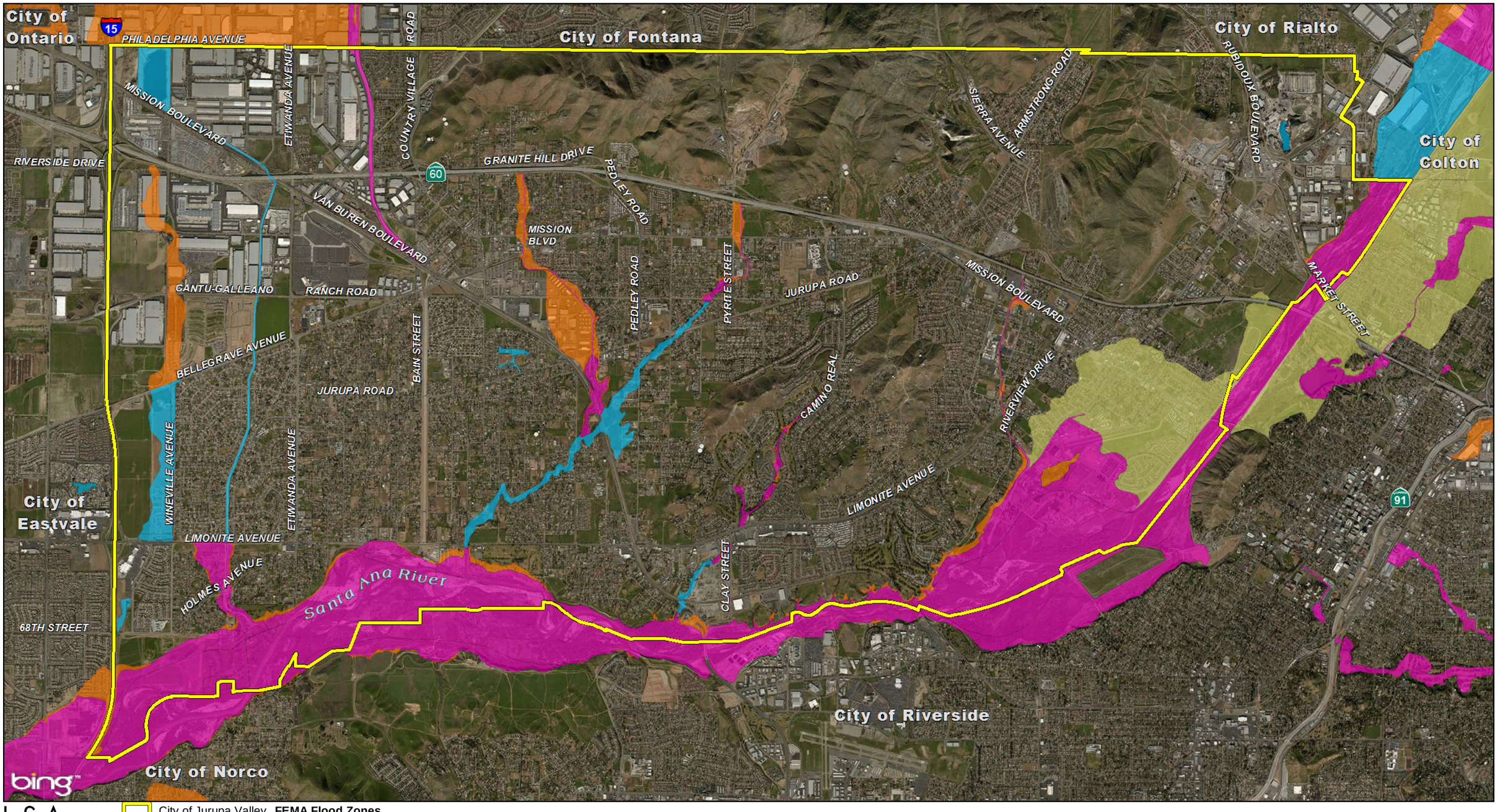
Jurupa Valley Interim General Plan

Figure _
Fire Hazard



LSA

City of Jurupa Valley

FEMA Flood Zones

- 500-Year Floodplain
- 100-Year Floodplain
- 100-Year Floodplain for which BFEs* have been determined
- X Protected by Levee

**BFE: Base Flow Elevation*

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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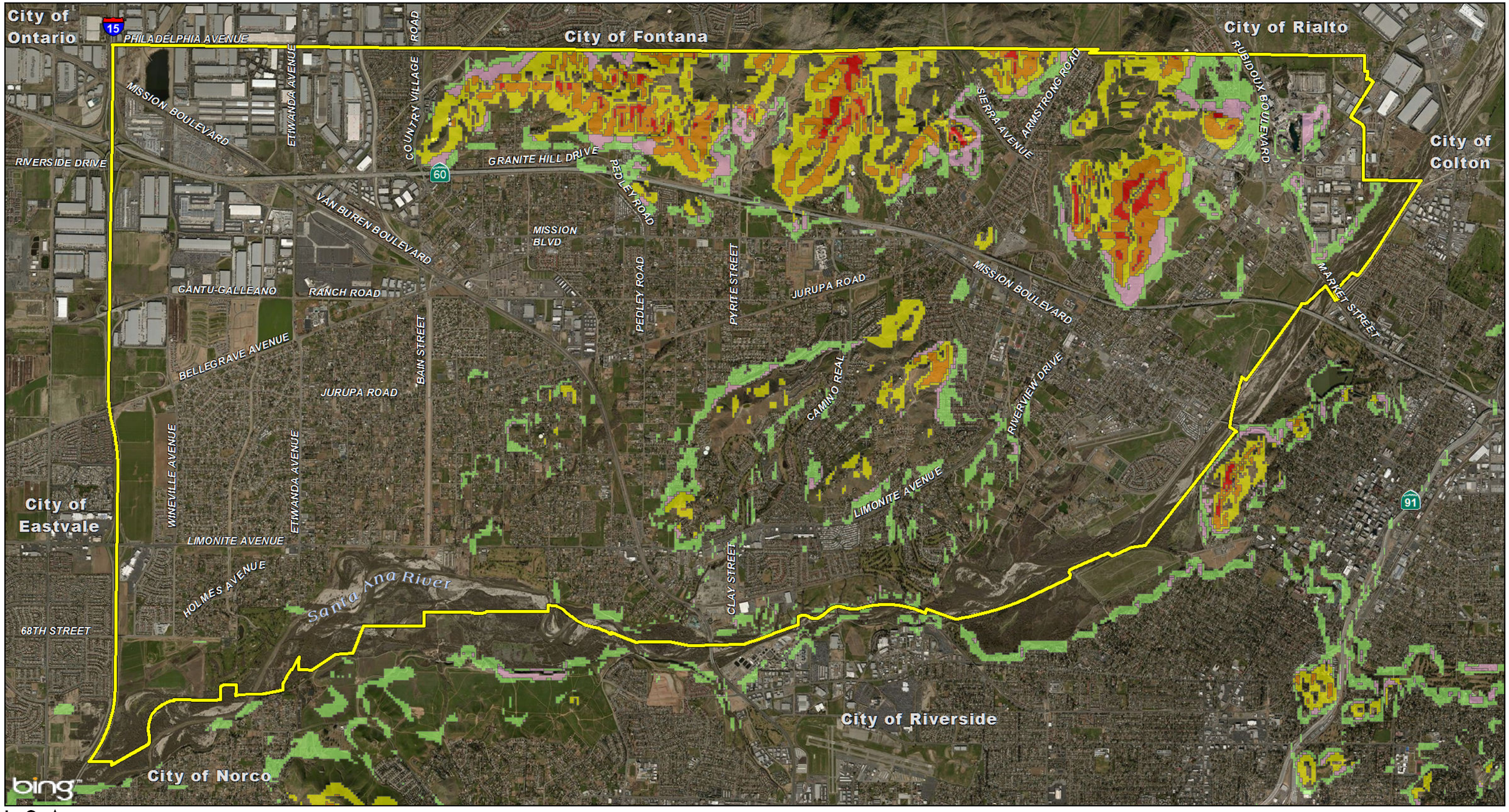
Jurupa Valley Interim General Plan

Figure _
FEMA Flood Zones



LSA

City of Jurupa Valley

Landslide Susceptibility

- Very High
- High
- Moderate
- Soil Block Slides
- Soil Slumps

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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Feet

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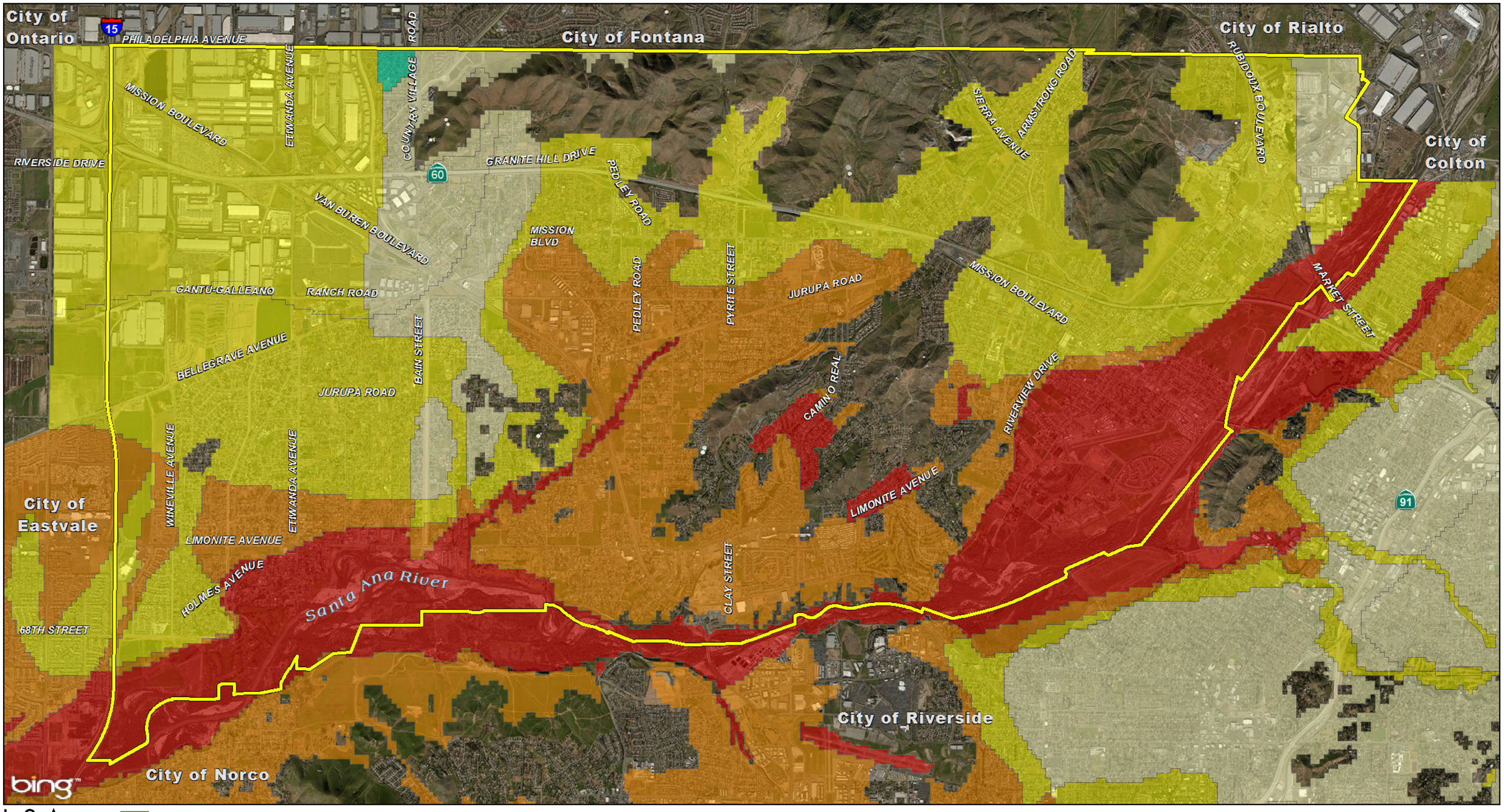
Jurupa Valley Interim General Plan

Figure _
Landslide Susceptibility



LSA

City of Jurupa Valley

Liquefaction Susceptibility

- Very High
- High
- Moderate
- Low
- Very low

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

0 2,000 4,000
Feet

I:\CJV1502\Reports\GP\figX_Liquefaction.mxd (12/10/2015)

Jurupa Valley Interim General Plan

Figure _
Liquefaction Susceptibility

ENVIROSTOR ID		PROJECT NAME
	60002175	A-1 Cleaners SANBAG
	71003801	AC Hoffman Engineering
	33340002	ALARK HARD CHROME
	60000212	Alcan, Inc.
	60000213	Alumax Mill Products
	71002525	Alumax Mill Products, Inc.
	71002959	Aluminum Die Casting
	36280142	AMERICAN METALS RECYCLING
	70000046	Archibald Elementary School No. 4
	80000872	ARLINGTON STAGING AREA
	33020006	Augustine Ramirez Intermediate School
CAD008255754		BOURNS INC
	80001537	BOURNS INC
CAD096883434		BOURNS INSTRUMENTS INC
	80001726	BOURNS INSTRUMENTS INC
	80000207	CAL-AERO AIRPORT
	80000986	CAL-AERO FIELD / ACADEMY
	60001935	California School for the Deaf - Riverside
	60000214	California Spray Chemical Company
	80000993	CAMP RUBIDOUX - ARMY
	80001506	CERTAINTEED CORPORATION
	33320002	CERTAINTEED, RIVERSIDE
	36000007	CHAFFEY HIGH SCHOOL NO. 10
	33010084	CLARA BARTON SCHOOL (AKA HELEN KELLER)
	33970009	CP Anza (J09CA0267)
	71004100	Danco
	33280153	DEVOE MARINE COATINGS
	36020002	DURRINGTON SITE
	33000044	EASTSIDE ELEMENTARY SCHOOL
	33010022	EASTVALE ELEMENTARY
	33010044	ELEMENTARY SCHOOL NO. 17
	33010071	ELEMENTARY SCHOOL NO. 17
CAD000631028		EPTC-HIGHGROVE
	80001332	EPTC-HIGHGROVE
	60000221	Fairfield Chemicals
	71002752	GE Engine Services, Inc.
	33020004	HARADA ELEMENTARY SCHOOL
	36010044	HIGH SCHOOL NO. 3
	33010037	HIGH SCHOOL NO. 3
	71003133	Hillerich & Bradsby Co., Inc.
	33010069	INTERMEDIATE SCHOOL NO. 4
	33360013	JEFFERIES TRANSFORMERS COMPANY
	36340037	K & J ENTERPRISES
	71002735	K/J Plating, Inc.
	80000286	LA DIST ENG CON PROJ OF
	60000232	La Granada Elementary School Expansion

CAR000156125		LIGHTING RESOURCES LLC
CAL000827758		LIGHTING RESOURCES LLC
	71003324	Lorcin Engrg. Co., Inc.
	60002024	MAGNOLIA TOWN CENTER SHOPPING CENTER
	36010047	MAPLE EARLY EDUCATION
	80000081	MARCH COMM ANNEX
	60000207	McKesson Chemical Company
	70000029	Middle School No. 2
	80000319	MIRA LOMA AFS
	80000320	MIRA LOMA ENG SUB-DEPT
	80000321	MIRA LOMA GM DEPOT
	33970007	NORCO INGALLS HALL USAR
CAD091927095		NORTH AMERICAN CAR CORPORATION
	36260001	ORCHID PAPER PRODUCTS
	33880007	PATRICIA BEATTY ELEMENTARY SCHOOL
	60000781	Pietersma Dairy (Former)
	60002063	Proposed Elementary School No. 17
	60000948	Proposed Jurupa Regional Learning Center
	60000409	Proposed K-8 School No. 2
	60000321	Proposed K-8, #1
	33020007	Proposed Louis VanderMolen ES
	60000901	Proposed Yorba Elementary School
	80000191	PYRITE CANYON
	60002153	Pyrite Leasing
	80000871	QM SUPPLY DEPOT
	70000079	Readiness Cente
	33010081	REGIONAL LEARNING CENTER
	33020005	RIVER HEIGHTS INTER/ROOSEVELT HI SCHOOLS
	33490087	RIVERSIDE AGRICULTURAL PARK
	33140002	RIVERSIDE CEMENT COMPANY - CRESTMORE
	60000208	Riverside Fertilizer Works
	33330009	Riverside Oldcastle Precast/Foundry (Former)
	71003761	Riverside Plating Company, Inc.
	60002350	Riverside Scrap Iron & Metal Corp.
	30020005	Rosa Parks Elementary School
	71002535	SFPP/LP Colton Terminal
	71002953	Sierra Aluminum Co.
	71002974	Sierra Aluminum Co.
	71003587	Sierra Aluminum Co. - 11806 Pacific Ave.
	60000414	SNYDER TRUST PROPERTY
	33490085	SO CAL GAS/RIVERSIDE MGP
	60000223	Southern California Fertilizer Company
	60002338	SOUTHRIDGE PLAZA - ALPHA CLEANERS
	33490001	STRINGFELLOW HAZARDOUS WASTE SITE - PLUME CHARACTERIZ
	60002365	Stringfellow Hazardous Waste Site – Plant Operation and Monito
	60000209	Thermoclad Company
	33990001	UNIVERSAL PROPULSION

	33890001	UNIVERSITY OF CALIFORNIA RIVERSIDE
	80001663	UNIVERSITY OF CALIFORNIA, RIVERSIDE
CAD073134777		UNIVERSITY OF CALIFORNIA, RIVERSIDE
	60000648	Valley Trails Elementary School
	33010099	VICTORIA AVENUE SCHOOL
	60000227	Weiland & Company
	36010007	WOODCREST ELEMENTARY/JR HIGH SCHOOL

STATUS	PROJECT TYPE
Active	Voluntary Cleanup
Inactive - Needs Evaluation	Tiered Permit
Active	Federal Superfund
Refer: RWQCB	Evaluation
Inactive - Needs Evaluation	Evaluation
Inactive - Needs Evaluation	Tiered Permit
Inactive - Needs Evaluation	Tiered Permit
Inactive - Needs Evaluation	Evaluation
No Further Action	School Investigation
Inactive - Needs Evaluation	Military Evaluation
No Further Action	School Cleanup
CLOSED	Non-Operating
No Action Required	Corrective Action
CLOSED	Non-Operating
* Inactive	Corrective Action
Inactive - Needs Evaluation	Military Evaluation
Inactive - Needs Evaluation	Military Evaluation
No Further Action	School Cleanup
Inactive - Needs Evaluation	Evaluation
Inactive - Needs Evaluation	Military Evaluation
* Inactive	Corrective Action
Certified	State Response
No Further Action	School Investigation
No Further Action	School Investigation
Active	Military Evaluation
Inactive - Needs Evaluation	Tiered Permit
Refer: Other Agency	Evaluation
No Further Action	School Investigation
Inactive - Needs Evaluation	School Investigation
No Further Action	School Investigation
No Action Required	School Investigation
No Action Required	School Investigation
CLOSED	Non-Operating
No Further Action	Corrective Action
Inactive - Needs Evaluation	Evaluation
Inactive - Needs Evaluation	Tiered Permit
No Further Action	School Investigation
Certified O&M - Land Use Restrictions Only	School Cleanup
No Action Required	School Investigation
No Action Required	Tiered Permit
Inactive - Needs Evaluation	School Investigation
No Further Action	Evaluation
Certified / Operation & Maintenance	Voluntary Cleanup
No Further Action	Tiered Permit
Inactive - Needs Evaluation	Military Evaluation
No Further Action	School Investigation

OPERATING PERMIT	Operating
UNDERGOING CLOSURE	Non-Operating
Inactive - Needs Evaluation	Tiered Permit
Active	Voluntary Cleanup
No Further Action	School Investigation
Inactive - Needs Evaluation	Military Evaluation
Inactive - Needs Evaluation	Evaluation
No Further Action	School Investigation
Inactive - Needs Evaluation	Military Evaluation
Inactive - Needs Evaluation	Military Evaluation
Inactive - Needs Evaluation	Military Evaluation
* De-listed	Military Evaluation
PROTECTIVE FILER	Non-Operating
Certified	State Response
Certified	School Cleanup
Certified	Voluntary Cleanup
No Further Action	School Investigation
No Further Action	School Investigation
No Further Action	School Investigation
Inactive - Action Required	School Cleanup
No Further Action	School Investigation
No Further Action	School Investigation
Inactive - Needs Evaluation	Military Evaluation
Active	Voluntary Cleanup
Inactive - Needs Evaluation	Military Evaluation
No Action Required	School Investigation
No Further Action	School Investigation
Certified	School Cleanup
Certified	Voluntary Cleanup
Refer: RWQCB	Evaluation
Inactive - Needs Evaluation	Evaluation
Active	Voluntary Cleanup
Inactive - Needs Evaluation	Tiered Permit
Active	Voluntary Cleanup
Certified	School Cleanup
Inactive - Needs Evaluation	Tiered Permit
Inactive - Needs Evaluation	Tiered Permit
No Action Required	Tiered Permit
No Action Required	Tiered Permit
Certified O&M - Land Use Restrictions Only	Voluntary Cleanup
Certified O&M - Land Use Restrictions Only	Voluntary Cleanup
Inactive - Needs Evaluation	Evaluation
Active	Voluntary Cleanup
Certified / Operation & Maintenance	Federal Superfund
Certified / Operation & Maintenance	Federal Superfund
Inactive - Needs Evaluation	Evaluation
Certified	State Response

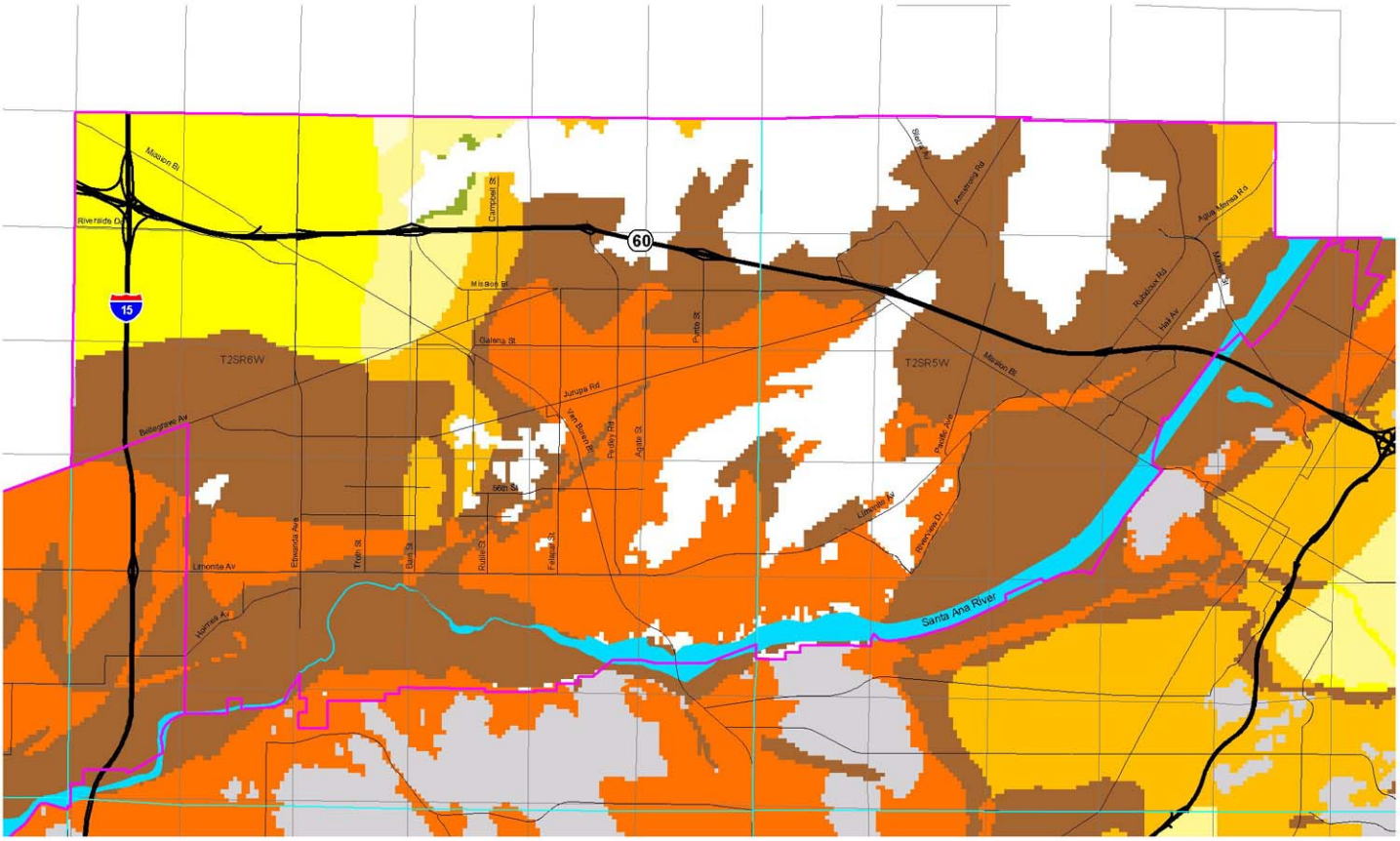
Certified O&M - Land Use Restrictions Only	State Response
Refer: SMBRP	Corrective Action
UNDERGOING CLOSURE	Non-Operating
Inactive - Withdrawn	School Investigation
No Further Action	School Investigation
Inactive - Needs Evaluation	Evaluation
Certified	School Cleanup

ADDRESS	CITY
21900 Barton Road	Grand Terrace
902 Columbia Ave	Riverside
2775 MAIN STREET	RIVERSIDE
3016 Kansas Av	Riverside
1495 Columbia Ave	Riverside
1495 Columbia Avenue	Riverside
10775 San Sevaine Way	Mira Loma
2202 SOUTH MILLIKEN AVENUE	ONTARIO
Archibald and Eucalyptus Avenue	Ontario
	Azlanza
6851 Harrison Avenue	Corona
1200 COLUMBIA AVE	RIVERSIDE
1200 COLUMBIA AVE	RIVERSIDE
6135 MAGNOLIA AVE	RIVERSIDE
6135 MAGNOLIA AVE	RIVERSIDE
	Chino
	Chino
3044 Horace Street	Riverside
3530 Chicago Av	Riverside
	Rubidoux
2100 AVALON STREET	RIVERSIDE
2100 AVALON ST	RIVERSIDE
Edison Avenue / Haven Avenue	Ontario
East Spring Street/Mt. Vernon Avenue	Riverside
ARLANZA DISTRICT	RIVERSIDE
1750 Monticello Ct	Ontario
2625 DURAHART STREET	RIVERSIDE
8107 Kimball Avenue	Chino
University Avenue/Ottawa Avenue	Riverside
13031 Orange Street	Corona
Felspar/58th Street	Riverside
Wineville Road/Bellgrave Avenue	Mira Loma
12600 TAYLOR ST	COLTON
12600 TAYLOR ST	COLTON
3075 14th St	Riverside
2264 E. Avion Place	Ontario
Cleveland Avenue/Cloverdale Road	Corona
Main Street/Taylor Street	Grand Terrace
Jurupa Road/Camino Real	Riverside
1800 S. Archibald Avenue	Ontario
Hudson Street/Limonite Avenue	Riverside
3765 JURUPA AVENUE	RIVERSIDE
21750 MAIN STREET	GRAND TERRACE
21750 Main Street	Grand Terrace
	Riverside
Southwest corner of Tyler St & Keller Ave	Riverside

805 FRANCIS ST	ONTARIO
805 E FRANCIS ST	ONTARIO
3830 Wacker Drive	Mira Loma
6031-6193 MAGNOLIA AVE	RIVERSIDE
2547 East Riverside Drive	Ontario
	Riverside
1575 Marlborough	RIVERSIDE
Eucalyptus and Haven Avenues	Ontario
	Mira Loma
	Riverside
	Riverside
2400 5TH STREET	NORCO
3401 ETIWANDA AVENUE	MIRA LOMA
INDUSTRY AVENUE	FONTANA
Strong Street and Rivera Street	Riverside
14955 Schleisman Road	Corona
North of Bellegrave Ave & Jurupa Rd	Jurupa Valley
Mission Boulevard and Conning Street	Glen Avon
5240 and 5380 Hamner Avenue	Mira Loma
2950 Wallace Street	Rubidoux
6715 Wineville Avenue	Mira Loma
NE corner of Fieldmaster Street and Cherry C	Eastvale
	Glen Avon
3500 Pyrite Street	Jurupa Valley
	Mira Loma
Southwest Mustang Lane	Riverside
Arlington Avenue/Murray Street	Riverside
Cleveland Avenue/Orange Street	Corona
7020 CREST AVENUE	RIVERSIDE
1500 RUBIDOUX BLVD	RIVERSIDE
2622 3rd St	RIVERSIDE
1326 CITRUS STREET	RIVERSIDE
4728 Felspar Street	Riverside
2993 Sixth Street	Riverside
6701 Harrison Avenue	Corona
2359 S. Riverside Avenue	Rialto
2345 Fleetwood Drive	Riverside
11711 Pacific Avenue	Fontana
11806 Pacific Avenue	Fontana
2511 NORTHBEND STREET	RIVERSIDE
10TH STREET AND HOWARD	RIVERSIDE
3837 Ridge Rd	Riverside
11617 CHERRY AVENUE	FONTANA
3450 PYRITE STREET	RIVERSIDE
3450 PYRITE STREET	RIVERSIDE
1541 7th St	RIVERSIDE
PYRITE CANYON	RIVERSIDE

1060 PENNSYLVANIA AVENUE	RIVERSIDE
900 UNIVERSITY AVENUE	RIVERSIDE
900 UNIVERSITY AVE	RIVERSIDE
Armstrong Road/Locust Avenue	Fontana
Victoria Avenue/Ivory Street	Riverside
3491 Commerce	Riverside
2725 South Campus Avenue	Ontario

DTSC#	Facility	Status	Type	Address
33490001	Stringfellow Hazardous Waste Site - Plume Characterization and Monitoring	Certified – Operation and Maintenance	Federal Superfund	3450 Pyrite Street, Riverside
60002365	Stringfellow Hazardous Waste Site – Plant Operation and Monitoring	Certified – Operation and Maintenance	Federal Superfund	3450 Pyrite Street, Riverside
71002959	Aluminum Die Casting	Inactive – Needs Evaluation	Tiered Permit	10775 San Sevaine Way, Mira Loma
71003324	Lorcin Engineering Company, Inc.	Inactive – Needs Evaluation	Tiered Permit	3830 Wacker Drive, Mira Loma
60002153	Pyrite Leasing	Active	Voluntary Cleanup	3500 Pyrite Street, Jurupa Valley
71003761	Riverside Plating Company, Inc.	Inactive – Needs Evaluation	Tiered Permit	4728 Felspar Street, Riverside
CAD091927095	North American Car Corporation	Protective Filer	Non-Operating	3401 Etiwanda Avenue, Mira Loma
33010037	High School No. 3	No Action Required	School Investigation	Jurupa Road/Camino Real, Riverside
33010069	Intermediate School No. 4	Inactive – Needs Evaluation	School Investigation	Hudson Street/Limonite Avenue, Riverside
33010071	Elementary School No. 17	No Action Required	School Investigation	Wineville Road/Bellgrave Avenue, Mira Loma
60002063	Proposed Elementary School No. 17	No Further Action	School Investigation	North of Bellegrave Ave & Jurupa Rd, Jurupa Valley
33010044	Elem. School No. 17	No Action Required	School Investigation	Felspar/58th Street, Riverside
60000948	Proposed Jurupa Regional Learning Center	No Further Action	School Investigation	Mission Boulevard and Conning Street, Glen Avon
70000079	Readiness Center	No Action Required	School Investigation	Southwest Mustang Lane, Riverside



Liquefaction Susceptibility

Shallow Groundwater Susceptable Sediments
- Very High
- High
- Moderate
- Low
- Very Low

Deep Groundwater Susceptable Sediments
- Moderate
- Low
- Very Low

No Groundwater Data Susceptable Sediments
- Moderate
- Low
- Very Low

Faults
- Faults

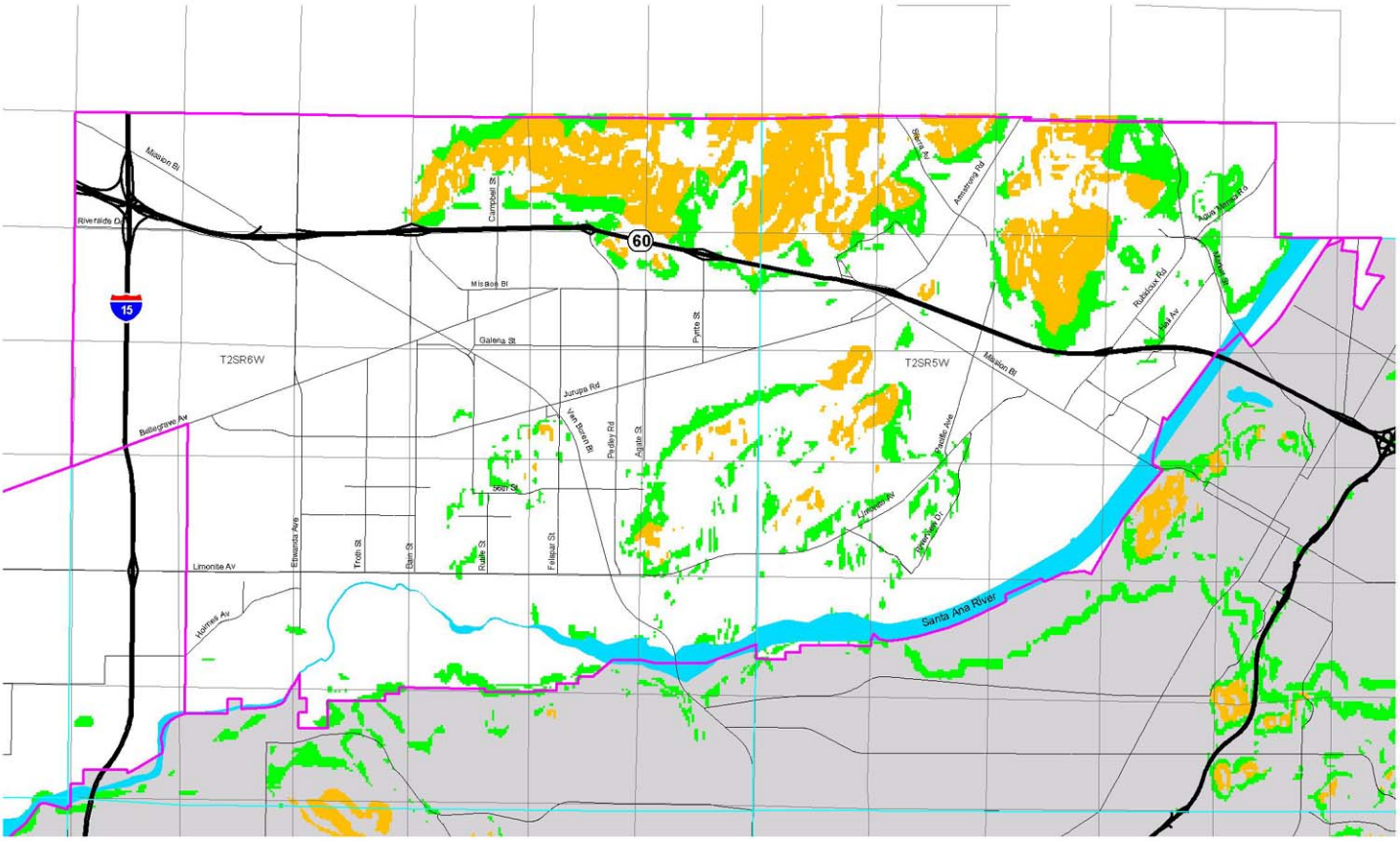
Source Information: Earth Consultants International.
The oldest data shown on this map is 1990.

This map is a draft document only and has yet to be verified by the County of Riverside or their representatives. This map may not represent the most current information available and may be revised without prior notice. The geographic information system and other sources should be queried for the most current information. This map or any information represented on it, shall not be reproduced or transmitted in any form or by any means, electronic or mechanical, including photo copying and recording.

0' 8,000'

JURUPA AREA PLAN SEISMIC HAZARDS

Figure 10



- Existing Landslides
- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.

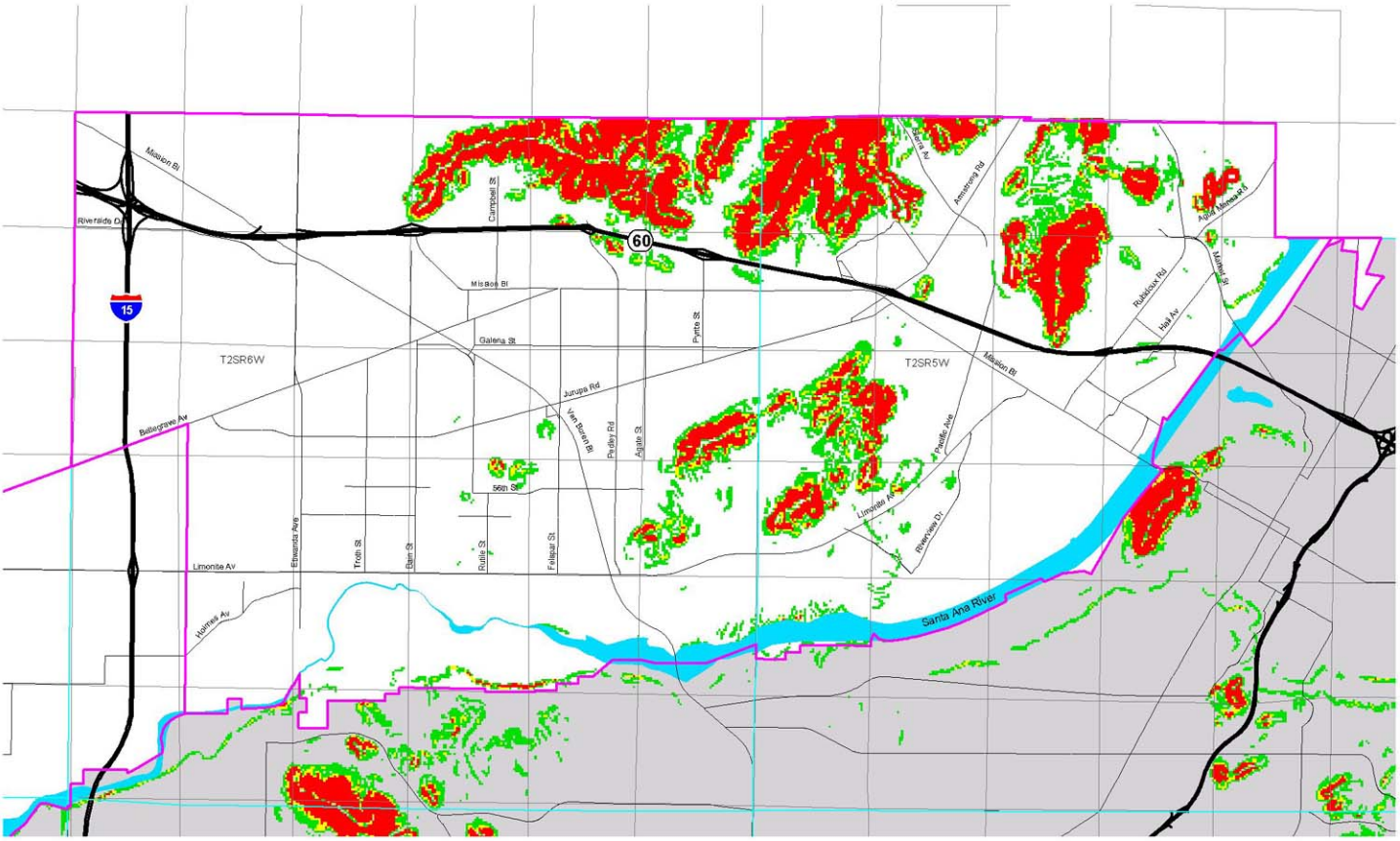
Source Information: Earth Consultants International.
The oldest data shown on this map is 1990.

This map is a draft document only and has yet to be verified by the County of Riverside or their representatives. This map may not represent the most current information available and may be revised without prior notice. The geographic information system and other sources should be queried for the most current information. This map or any information represented on it, shall not be reproduced or transmitted in any form or by any means, electronic or mechanical, including photo copying and recording.

0' 8,000'

JURUPA AREA PLAN
SLOPE INSTABILITY

Figure 12



Slope Angle

- Less than 15%
- 15 - 25%
- 25 - 30%
- 30% and Greater

Source Information: Earth Consultants International.
The oldest data shown on this map is 1990.

NOTE: The slopes on this map are general and more detailed studies may override the map without a general plan amendment.

This map is a draft document only and has yet to be verified by the County of Riverside or their representatives. This map may not represent the most current information available and may be revised without prior notice. The geographic information system and other sources should be queried for the most current information. This map or any information represented on it, shall not be reproduced or transmitted in any form or by any means, electronic or mechanical, including photo copying and recording.

0' 8,000'

JURUPA AREA PLAN
STEEP SLOPE

Figure 11

ALBERT A. WEBB ASSOCIATES



2015 Urban Water Management Plan

Prepared for:

Jurupa COMMUNITY SERVICES DISTRICT

Adopted June 27, 2016

www.webbassociates.com

2015 Urban Water Management Plan

Prepared by:

ALBERT A. WEBB ASSOCIATES

Adopted June 27, 2016

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Acronyms, Units of Measurement, Chemical Symbols

Acronyms, units of measurement and chemical symbols used throughout the UWMP are identified in this section.

Acronyms

AMR	Automatic Meter Reading
AWWA	American Water Works Association
BMP	Best Management Practice
CASGEM	California Statewide Groundwater Elevation Monitoring
CDA	Chino Desalter Authority
CCR	California Code of Regulations
CDP	Census Designated Place
CFD	Community Facilities District
CII	Commercial, Industrial, and Institutional
CIMIS	California Irrigation Management Information System
CUWCC	California Urban Water Conservation Council
CWC	California Water Code
CWSRF	California Water State Revolving Fund
DAC	Disadvantaged Community
DMM	Demand Management Measure
DWR	Department of Water Resources
DYY	Dry Year Yield
EPA	Environmental Protection Agency
ERP	Emergency Response Plan
GIS	Geographic Information System

Acronyms

GRCC	Groundwater Recharge Coordinating Committee
GWMP	Groundwater Management Plan
ICS	Incident Command System
IEBL	Inland Empire Brine Line
IERCD	Inland Empire Resource Conservation District
IEUA	Inland Empire Utilities Agency
ILI	Infrastructure Leaking Index
ITP	Independent Technical Panel
JCSD	Jurupa Community Services District
JPA	Joint Powers Authority
MCL	Maximum Contaminant Level
MHI	Median Household Income
MOU	Memorandum of Understanding
MWD	The Metropolitan Water District of Southern California
MZ	Management Zone
N/A	Not Applicable
OBMP	Optimum Basin Management Plan
PWS	Public Water System
PWSS	Public Water System Statistics
RCSD	Rubidoux Community Services District
RHNA	Regional Housing Needs Assessment
RIX	Rapid Infiltration Extraction
RPU	Riverside Public Utilities
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCP	Regional Water Quality Control Plant
SARI	Santa Ana River Interceptor
SARWC	Santa Ana River Water Company
SAWPA	Santa Ana Watershed Project Authority
SB	(California) Senate Bill
SBCFCD	San Bernardino County Flood Control District
SCAG	Southern California Association of Governments
SWP	State Water Project
SWRCB	State Water Resources Control Board
TVMWD	Three Valleys Metropolitan Water District
UCR	University of California, Riverside
UWMP	Urban Water Management Plan
WEBB	Albert A. Webb Associates
WET	Water Education for Teachers
WMWD	Western Municipal Water District
WRCRWA	Western Riverside County Regional Wastewater Authority
WSCP	Water Shortage Contingency Plan
WUE	Water Use Efficiency

Units of Measurement and Chemical Symbols

AF	Acre Feet
AFY	Acre Feet per Year
CY	Calendar Year
EDU	Equivalent Dwelling Unit
°F	Fahrenheit
FY	Fiscal Year
GPCD	Gallons per Capita per Day
GPM	Gallons per Minute
HCF	Hundred Cubic Feet
MEU	Meter Equivalent Unit
MGD	Million Gallons per Day
mg/L	Milligrams per Liter
TDS	Total Dissolved Solids

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Executive Summary

Since the adoption of the 2010 Urban Water Management Plan, the Jurupa Community Services District has been successful in meeting the goals and intent of both the Urban Water Management Planning Act of 1983 and the Water Conservation Act of 2009. The District has accomplished the following:

- Adopt Ordinance No. 389 to implement the emergency State regulations for water conservation as part of the District's Water Shortage Contingency Plan;
- Replace all of the meters in the District's service area and update the system to an Automatic Meter Reading technology;
- Co-sponsor a State grant application for a recycled water intertie project with Inland Empire Utilities Agency to recharge the Chino Basin and irrigate portions of the Eastvale area with recycled water;
- Adopt Resolution Nos. 2511 and 2512 to increase the tiered water rates and to add a sewer quantity charge to encourage conservation;
- Adopt Resolution Nos. 2627 and 2628 to update the Water and Sewer Capacity Charges to fund future capital projects to benefit existing and future customers;
- Increase funding of the Water Conservation Program to support the Conservation Coordinator and expand rebate programs;
- Participate with the voluntary reporting requested by the California Urban Water Conservation Council;
- Replace 971 water service laterals and 191 mainline pipes that were broken or leaking;
- Construct two new high-producing groundwater wells and a new intertie to Rubidoux Community Services District at the Jewel Street interagency booster station; and
- Increase the total number of service connections by 10 percent while decreasing total water production by 10 percent since 2011.

Future water savings will be achieved by focusing conservation efforts on residential indoor use, outdoor irrigation, and commercial properties. In total, these three sectors constitute 83 percent of the District's water demands, as of 2015.

This Plan estimates the District's 2015 population at 119,034 persons and projects ultimate build-out at about 159,000 persons by 2039. Based on the growth assumptions contained herein, additional sources of water supply may be needed by 2030, which are currently in various stages of development, to meet projected needs of JCSD. By 2040, the District's total annual water demand (potable and non-potable) is anticipated to be approximately 37,000 acre-feet.

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CHAPTER 1: INTRODUCTION AND OVERVIEW

1.1 Background

As specified in the California Water Code (CWC) Sections §10608– 10656, Urban Water Management Plans (UWMPs or Plans) are required of "urban water suppliers" pursuant to the Urban Water Management Planning Act of 1983. An "urban water supplier" may be publicly or privately owned, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. UWMPs are intended to support long-term resource planning by urban water suppliers, and to ensure adequate water supplies are available to meet existing and future water demands.

Every urban water supplier is also required to assess the reliability of its water sources over a 20-year planning horizon, and report its progress on 20 percent reduction in per-capita urban water consumption by the year 2020, as required in the Water Conservation Bill of 2009 ("SBX7-7," aka Senate Bill 7 of the Senate's 7th Extraordinary Session). Prior to the adoption of the UWMP Act, there were no specific requirements that water agencies conduct long-term resource planning. While many water agencies conducted long-term water supply and resource planning prior to the Act, those that did not were left vulnerable to supply disruptions during dry periods or catastrophic events.

UWMPs must be updated by the urban water supplier at least once every 5 years and submitted to the Department of Water Resources (DWR). DWR staff then reviews the submitted plans to make sure they have completed the requirements identified in the California Water Code (CWC), Sections §10608– 10656, then submits a report to the Legislature summarizing the status of the plans.

This UWMP follows the chapter organization outlined in the DWR UWMP Guidebook (March, 2016) and utilizes data kept and maintained by Jurupa Community Services District, as well as supplemental data from Carollo Engineers, Inc. (Carollo) and Albert A. Webb Associates (WEBB). The required UWMP tables provided by DWR are shades of blue and titled "**Table 2-1**," for example. The additional tables created during the writing of this report have no color and contain letters after the Table number (e.g., **Table 2A**). Required tables pertaining to Chapter 5 Baselines and Targets begin with "**SB X7-7 Table**…" and are shaded brown and green.

WEBB is the District Engineer for the Jurupa Community Services District and submits this document on their behalf with their review and approval. A copy of JCSD Resolution No. 2660 to adopt the 2015 UWMP is provided in **Appendix P.**

1.2 Purpose

It is the stated goal of the Jurupa Community Services District (JCSD or District) to deliver a reliable and high quality water supply for their customers, even during dry periods. The purpose of the 2015 UWMP is to outline progress toward conservation and supply reliability goals since the 2010 UWMP was prepared,[1] as well to outline future long-term opportunities to meet projected water demands. The identification of future potential opportunities for water supplies in the UWMP neither commits JCSD to any stated endeavor, nor precludes them from exploring a different project that is not identified in the UWMP.

The sections of the CWC that apply to UWMPs (§10608– 10656) require water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures, and
- Water shortage contingency planning.

Another purpose of the UWMP is to obtain eligibility for any water management grant or loan administered by DWR. In order for JCSD to be eligible, they must have a current UWMP on file that has been determined by DWR to address the requirements of the CWC. A current UWMP must also be maintained by JCSD throughout the term of any grant or loan administered by DWR.[2] Beginning in 2016, retail water suppliers like JCSD are also required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans (CWC §10608.56(a)). As detailed in Chapter 5, JCSD has met the 2015 interim water conservation target and the requirements of SB X7-7.

[1] 2010 Urban Water Management Plan for JCSD, prepared by Kennedy/Jenks Consultants. May, 2011.
[2] An UWMP may also be required in order to be eligible for other State funding, depending on the conditions that are specified in the funding guidelines.

Another purpose of this document is to inform the local wholesale water providers, Western Municipal Water District (WMWD) and Chino Desalter Authority (CDA), of JCSD's projected population and projected need for water supplies. Likewise, this document is also intended to communicate forecasted growth to the wastewater treatment agencies that service the District.

There is no substitute for water planning at the local water supplier level. Only a local supplier has the knowledge, ability to consider the unique circumstances of the individual agency, can provide for participation by the community, and tailor the planning to local conditions (DWR UWMP Guidebook, March 2016).

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CHAPTER 2: PLAN PREPARATION

2.1 Plan Preparation

CWC §10620 states: *Every person that becomes an urban water supplier shall adopt an urban water management plan within one year after it has become and urban water supplier.*[1] JCSD is considered an "urban retail water supplier" because it directly provides water to more than 3,000 customers, and it supplies more than 3,000 acre-feet of water annually. The District is not a "wholesale" water supplier. Therefore, the tables and information provided in the UWMP follow the requirements for "retail" water suppliers. A checklist to ensure compliance of this Plan with the UWMP Act requirements is provided in **Appendix A**.

Public Water Systems (PWSs) are the systems that provide drinking water for human consumption. These are regulated by the State Water Resources Control Board (SWRCB), Division of Drinking Water. The PWS name and number, the total number of connections, and volume of water supplied by the District as of December 31, 2015 is shown in **Table 2-1**. DWR guidelines require the water use and planning data for the entire year of 2015, and because JCSD reports on a calendar year (CY) basis, data included in this UWMP is through December 31, 2015.

Table 2-1 Retail Only: Public Water Systems

Public Water System Number	Public Water System Name	Number of Municipal Connections 2015	Volume of Water Supplied 2015
CA3310021	Jurupa Community Services District	29,669	21,645

Sources: JCSD Finance Dept. & Annual Report. Includes non-potable. CY data, volume in acre-feet.

During CY 2015, JCSD delivered 21,106 acre-feet (AF)[2] of potable water and 539 AF of non-potable water to 29,669 meters for a total of 21,645 AF (**Table 2-1**).

DWR suggests water suppliers engage in *regional* planning to reduce inefficiencies when many agencies are involved. Although the CWC provides mechanisms for participating in area-wide,

[1] "Person" means any individual, firm, association, organization, partnership, business, trust, corporation, company, public agency, or any agency of such an entity (CWC §10614).
[2] One acre-foot (AF) equals 43,560 cubic feet or 325,851.43 gallons.

regional, watershed, or basin-wide urban water management planning, JCSD has chosen "Individual Reporting" for its UWMP, as identified in **Table 2-2**.

Table 2-2: Plan Identification (Select One)	
☑	Individual UWMP
☐	Regional UWMP (RUWMP) *(checking this triggers the next line to appear)*
NOTES:	☐

The District's basic information for the UWMP is listed in **Table 2-3**: that JCSD is a retailer with the data provided in CY and all units in AF.

Table 2-3: Agency Identification	
Type of Agency (select one or both)	
☐	Agency is a wholesaler
☑	Agency is a retailer
Fiscal or Calendar Year (select one)	
☑	UWMP Tables Are in Calendar Years
☐	UWMP Tables Are in Fiscal Years
Units of Measure Used in UWMP (select from Drop down)	
Unit	AF
NOTES:	

As required by DWR guidelines for the UWMP, JCSD has notified and solicited input from the following pertinent agencies for preparation of this Plan:

- Chino Basin Desalter Authority
- Chino Basin Watermaster
- City of Eastvale (*required*)
- City of Jurupa Valley (*required*)
- City of Norco
- City of Ontario
- City of Riverside Public Utilities Department
- Corona-Norco Unified School District
- Inland Empire Utilities Agency

- Jurupa Unified School District
- Rubidoux Community Services District
- Santa Ana River Water Company
- Western Municipal Water District

At least 60 days before the public hearing on the Plan, the District is required to notify every city to whom it provides water that JCSD is reviewing and considering changes to the UWMP. JCSD issued a notification letter to the agencies listed above on April 21, 2016 that included the date, time, and location of the public hearing held at JCSD on June 27, 2016. The draft UWMP became publicly available on June 13, 2016, two weeks prior to the public hearing. A hard copy was provided at the front counter in the District office, as well as the JCSD Web site. Copies of the required agency notification letters, proof of public notice in *The Press Enterprise* newspaper, as well as a screenshot of JCSD's Web site where the draft UWMP was available are included in **Appendix B**.

The Chino Desalter Authority (CDA) is a Joint Exercise of Powers Agency[3] and water wholesaler that provides potable water to its member agencies. To date, JCSD has not received water supplies from a wholesale agency other than CDA; however the potential for future partnership is discussed in Chapter 6. **Table 2-4** simply identifies Western Municipal Water District (WMWD) and CDA as the water wholesalers in the region and acknowledges that WMWD and CDA have been notified of this Plan.

Table 2-4 Retail: Water Supplier Information Exchange
The retail supplier has informed the following wholesale supplier(s) of projected water use in accordance with CWC 10631.
Wholesale Water Supplier Name *(Add additional rows as needed)*
Western Municipal Water District (WMWD)
Chino Desalter Authority (CDA)

Retail agencies, like JCSD, that may receive a water supply from one (or more) wholesalers, like WMWD, are required to provide their wholesaler with their projected water demand from that source, in five-year increments for 20 years. CWC §10631(j) requires JCSD to include documentation in the UWMP that they have provided WMWD and CDA with their water use projections. **Appendix C** contains documentation that JCSD provided a copy of **Table 4-2**:

[3] Often referred to as Joint Powers of Authority, or JPA.

Demands for Potable and Raw Water-Projected, and **Table 6-9**: Water Supplies-Projected to WMWD on May 9, 2016 and to CDA on May 26, 2016. The District has also provided, upon request, its population projections from **Table 3-1** to both WMWD and CDA for their respective UWMPs.

CHAPTER 3: SYSTEM DESCRIPTION

3.1 General Description

JCSD was formed in 1956 for the purpose of providing a sewer system to the community of Jurupa. Water service with JCSD began in 1966 with the consolidation of three mutual water companies: Jurupa Heights Water Company, La Bonita Mutual Water Company, and the Monte Rue Acres Mutual Water Company. Through the years, JCSD's area expanded along with their services, which include the following:

- Treatment, production, and distribution of safe and reliable water;
- Collecting, transporting, and treating residential, commercial, and industrial wastewater;
- Removing graffiti from public areas;
- Administering the street lighting maintenance program;
- Providing parks and recreation programs in the parks service area of the City of Eastvale; and
- Maintaining landscaping in public areas.

JCSD is a public agency with an elected five-person Board of Directors overseeing the five divisions of the service area. The Board of Directors is the legislative governing body for JCSD and is responsible for developing and implementing laws that govern the services provided within the jurisdiction of its community services. Each of the five Board Members is elected to four-year terms by registered voters who reside within the JCSD service territory. To ensure that each area has equal representation, JCSD's service area is divided into five divisions. The Board of Directors conducts public meetings on the 2nd and 4th Monday of each month. The Board President appoints each member to serve on Board Committees.

3.2 Service Area Boundary

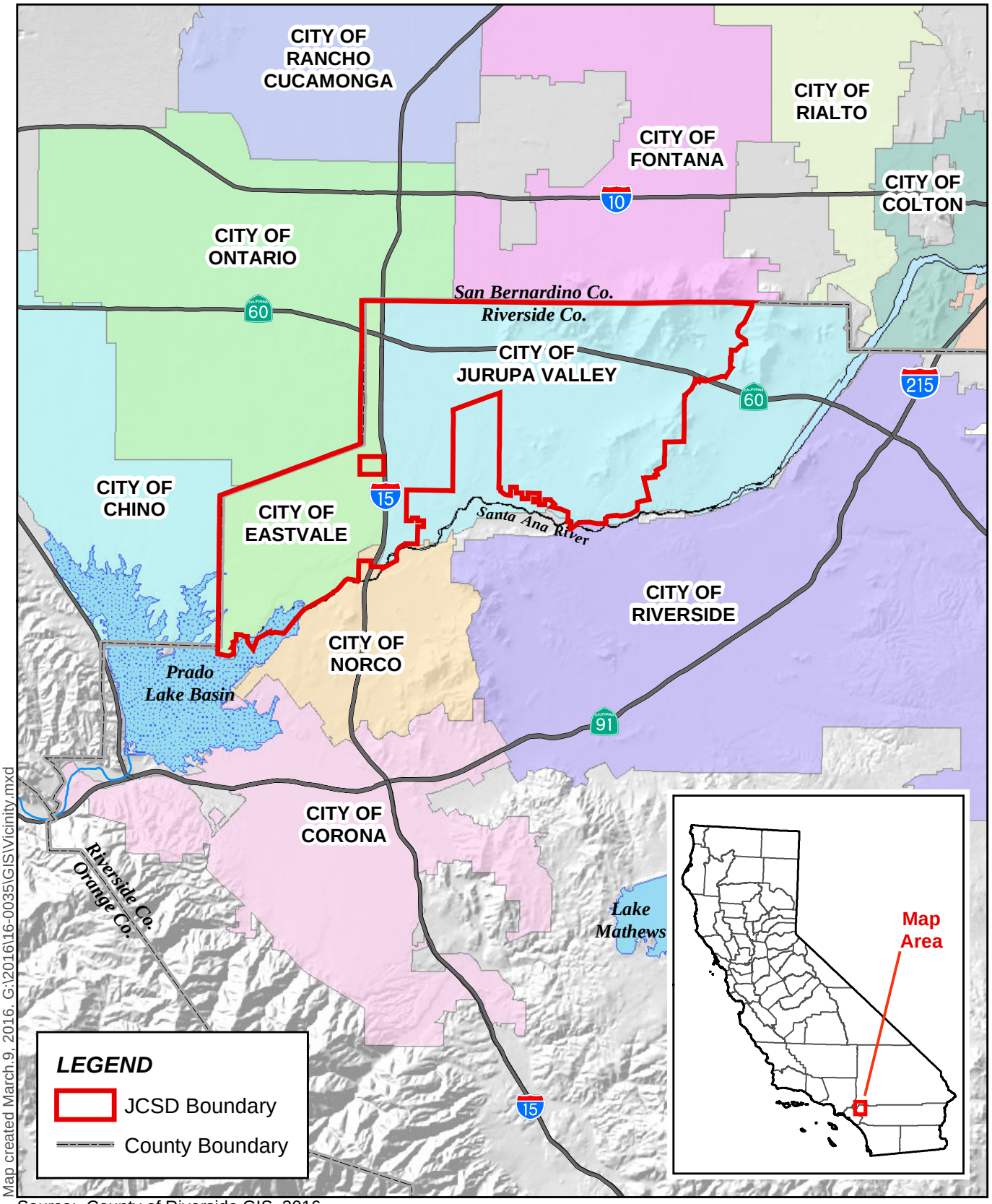
The JCSD service area covers 40.5 square miles of northwest Riverside County and includes the City of Eastvale and a majority of the City of Jurupa Valley. Refer to **Figure 3-1** for locations of surrounding cities. JCSD's service area is demarcated along the northern and western boundaries by the Riverside/San Bernardino County line, beyond which lie parts of the Cities of Chino, Ontario and Fontana. JCSD is bounded to the east by the City of Jurupa Valley. To the east and south of the Santa Ana River are the City of Riverside and its supplier, Riverside

Public Utilities Agency (RPU). To the south, JCSD is bounded partially by the City of Norco, the Santa Ana River Water Company (SARWC) service area and generally by the Santa Ana River. **Figure 3-2** illustrates the surrounding water providers, including Rubidoux Community Services District (RCSD). Swan Lake Mobile Home Park is included in the District's population estimate since they are a master contract water customer, but not included in the service area acreage. A gap in the service area along the river is served by SARWC, a mutual water company.

Changes to the JCSD service area since the 2010 UWMP include annexation of the "Riverbend" development (Tract 36391) totaling 95 acres, located south of 68th Street, east of Interstate 15, and west of Dana Street (see **Figure 3-3)**. There are also two potential annexations to JCSD's service area, including:

- Paradise Knolls: 30 acres (of the total 113 acres) of residential development, with a small area for commercial development, located along Limonite Avenue between Van Buren Boulevard and Etiwanda Avenue.

- Highland Park (Tract 31894): 124 acres (of the total 167 acres) located north of the 60 Freeway and east of Sierra Avenue.



Source: County of Riverside GIS, 2016

Figure 3-1 – Vicinity Map

JCSD 2015 Urban Water Management Plan

0 2 4 6 Miles

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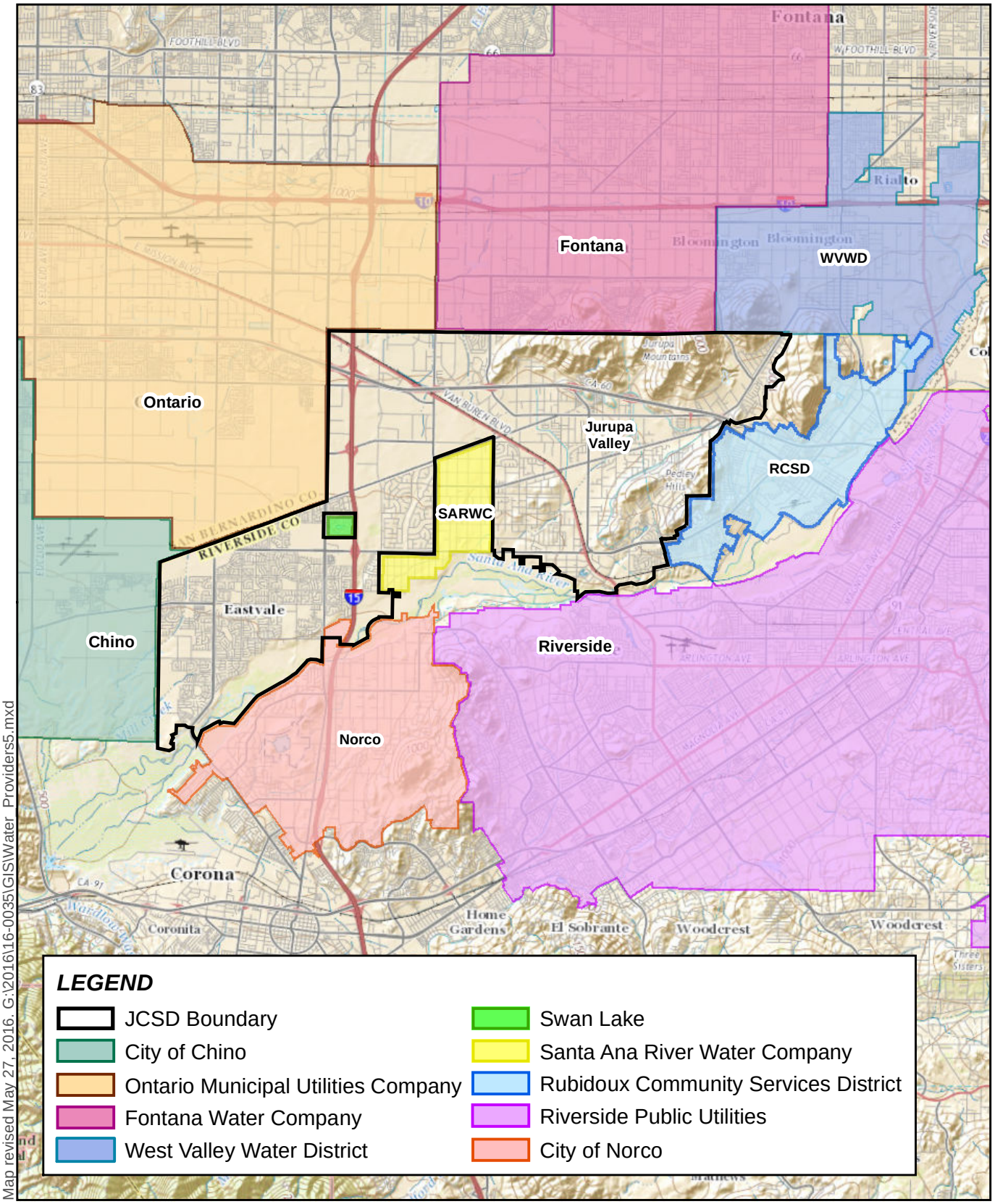

Figure 3-2 – Surrounding Water Providers

JCSD 2015 Urban Water Management Plan

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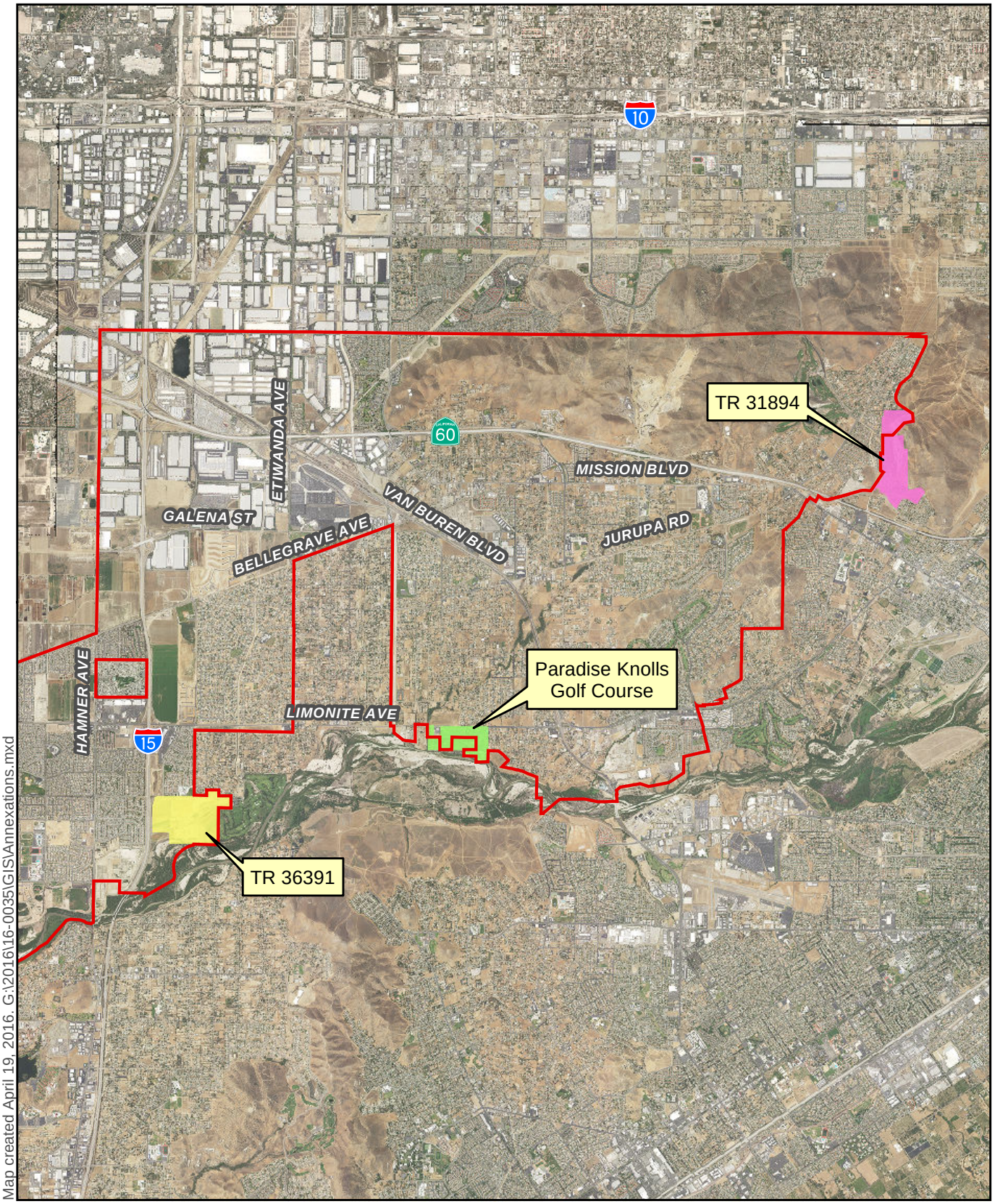

Map created April 19, 2016. G:\2016\16-0035\GIS\Annexations.mxd

Figure 3-3 – Complete and Pending Annexations

JCSD 2015 Urban Water Management Plan

0 1 2 3 Miles

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3.3 Service Area Climate

The climate of JCSD's service area within the greater "Chino Basin" valley is generally semi-arid and warm. As shown in **Table 3A**, summers are dry with average temperatures as high as 95 degrees Fahrenheit (°F) and maximum daily temperatures that sometimes exceed 100°F. Winters are somewhat cool with average temperatures as low as 40°F. Average rainfall for the past 14 years (2001-2015) is approximately 8 inches per year, whereas the historical average rainfall data from 1908-1988 was approximately 13 inches per year. Recent rainfall is much lower than in previous years because the region is currently in its fourth year of severe drought (USGS, 2016). The elevations within the JCSD service area range from 368 feet to 2,210 feet above mean sea level.

Table 3A: Climate Data for the JCSD Service Area

	Jan	Feb	Mar	Apr	May	Jun	Jul[4]	Aug	Sep	Oct	Nov	Dec
Standard Monthly Average ET_o (inches)[1]	2.8	3.3	4.8	6.0	6.8	7.7	7.6	7.2	5.4	3.8	2.4	2.2
Average Rainfall (inches)[2]	1.3	1.9	0.8	0.6	0.2	0.0[3]	0.2	0.1	0.2	0.5	0.8	1.8
Average Max. Temperature (°F)[2]	70.5	69.7	74.3	75.9	81.9	88.2	93.3	95.8	94.0	84.2	76.3	68.1

[1] ET_o data represents monthly averages from 2012 to 2015 from the JCSD CIMIS station (from JCSD staff).
[2] Average rainfall and temperature data are reported from 2001 through 2015 the UCR weather station, http://gacc.nifc.gov/oscc/predictive/weather/ucr_data/ucr_climate_files.html.
[3] Average monthly values which are rounded; therefore, values reported as zero may not actually be equal to zero.
[4] Data was missing for the month of July from 2002 through 2006. Thus, the average rainfall and maximum temperature for July includes data from 2001, and 2007 through 2015.

The region's annual average climate data is provided in **Table 3B**. Monthly average ET_o data was collected from JCSD's California Irrigation Management Information System (CIMIS) weather station. This station does not record temperature or average rainfall data. Therefore, standard monthly average rainfall and temperature data was collected from the University of California, Riverside (UCR) CIMIS station (No. 44) and the UCR weather station. These sites were selected as representative of JCSD's service area climate because these were the closest weather and CIMIS stations that had reliable data from within the past 10 years. It was important to use data from recent years because, as stated above, California is currently

experiencing a severe drought. In addition to the drought, temperatures have been higher than usual, with 2014 being California's hottest year on record (NASA, 2015).

Table 3B: Climate Summary for the JCSD Service Area

Total Annual ET_o (inches)	60
Total Annual Rainfall (inches)	8.4
Average Max. Temperature (°F)[2]	88

3.4 Climate Change

Although the CWC does not specifically require the Plan to address climate change, DWR guidelines recommend a discussion of possible effects and an opportunity for water suppliers to outline response actions. The following discussion is guided by the "Climate Change Vulnerability Assessment" provided in the DWR guidelines that comes from the U.S. Environmental Protection Agency (EPA) and DWR document, "Climate Change Handbook for Regional Water Planning" (2011).

Water Demand

- *Are water curtailment efforts effective in your area?*
    - Response: Curtailment measures have been effective in JCSD's service area. As detailed in Chapter 8, JCSD has developed a five-level Water Shortage Contingency Plan. Water production per meter has decreased roughly 18 percent from 2011 to 2015, according to the Annual Reports submitted to the SWRCB.

Water Supply

- *Does a portion of the water supply in your region come from snowmelt?*
    - Response: JCSD primarily relies on groundwater pumped from the Chino Basin. Because snowmelt naturally contributes to groundwater recharge, decreasing snowmelt could indirectly impact JCSD's water supply. However, JCSD is exploring a variety of options to supplement its existing water supply including using recycled water for recharge.

- *Does part of your region rely on water diverted from the Delta, imported from the Colorado River, or imported from other climate-sensitive systems outside your region?*

- Response: JCSD indirectly relied upon imported water from the State Water Project for recharge of the Chino Basin; however, the Chino Basin has not been recharged with imported water from the State Water Project for many years due to drought restrictions. The Chino Basin Watermaster and other agencies have successfully turned to other resources such as storm water, treated municipal wastewater (i.e., recycled water) and conservation measures to accommodate the loss of recharged imported water to the Chino Basin.

Water Quality

- *Are increased wildfires a threat in your region? If so, does your region include reservoirs with fire-susceptible vegetation nearby which could pose a water quality concern from increased erosion?*
  - Response: Increased wildfires are one consequence of climate change, due to decreased rainfall and increasingly dry vegetation. JCSD's primary water source is groundwater from the Chino Basin. Increased erosion due to wildfires would not pose a water quality concern because water percolates into the ground before being withdrawn for treatment and use. The greatest concern related to wildfires is loss of power to the pumping and distribution system; however, JCSD has developed an Emergency Response Plan to prepare for system impacts resulting from wildfires, earthquakes, and other threats (discussed further in Chapter 8).

Ecosystem and Habitat Vulnerability

- *Do climate-sensitive fauna or flora populations live in your region?*
  - Response: The flora and fauna in JCSD's service area are adapted to a Mediterranean climate, with a mild winter and a hot, dry summer. However, climate change is expected to increase the occurrence of drought and higher temperatures, which could reasonably be expected to negatively impact flora and fauna residing in the area.

Hydropower

- *Are energy needs in your region expected to increase in the future? If so, are there future plans for hydropower generation facilities or conditions for hydropower generation in your region?*
    - Response: Energy needs are expected to increase as the population of JCSD's service area increases. However, the arid climate of JCSD's service area generally makes hydropower infeasible in this area.

3.5 Service Area Population and Demographics

The population in the District's service area consists of the cities of Jurupa Valley and Eastvale. All of the City of Eastvale and approximately 70 percent of the City of Jurupa Valley are within the District's service area. The DWR Population Tool was used to generate the current and projected population estimates shown in **Table 3-1.** The DWR Population Tool output results are included in **Appendix D**, which is required for inclusion in this Plan per DWR guidelines. The Tool uses U.S. Census year data (1990, 2000, 2010) with the number of residential meters (combined single-family and multi-family residential) from the JCSD Annual Reports to the SWRCB to calculate a Persons-Per-Connection ratio. To calculate the 2015 population for JCSD, the total number of residential connections for 2015 is entered (28,462 meters) and the Tool multiplies that by a person-per-connection ratio of 4.18 (with 6 digits). This generates a population of 119,034 people within the District for CY 2015. For comparison, in 2014, the JCSD Board of Directors adopted an official District population of 118,731. The 2015 population estimate generated by the Tool is therefore considered a reasonable estimate.

Table 3-1 Retail: Population - Current and Projected

Population Served	2015	2020	2025	2030	2035	2040*(opt)*
	119,034	127,004	134,974	142,944	150,914	157,290

NOTES: From DWR Population Tool. Projections from JCSD data.

The District's population projections shown in **Table 3-1** are based on information from the JCSD Development Status and Water Demands Map and Tables (WEBB(a), updated June 2015). The methodology consists of adding the number of residential dwelling units proposed by future projects with the number of dwelling units for vacant properties that are identified as future residential by the General Plan's Land Use Plan. This gives 9,155 future residential

dwelling units (single-family and multifamily combined), which is multiplied by the 2015 persons-per-connection ratio of 4.18 for a possible future addition of 38,268 people. This was divided by the number of years until build-out (24) for an approximate annual increase of 1,594 residents. **Table 3-1** gives the projections as described. By build-out in 2039, this method estimates a District population of 157,290 persons.[1]

The City of Eastvale makes up 30 percent of the JCSD service area, and the entirety of Eastvale is within the boundary of JCSD. A recently incorporated City (2010), with relatively new housing, infrastructure, and residents, Eastvale is nearly built-out. Most notably, Eastvale's median household income (MHI) of approximately $110,000 is in the 92nd percentile for the state.[2] Eastvale is a wealthy, modern, dense, and diverse City of approximately 59,039 people (as of July 1, 2015).

The City of Jurupa Valley also recently incorporated in 2011 but contains a population 71 percent greater than Eastvale, with roughly half the MHI.[3] Approximately 58 percent of Jurupa Valley's population of roughly 100,314 people (as of July 1, 2015) is within the District's service area.[4] As of 2014, the MHI was reported by the City of Jurupa Valley as $53,215. The City has potential for significant growth and redevelopment in all urban land use types.

The current (as of March, 2016) development status of properties in the District is shown in **Figure 3-4**. The active properties are identified as either residential or non-residential (i.e., commercial or industrial) based on the current development plans, and their development status is classified as either "Availability Letter", "Plan Check", or "Under Construction". The vacant properties not in the development process were identified using GIS spatial analysis[5] and verified against 2014 aerial imagery. As of June 1, 2015, there are approximately 331 acres of residential land uses actively proceeding through the development process and 600 acres under construction. In addition, approximately 1,821 acres of inactive residential-designated properties within the District boundaries (i.e., expired availability letter or undeveloped land) (**Figure 3-4**).

[1] The District projects build-out by 2039. Therefore the projected population for 2039 is shown in Table 3-1 as the population for 2040.
[2] Source: U.S. Census data, Median household income (in 2014 dollars), 2010-2014
[3] Source: U.S. Census QuickFacts, July 1, 2014
[4] Source: U.S. Census data, "American Fact Finder" as of July 1, 2015.
[5] Parcels were filtered by structure values less than or equal to $10,000 per the latest Riverside County Assessors Database.

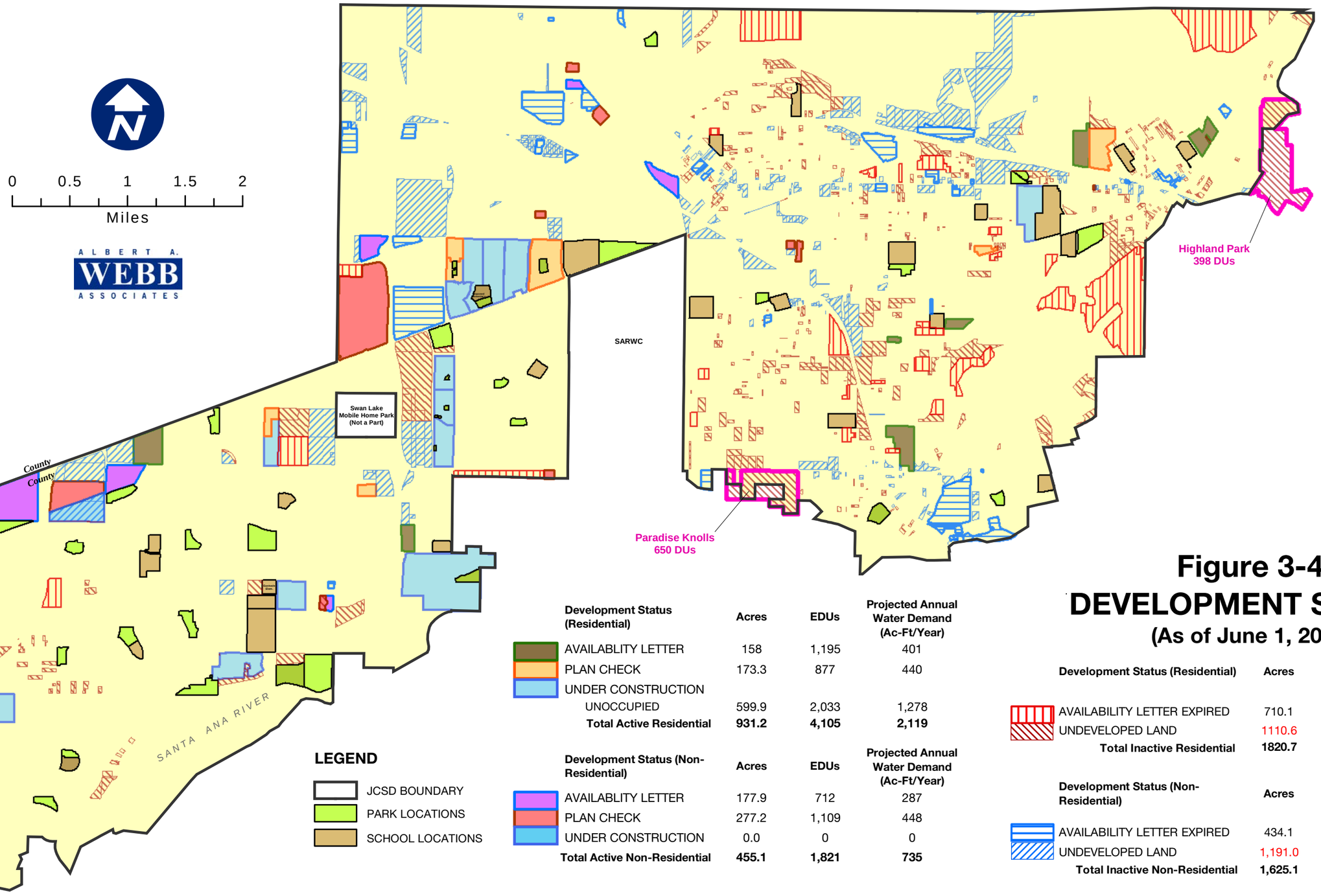
In addition, approximately 455 acres of active commercial and/or industrial land uses in the development process, and no projects under construction. Approximately 1,625 acres of inactive non-residential land uses appear to be within the District (i.e. expired availability letter or undeveloped land, **Figure 3-4)**.

U.S. Census data is gathered at three levels of precision: at the broadest level for unincorporated areas is the Census Designated Place (CDP), followed by Census Tracts that are made up of Block Groups. According to U.S. Census data collected from 2009 to 2013 by the Water Management Planning Tool[6] at DWR, some Community Tracts and Block Groups within the JCSD service area qualify as "disadvantaged". California Code of Regulations Section 596.1(b)(2) defines a "disadvantaged community (DAC)" as: "A community with an annual median household income (MHI) that is less than 80 percent of the statewide annual MHI." The statewide MHI according to the 2009-2013 Census data is $61,094, and 80 percent of that is the DAC threshold of $48,875.

The Census Block Groups that qualify as "disadvantaged" and "severely disadvantaged"[7] are shown in **Figure 3-5**. The information contained in Figure 3-5 is taken directly from the DWR Web site, "Disadvantaged Communities (DAC) Mapping Tool," which is a reference to assist local agencies to evaluate DAC status, using the definition provided by Proposition 84 Guidelines. Having areas that qualify as a DAC opens the District to the possibility of applying for State grant funding to assist with the implementation, planning, and disadvantaged community involvement efforts through Proposition 1 (Water Quality, Supply, and Infrastructure Improvement Act of 2014), and potentially grant funding through Proposition 84, Chapter 2 (Integrated Regional Water Management). In the event JCSD proceeds with either grant application process, additional research per the grant requirements may be necessary.

[6] Source: *U.S. Census American Community Survey (ACS) 5-Year Data: 2009-2013* (with a median household income (MHI) of $61,094 and hence a calculated disadvantaged communities (DAC) threshold of $48,875) located at the DWR Water Management Planning Tool, https://gis.water.ca.gov/app/boundaries/

[7] "Severely" disadvantaged communities have an annual median household income less than 60 percent of the State's annual median household income, or $36,656 according to the ACS data shown here.



Development Status (Residential)	Acres	EDUs	Projected Annual Water Demand (Ac-Ft/Year)
AVAILABLITY LETTER	158	1,195	401
PLAN CHECK	173.3	877	440
UNDER CONSTRUCTION			
UNOCCUPIED	599.9	2,033	1,278
Total Active Residential	**931.2**	**4,105**	**2,119**

Development Status (Non-Residential)	Acres	EDUs	Projected Annual Water Demand (Ac-Ft/Year)
AVAILABLITY LETTER	177.9	712	287
PLAN CHECK	277.2	1,109	448
UNDER CONSTRUCTION	0.0	0	0
Total Active Non-Residential	**455.1**	**1,821**	**735**

Figure 3-4
DEVELOPMENT STATUS
(As of June 1, 2015)

Development Status (Residential)	Acres	EDUs	Projected Annual Water Demand (Ac-Ft/Year)
AVAILABILITY LETTER EXPIRED	710.1	1,199	1,420
UNDEVELOPED LAND	1110.6	3,851	2,500
Total Inactive Residential	**1820.7**	**5,050**	**3,920**

Development Status (Non-Residential)	Acres	EDUs	Projected Annual Water Demand (Ac-Ft/Year)
AVAILABILITY LETTER EXPIRED	434.1	1,736	698
UNDEVELOPED LAND	1,191.0	4,760	1,987
Total Inactive Non-Residential	**1,625.1**	**6,496**	**2,685**

Map revised May 25, 2016. G:\2016\16-0035\GIS\Development_Status.mxd

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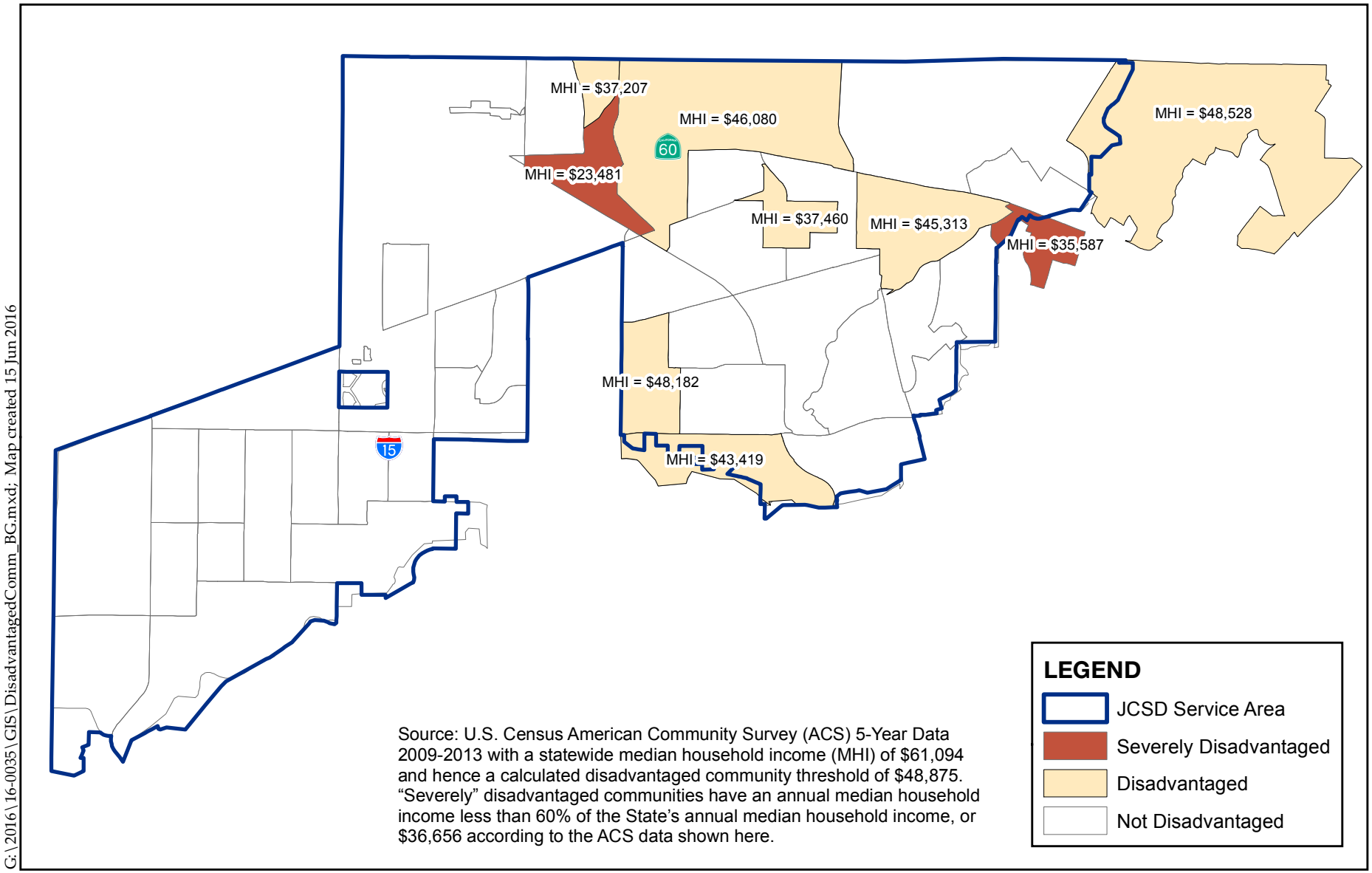

Figure 3-5 - Disadvantaged Community by Census Block Group

JCSD 2015 Urban Water Management Plan

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CHAPTER 4: SYSTEM WATER USE

This chapter describes and quantifies the District's current water use[1] and water use projections through the year 2040, to the extent information is available. Impacts to water use from climate change are discussed in Chapter 3 and recycled water is discussed separately in Chapter 6.

4.1 Current Use

As of December 31, 2015, JCSD delivered 21,106 AF of potable water and 539 AF of non-potable water for a total of 21,645 AF. The 2010 UWMP estimated a total demand volume of 28,962 AF for CY 2015. As shown in **Table 4-1**, the actual metered water use is divided into sectors including: single-family residential, multi-family residential, commercial (includes governmental/institutional meters and non-billing meters[2]), industrial facilities, landscape irrigation, non-potable landscape irrigation, hydrants,[3] and losses.[4]

Table 4-1 Retail: Demands for Potable and Raw Water - Actual

Use Type *(Add additional rows as needed)*	2015 Actual		
Use Drop down list *May select each use multiple times These are the only Use Types that will be recognized by the WUEdata online submittal tool*	Additional Description *(as needed)*	Level of Treatment When Delivered *Drop down list*	Volume
Single Family	includes "no-sewer" accounts	Drinking Water	14,286
Multi-Family		Drinking Water	1,236
Commercial	includes governmental/institutional and "non-billing EDUs" for commercial landscape irrigation	Drinking Water	2,185
Industrial		Drinking Water	653
Landscape		Drinking Water	2,141
Landscape	non-potable	Raw Water	539
Other	hydrants	Drinking Water	605
Losses	production minus consumption	Raw Water	307
Losses	production minus consumption	Drinking Water	429
		TOTAL	22,381
NOTES: CY 2015. Units in acre-feet (AF). Source: 2015 JCSD Annual Report Table 6b.			

[1] For purposes of the UWMP, the terms "water use" and "water demand" will be used interchangeably.
[2] At some commercial sites, the District has installed sub-metering to track landscape irrigation separately.
[3] Fire hydrants are used for fire suppression and to supply water for dust control and construction.
[4] Losses in Table 4-1 are calculated as the difference between production volumes and consumption volumes for both potable and non-potable water, from the PWSS/Annual Reports submitted to the State.

The non-potable irrigation demand is satisfied with non-potable well water and is listed separately in the District's Annual Reports to the Drinking Water Program. The system loss that is shown in **Table 4-1** is calculated by subtracting metered deliveries from total production sources for both potable and non-potable sources. The District's distribution system also includes a meter to track pass-through water delivered to the Santa Ana River Water Company (SARWC), the City of Ontario, and the City of Norco. This pass-through water comes from the Chino Desalter Authority, which is treated groundwater and is not considered part of JCSD's production volumes and is not billed.

Listed in **Table 4A** is the District's water use by sector from 2011 to 2015. Total water use increased 24 percent from 2011 to 2013; however in response to conservation measures, total water use then decreased 23 percent by 2015. Notably, system losses decreased substantially in response to new meter installations across the entire District.

Table 4A: JCSD Water Use by Sector (AF), 2011-2014

SECTOR	2011	2012	2013[5]	2014	2015
Single-Family Residential	14,787	16,986	19,341	16,839	14,286
Multi-Family Residential	1,027	1,260	1,280	1,274	1,236
Commercial/Institutional	881	1,157	3,111	2,380	2,185
Industrial	718	777	739	726	653
Landscape Irrigation	1,521	2,175	3,037	2,604	2,141
Other*	3,259	1,734	0	1,543	605
TOTAL (AF)	**22,193**	**24,089**	**27,508**	**25,366**	**21,106**
Losses (calculated)**	2,126 (9%)	1,155 (4%)	125 (0.5%)	869 (3%)	736 (4%)
Non-Potable Irrigation	552	750	0	727	539

Source: JCSD PWSS/Annual Reports 2011-2015.
*Hydrants or construction water may be included in the "other" category.
**Losses are calculated as the difference between production and consumption data from JCSD.

4.2 Projected Use

Estimating future demand, as accurately as possible, allows water agencies to manage their water supply and appropriately plan their infrastructure investments. Factors to consider are current and future land uses, number of occupants or dwelling units, and typical water demand generation factors.

[5] The reports changed beginning in 2013 from "Public Water System Statistics" reports under the review of DWR, to "Annual Report to the Drinking Water Program" reports under the review of the State Water Resources Control Board (SWRCB).

On March 14, 2016, the JCSD Board of Directors approved new water and sewer capacity charge rate schedules based on a study by Carollo Engineers, Inc. (Carollo, 2016) from which the demand projections included in **Table 4-2** are derived. [6] The Carollo capacity rate study utilizes information from the JCSD Development Status Map (WEBB(a), 2015), discussed previously in Chapter 3 and shown on Figure 3-4. The WEBB Associates Development Status Map and associated data tables identify the current development status of parcels within JCSD's service area and their associated demand projections. For each parcel, the projected annual water demands are determined using the "Unit Values of Applied Water" from JCSD's draft Summary Master Water Plan (Table 5-1, WEBB(b), 2005).

In summary, after analyzing all potential land uses of undeveloped land, WEBB Associates (June, 2015) projected an increase of 9,460 AFY,[7] which is a 37 percent increase in water consumption by 2039 (or "build-out"). According to the Carollo study, a 37 percent increase in water demand provides sufficient volume to support 15,753 additional Meter Equivalent Units (MEUs)[8] to the District. Carollo (March, 2016) estimates JCSD currently has 42,421 MEUs and will have a total of 58,173 MEUs at build-out. For this UWMP, JCSD Finance Department forecasted demand projections from 2015 through 2040 using approximately 58,173 MEUs as its end-point. This produced an annual growth in water use across all sectors of approximately 2 percent, as shown in **Table 4-2.** System losses shown in **Table 4-2** were calculated as 5 percent of the projected potable and non-potable water demands in five year increments provided by JCSD Finance Department data.

[6] Resolution Nos. 2627 and 2628
[7] Calculated from a baseline assumption for 2015 water demand of 25,472 AF per year of potable water.
[8] One MEU is meant to represent a typical, single family residential customer with a 5/8x3/4 inch meter. Larger customers, such as apartment complexes or manufacturing facilities are assigned a higher number of MEUs based on their meter size and flow rates to better represent the capacity ratio of their potential demand on the water system. Every account, existing and future, is assigned a number of MEUs to represent how many typical customers it is equivalent to (Carollo, section 3.1.2, March 2016).

Table 4-2 Retail: Demands for Potable and Raw Water - Projected						
Use Type *(Add additional rows as needed)*	Additional Description *(as needed)*	Projected Water Use *Report To the Extent that Records are Available*				
Use Drop down list *May select each use multiple times These are the only Use Types that will be recognized by the WUEdata online submittal tool*		2020	2025	2030	2035	2040-opt
Single Family		15,700	17,341	19,153	21,154	23,364
Multi-Family		1,359	1,501	1,657	1,830	2,022
Landscape	potable	2,353	2,599	2,870	3,170	3,502
Other	CII	3,119	3,444	3,804	4,202	4,641
Other	Hydrant (construction)	665	735	811	896	990
Landscape	non-potable (raw water)	592	654	722	797	881
Losses	potable & non-potable combined	1,189	1,314	1,451	1,602	1,770
	TOTAL	24,977	27,588	30,468	33,651	37,170
NOTES: Units in AF. Assumes 2% per year growth. Losses are 5% of total demand. Source: JCSD Finance Dept.						

The demand projections in **Table 4-3** begin with 2015 actual water use, which is considered by the District as significantly low in response to the ongoing drought and mandatory water conservation efforts. The projections plan for future water demand based on a "normal" or non-drought condition.

Although future water savings (or "Passive Savings") from codes, standards, ordinances, or transportation and land use plans are not explicitly included in the District's demand projections, the District has been successful in reducing demand, as discussed in Chapter 9. Total water demand for JCSD beginning with current demand and projected through 2040 is summarized in **Table 4-3.**

Table 4-3 Retail: Total Water Demands						
	2015	2020	2025	2030	2035	2040 *(opt)*
Potable and Raw Water *From Tables 4-1 and 4-2*	22,381	24,977	27,588	30,468	33,651	37,170
Recycled Water Demand *From Table 6-4*	0	500	500	500	500	500
TOTAL WATER DEMAND	22,381	25,477	28,088	30,968	34,151	37,670
NOTES: Includes potable and non-potable water use.						

Although the UWMP **Table 4-3** automatically adds the projected recycled water demand to the projected potable and raw water demands, JCSD expects the opposite to occur when recycled

water becomes a part of its supply. Indeed, recycled water is expected to take the place of potable and raw water used for irrigation, and therefore decreasing future demand for them.

4.3 Distribution System Water Losses

Distribution system water losses are the physical water losses from the water distribution system and the supplier's storage facilities, up to the point of customer consumption. In a rough sense, the difference between the water brought into the system and the volume sold to customers. System water losses can occur because of leaking or broken pipes, system flushing, theft, metering inaccuracies, or unbilled authorized and unauthorized consumption. California Senate Bill No. 1420 (SB 1420) requires water utilities that submit UWMPs to calculate annual system water losses using the water audit methodology developed by the American Water Works Association (AWWA). SB 1420 also requires that utilities submit these audits every five years as part of their respective UWMP. To facilitate user-friendly and consistent water auditing practices, AWWA has developed the AWWA Free Water Audit Software, which is based on the principles of the AWWA M36 Water Audit methodology. Per DWR guidelines, utilities must use this software to complete their audit. **Table 4-4** summarizes the total water loss volume for 2015. The complete water loss audit is included in **Appendix E** and summarized below.

Table 4-4 Retail: 12 Month Water Loss Audit Reporting

Reporting Period Start Date (mm/yyyy)	Volume of Water Loss
01/2015	351.4
NOTES: CY 2015. Volume in AF. Source: JCSD Engineering Dept.	

The water audit performed by JCSD for production and consumption data for CY 2015 considered the water supplied, the water consumed, pipeline system details, and cost data to arrive at a real loss[9] volume of 351.4 AF per year and a "Water Audit Data Validity Score" of 65 out of 100. The Data Validity Score of 65 puts JCSD's water audit data within "Level III" on a five-level rating scale. This is a composite score that reflects the quality of the data entered into the audit, as determined by the District's self-reported data validity scores for individual fields. The score is a volumetrically-weighted average, in which a lower score reflects less confidence in the accuracy of data, and a higher score reflects greater confidence. DWR provides

[9] Real Loss is the difference between Water Losses (water supplied minus authorized consumption) and Apparent Losses (sum of unauthorized consumption, customer metering inaccuracies and systematic data handling errors).

suggestions for data improvement for each Level to control water loss in five focus areas, as shown below in **Table 4B.**

Table 4B: Water Loss Control Recommendations

	Audit Data Collection	Short-Term Loss Control	Long-Term Loss Control	Target-Setting	Benchmarking
Level III **(score 51-70)**	Establish/ revise policies and procedures for data collection	Establish ongoing mechanisms for customer meter accuracy testing, active leakage control and infrastructure monitoring	Begin to assemble economic business case for long-term needs based upon improved data becoming available through the water audit process.	Establish long-term apparent and real loss reduction goals (+10 year horizon)	Preliminary Comparisons – can begin to rely upon the Infrastructure Leaking Index (ILI) for performance comparisons for real losses.

According to the District's production and consumption data in 2015, it had a system loss of 351.4 AF, or 1.6 percent of production, which is considered very low by industry standards. In the 2010 UWMP, JCSD reported a system loss of 10 percent and was in the process of assessing its water losses. Since then, the District has replaced all of its meters and significantly improved system efficiency.

4.4 Water Use for Lower Income Households

California Senate Bill No. 1087 (SB 1087) requires the water use projections of an UWMP to include the water demands for affordable housing as identified in the housing element of any city, county, or city and county in the service area of the supplier. SB 1087 builds on an existing statutory priority for providing water and sewer services to affordable housing developments. JCSD will not deny nor condition approval of water services, or reduce the amount of services applied for by a proposed development that includes housing units affordable to low-income households.

The City of Eastvale's General Plan Housing Element (June, 2013) identifies a housing need of **624** low-income[10] units (a combination of extremely low-, very low-, and low-income categories) for the 2013-2021 planning period.[11]

[10] Low-Income is defined the same as "disadvantaged community", which is defined by CCR §596.1(b)(2) as "an annual median household income that is less than 80 percent of the statewide annual median household income."

Although the City of Jurupa Valley does not yet have an adopted Housing Element, the Southern California Association of Governments (SCAG) has identified the regional housing needs allocation (RHNA) for the city of 684 low-income units (a combination of very low-income and low-income categories) in the 5th Cycle Regional Housing Needs Assessment Final Allocation Plan (SCAG, 2012). This is anticipated to be incorporated into their forth-coming General Plan document.

To address the intent of SB 1087, water use during CY 2014 and 2015 from residential meters located in a low-income area (Route 220) of the JCSD service area were compared to water use from residential meters located in a high-income area (Route 420). Although only two years were analyzed, the volumes consumed per meter were nearly the same, as shown in **Table 4C.** This data suggest that residential water consumption in the District, on average, is generally equivalent between income levels. It should be noted that this did not tease-out the influence of any factors such as multi-family residential meters or property size.

Table 4C: Residential Water Use by Income Level, 2014-2015

	Metered Deliveries (AF)	Residential Meters	Annual Water Use per meter (AF)
Low-Income Route			
2014	797	1,474	0.54
2015	703	1,482	0.47
High-Income Route			
2014	2,350	4,051	0.58
2015	1,979	4,260	0.46

Source: JCSD data.

The District's water use projections are based on a build-out land use scenario that incorporates the existing and planned housing needs that are required of each city in its service area. The planned housing needs are developed under the edict of the State Department of Housing and Community Development who then directs the Southern California Association of Governments (SCAG) to allocate each jurisdiction its share. The District also does not deny services or otherwise discriminate against affordable housing projects simply because they are for low-income residents. The demand projections included herein that were prepared by JCSD include the projected water demands for future low-income housing by virtue of accounting for land use

[11] This is based on the 5th Cycle Regional Housing Needs Allocation (January 2014-October 2021 planning period) generated by the State Department of Housing and Community Development to allocate the regional housing need to the SCAG (SCAG RTP, 2012).

designations from approved Housing Elements.[12] Therefore, the required verification to answer "yes" in **Table 4-5** is provided in **Table 4D**.

Although future water savings (or "Passive Savings") from codes, standards, ordinances, or transportation and land use plans are not explicitly included in the District's demand projections, the District has been successful in reducing demand, as discussed in Chapter 9.

Table 4-5 Retail Only: Inclusion in Water Use Projections	
Are Future Water Savings Included in Projections? (Refer to Appendix K of UWMP Guidebook) *Drop down list (y/n)*	No
If "Yes" to above, state the section or page number, in the cell to the right, where citations of the codes, ordinances, etc… utilized in demand projections are found.	
Are Lower Income Residential Demands Included In Projections? *Drop down list (y/n)*	Yes
NOTES: Assumed 0.5 AF/meter/year for low-income water use based on actual data.	

Assuming an average annual water demand of 0.5 AF per connection based on the findings in **Table 4C**, the projected low-income water use shown in **Table 4D** is accounted for in the District's water demand projections for single-family residential.

Table 4D: Projected Low-Income Water Use (AF)

City	Projected Low-Income Housing Units	Average Annual Water Use (AF) per Meter	Projected Low-Income Water Use (AF)
Eastvale	624*	0.5	312
Jurupa Valley	684**		342

* Source: City of Eastvale's General Plan Housing Element (June, 2013)
** Source: 5th Cycle Regional Housing Needs Assessment Final Allocation Plan (2012)

[12] In the case of Jurupa Valley, the County of Riverside General Plan land use plan is used until the City of Jurupa Valley adopts its own General Plan.

CHAPTER 5: SB X7-7 BASELINES AND TARGETS

With the adoption of the Water Conservation Act of 2009, also known as the SB X7-7, the State is required to set a goal of reducing per capita urban water use by 20 percent by the year 2020. Each retail urban water supplier must determine baseline water use during their baseline period and also target water use for the years 2015 and 2020 in order to help the State achieve the 20 percent reduction. In this UWMP, JCSD must demonstrate compliance with their Interim Water Use Target for the year 2015 to determine if they are on-track to achieve the 2020 target. Compliance is verified by DWR reviewing the SB X7-7 Verification Forms submitted with this UWMP (the complete set of SB X7-7 tables is provided in **Appendix F**). Tables from the SB X7-7 Verification Forms that are shown below differ from the UWMP tables in the rest of this Plan as they are colored green and brown and begin with the title "SB X7-7 Table …"

In the 2010 UWMP, the District calculated water use targets using the best available census data at the time, which was the 2000 U.S. Census. DWR requires use of the 2010 U.S. Census data; therefore the baseline and targets were updated and recalculated as part of this UWMP.

On May 9, 2016, Governor Brown issued Executive Order B-37-16,[1] which directs DWR to publish a draft framework by January 10, 2017 to develop new water use targets as part of a permanent framework for urban water agencies. The Executive Order states:

> These water use targets shall be customized to the unique conditions of each water agency, shall generate more statewide water conservation than existing requirements, and shall be based on strengthened standards for: (a) indoor residential per capita water use; (b) outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data; (c) commercial, industrial, and institutional water use; and (d) water lost through leaks.

JCSD will review the new regulations when they become available and revise the water conservation targets described herein as needed.

[1] https://www.gov.ca.gov/docs/5.9.16_Executive_Order.pdf

5.1 Updating Calculations from 2010 UWMP

As allowed by the California Water Code (CWC) and explained in DWR guidelines, water agencies may update their 2020 Target using a different Target Method and/or revising population estimates for the baseline years. JCSD used Target Method 1 in their 2010 Plan, and will continue to use Target Method 1 in their 2015 Plan. Revised population estimates used to calculate the Targets and Baselines are derived from DWR's Population Tool provided in **Appendix D**. The calculation methodology for Target Method 1 is detailed in **Appendix F** and summarized below.

5.2 Baseline Periods

According to the CWC, water suppliers who used less than 10 percent recycled water in 2008 must use a 10-year baseline period for water use and calculate the average water use, in Gallons Per Capita per Day (GPCD),[2] over that length of time. JCSD has yet to use recycled water and will therefore continue using a 10-year baseline period beginning in 1999 and ending in 2008, as identified in the 2010 UWMP.

Water suppliers must also calculate water use, in GPCD, for a 5-year baseline period, which is used to confirm that the selected 2020 target meets the minimum water use reduction requirements. In other words, the 10-year baseline can be considered the "Baseline GPCD" and the 5-year baseline as the "Target Confirmation". The District selected in their 2010 Plan a 5-year base period beginning in 2003 and ending in 2007 as shown in SB X7-7 **Table 1.**

[2] Two terms are often used interchangeably; Daily per Capita Water Use and Gallons per Capita per Day (GPCD). Daily per Capita Water Use is the amount of water used per person per day. In the UWMP, this is total water use within a service area, divided by population and is measured in gallons. GPCD is Daily per Capita Water Use measured in gallons. These are different from R-GPCD, which is solely the residential water use divided by population, and is used in drought reporting to the SWRCB.

SB X7-7 Table-1: Baseline Period Ranges			
Baseline	**Parameter**	**Value**	**Units**
10- to 15-year baseline period	2008 total water deliveries	24,279	Acre Feet
	2008 total volume of delivered recycled water	0	Acre Feet
	2008 recycled water as a percent of total deliveries	0.00%	Percent
	Number of years in baseline period[1]	10	Years
	Year beginning baseline period range	1999	
	Year ending baseline period range[2]	2008	
5-year baseline period	Number of years in baseline period	5	Years
	Year beginning baseline period range	2003	
	Year ending baseline period range[3]	2007	
[1] If the 2008 recycled water percent is less than 10 percent, then the first baseline period is a continuous 10-year period. If the amount of recycled			
[2] The ending year must be between December 31, 2004 and December 31, 2010.			
[3] The ending year must be between December 31, 2007 and December 31, 2010.			
NOTES: Source: PWSS Reports.			

5.3 Service Area Population

In order to correctly calculate annual GPCD, agencies must determine the population that they served for each baseline year in both of the baseline periods and for the 2015 compliance year. The Population Tool utilizes U.S. Census year (i.e., 1990, 2000, and 2010) population data and electronic boundary maps of the JCSD service area for each census year (developed by WEBB) to obtain population numbers for census years. Using the number of residential meters (single-family and multifamily residential combined) from the District's annual Public Water System Statistics (PWSS) reports or Annual Reports to the SWRCB, the tool calculates the population for the non-census years as shown in **SB X7-7 Table 3**.

SB X7-7 Table 3: Service Area Population		
Year		**Population**
10 to 15 Year Baseline Population		
Year 1	1999	49,914
Year 2	2000	50,489
Year 3	2001	54,844
Year 4	2002	63,142
Year 5	2003	70,484
Year 6	2004	82,893
Year 7	2005	90,315
Year 8	2006	97,688
Year 9	2007	101,693
Year 10	2008	103,270
5 Year Baseline Population		
Year 1	2003	70,484
Year 2	2004	82,893
Year 3	2005	90,315
Year 4	2006	97,688
Year 5	2007	101,693
2015 Compliance Year Population		
2015		119,034
NOTES: From Population Tool.		

The DWR Population Tool (**Appendix D**) generated population numbers that are close to the District's expected population in all years. In particular, the 2015 Compliance Year Population of 119,034 is on-par with the official District 2014 population of 118,731 persons described in Chapter 3. Therefore the Tool is used herein for measuring SB X7-7 compliance.

5.4 Gross Water Use

Gross water use is a measure of water that enters the distribution system of the supplier over a 12-month period (calendar year) with certain allowable exclusions. These exclusions are:

- Recycled water delivered within the service area;
- Indirect recycled water;
- Water placed into long term storage (surface or groundwater);
- Water conveyed to another urban supplier;
- Water delivered for agricultural use; or
- Process water.

None of the water brought into JCSD's system is used for any of the purposes listed above; one exception is "water conveyed to another supplier" because JCSD does meter pass-through water from the Chino Desalter Authority through its system to Santa Ana River Water Company and the Cities of Norco and Ontario. However, the District does not include this water in its supply source volumes nor does it include it in consumption volumes or billing numbers. Therefore, JCSD does not qualify for the exclusions to its gross water use for SB X7-7 compliance.

Gross water use is reported for each year in the baseline periods as well as 2015, the compliance year. Two versions of **SB X7-7 Table 4-A** are shown below for the District's water sources: one for JCSD's own wells (i.e., "The supplier's own water source"), and the other for water purchased from other sources (i.e., "A purchased or imported source"). This data is kept by JCSD in order to track recorded well production and purchased water (described in Chapter 6).

SB X7-7 Table 4-A: Volume Entering the Distribution System(s) Complete one table for each source.		
Name of Source	JCSD Wells	
This water source is:		
☑	The supplier's own water source	
☐	A purchased or imported source	
Baseline Year *Fm SB X7-7 Table 3*		Rounded Volume Entering Distribution System
10 to 15 Year Baseline - Water into Distribution System		
Year 1	1999	16,233
Year 2	2000	16,746
Year 3	2001	13,905
Year 4	2002	14,562
Year 5	2003	16,811
Year 6	2004	19,991
Year 7	2005	18,913
Year 8	2006	17,836
Year 9	2007	15,761
Year 10	2008	18,559
5 Year Baseline - Water into Distribution System		
Year 1	2003	16,811
Year 2	2004	19,991
Year 3	2005	18,913
Year 4	2006	17,836
Year 5	2007	15,761
2015 Compliance Year - Water into Distribution System		
2015		9,838
** Meter Error Adjustment - See guidance in Methodology 1, Step 3 of Methodologies Document*		
Source: PWSS reports. Potable and non-potable. (AF)		

SB X7-7 Table 4-A: Volume Entering the Distribution System(s) Complete one table for each source.		
Name of Source	Purchased sources	
This water source is:		
☐	The supplier's own water source	
☑	A purchased or imported source	
Baseline Year *Fm SB X7-7 Table 3*		Rounded Volume Entering Distribution System
10 to 15 Year Baseline - Water into Distribution System		
Year 1	1999	0
Year 2	2000	1,960
Year 3	2001	3,646
Year 4	2002	2,923
Year 5	2003	2,982
Year 6	2004	1,323
Year 7	2005	4,981
Year 8	2006	8,639
Year 9	2007	13,087
Year 10	2008	8,028
5 Year Baseline - Water into Distribution System		
Year 1	2003	2,982
Year 2	2004	1,323
Year 3	2005	4,981
Year 4	2006	8,639
Year 5	2007	13,087
2015 Compliance Year - Water into Distribution System		
2015		12,543
** Meter Error Adjustment - See guidance in Methodology 1, Step 3 of Methodologies Document*		
Source: PWSS reports. (AF)		

Annual gross water use is then the sum of the two water sources (**SB X7-7 Table 4-A** on the right and **SB X7-7 Table 4-A** on the left) for each year.

As shown in **SB X7-7 Table 4** below, and **Appendix F**, the 10-year baseline average gross water use from 1999 to 2008 is 21,689 AF. Likewise, the 5-year baseline average gross water use is 24,065 AF and the 2015 compliance year gross water use is 22,381 AF.[3] This includes both sources of water to the District; pumping from its own wells (potable and non-potable), and purchases from other sources described in Chapter 6.

[3] Indeed, this volume of water into the distribution system differs from the volume of water supplied shown in **Table 2-1** by approximately 736 AF. This can be explained in-part by system water loss.

SB X7-7 Table 4: Annual Gross Water Use *			
	Baseline Year *Fm SB X7-7 Table 3*	**Volume Into Distribution System** *Fm SB X7-7 Table(s) 4-A*	**Annual Gross Water Use**
10 to 15 Year Baseline - Gross Water Use			
Year 1	1999	16233	16,233
Year 2	2000	18706	18,706
Year 3	2001	17551	17,551
Year 4	2002	17485	17,485
Year 5	2003	19793	19,793
Year 6	2004	21314	21,314
Year 7	2005	23894	23,894
Year 8	2006	26475	26,475
Year 9	2007	28848	28,848
Year 10	2008	26587	26,587
10 - 15 year baseline average gross water use			**21,689**
5 Year Baseline - Gross Water Use			
Year 1	2003	19,793	19,793
Year 2	2004	21,314	21,314
Year 3	2005	23,894	23,894
Year 4	2006	26,475	26,475
Year 5	2007	28,848	28,848
5 year baseline average gross water use			**24,065**
2015 Compliance Year - Gross Water Use			
2015		22,381	22,381
* NOTE that the units of measure must remain consistent			
NOTES: Volume in AF from PWSS/Annual Reports			

5.5 Baseline Daily per Capita Water Use

To obtain the GPCD, divide the yearly gross water use by the service area population. As shown on **SB X7-7 Table 5**, the 10-year Average Baseline GPCD is 260 and the 5-year Average Baseline GPCD is 242. The 2015 Compliance Year GPCD of 168 is calculated in the same manner as the 5- and 10-year periods using the total population and total volume of water into the system.

SB X7-7 Table 5: Gallons Per Capita Per Day (GPCD)				
Baseline Year *Fm SB X7-7 Table 3*		Service Area Population *Fm SB X7-7 Table 3*	Annual Gross Water Use *Fm SB X7-7 Table 4*	Daily Per Capita Water Use (GPCD)
10 to 15 Year Baseline GPCD				
Year 1	1999	49,914	16,233	290
Year 2	2000	50,489	18,706	331
Year 3	2001	54,844	17,551	286
Year 4	2002	63,142	17,485	247
Year 5	2003	70,484	19,793	251
Year 6	2004	82,893	21,314	230
Year 7	2005	90,315	23,894	236
Year 8	2006	97,688	26,475	242
Year 9	2007	101,693	28,848	253
Year 10	2008	103,270	26,587	230
10-15 Year Average Baseline GPCD				**260**
5 Year Baseline GPCD				
Baseline Year *Fm SB X7-7 Table 3*		Service Area Population *Fm SB X7-7 Table 3*	Gross Water Use *Fm SB X7-7 Table 4*	Daily Per Capita Water Use
Year 1	2003	70,484	19,793	251
Year 2	2004	82,893	21,314	230
Year 3	2005	90,315	23,894	236
Year 4	2006	97,688	26,475	242
Year 5	2007	101,693	28,848	253
5 Year Average Baseline GPCD				**242**
2015 Compliance Year GPCD				
2015		119,034	22,381	168
NOTES: Annual Gross Water Use in AF.				

5.6 2015 and 2020 Targets

Each water supplier has four different methods to choose from when determining the 2020 Urban Water Use Target; they are:

- Method 1: *80 Percent of 10-Year Baseline GPCD;*
- Method 2: *Efficiency Standards (Indoor Residential Use, Landscaped Area Water Use and Baseline CII Water Use);*
- Method 3: *95 Percent of Hydrologic Regional Target from the 20x2020 Water Conservation Plan, State of California Agency Team, 2010;* and
- Method 4: *Savings by Water Sector.*

According to DWR, Method 1 is the most common while Methods 2 and 4 are the least commonly-used. JCSD chose Method 1 in their 2010 Plan and will continue for this 2015 Plan, as shown in **SB X7-7 Table 7**.

SB X7-7 Table 7: 2020 Target Method		
Target Method		Supporting Documentation
☑	Method 1	SB X7-7 Table 7A
☐	Method 2	SB X7-7 Tables 7B, 7C, and 7D *Contact DWR for these tables*
☐	Method 3	SB X7-7 Table 7-E
☐	Method 4	Method 4 Calculator
NOTES:		

SB X7-7 Table 7-A is required by retail water suppliers that use Target Method 1. The 2020 Target GPCD of 208 is calculated as 80 percent of the 10-year baseline GPCD shown.

SB X7-7 Table 7-A: Target Method 1 20% Reduction	
10-15 Year Baseline GPCD	2020 Target GPCD
260	208
NOTES:	

SB X7-7 Table 7-F illustrates the next step in the process to verify that the 2020 Water Use Target calculated above will reduce the District's 2020 water use by a minimum of 5 percent from the 5-year baseline. This confirmation is automatically calculated in **SBX7-7 Table 7-F**.

SB X7-7 Table 7-F: Confirm Minimum Reduction for 2020 Target			
5 Year Baseline GPCD *From SB X7-7 Table 5*	Maximum 2020 Target*	Calculated 2020 Target *Fm Appropriate Target Table*	Confirmed 2020 Target
242	230	208	208
** Maximum 2020 Target is 95% of the 5 Year Baseline GPCD*			
NOTES:			

Next, the 2015 Interim Urban Water Use Target is calculated to determine the District's current compliance status as of 2015. The 2015 Interim Target is the value halfway between the 10-year Baseline GPCD of 260 GPCD (from **SB X7-7 Table 5**) and the confirmed 2020 Target of 208 GPCD (**SB X7-7 Table 7**).

As shown in **SB X7-7 Table 8,** JCSD's 2015 Interim Target is 234 GPCD, which was achieved and exceeded based on their 2015 compliance GPCD of 168 as summarized in **Table 5-1.**

SB X7-7 Table 8: 2015 Interim Target GPCD		
Confirmed 2020 Target *Fm SB X7-7 Table 7-F*	10-15 year Baseline GPCD *Fm SB X7-7 Table 5*	2015 Interim Target GPCD
208	260	234
NOTES:		

SB X7-7 Table 9 compares the District's actual 2015 GPCD with the calculated 2015 Interim Target and summarizes that JCSD did achieve their water conservation Target for compliance with SB X7-7.

SB X7-7 Table 9: 2015 Compliance								
Actual 2015 GPCD	2015 Interim Target GPCD	Optional Adjustments *(in GPCD)*					2015 GPCD *(Adjusted if applicable)*	Did Supplier Achieve Targeted
		Extraordinary Events	Weather Normalization	Economic Adjustment	TOTAL Adjustments	Adjusted 2015 GPCD		
168	234	*0*	*0*	*0*	0	167.8531783	167.8531783	YES
NOTES:								

JCSD has demonstrated water use reductions above and beyond that which is required by the State's SB X7-7 law. Considering their baseline population growth over the last few years and gross water use, the District must use no more than 208 GPCD as of 2020, and no more than 234 GPCD as of 2015. The District's GPCD for 2015 is 168; therefore, JCSD is well within compliance and certainly projected to meet the water conservation Target for 2020, as summarized in **Table 5-1**.

Table 5-1 Baselines and Targets Summary *Retail Agency or Regional Alliance Only*					
Baseline Period	Start Year	End Year	Average Baseline GPCD*	2015 Interim Target *	Confirmed 2020 Target*
10-15 year	*1999*	*2008*	*260*	*234*	*208*
5 Year	*2003*	*2007*	*242*		
*All values are in Gallons per Capita per Day (GPCD)					
NOTES:					

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CHAPTER 6: SYSTEM SUPPLIES

JCSD's potable and non-potable water supply primarily consists of groundwater pumped from the Chino Basin, and is supplemented with water from the Riverside-Arlington (Riverside south) Basin. As one of the largest groundwater basins in southern California, the Chino Basin is adjudicated and pumping activities are closely monitored by the Chino Basin Watermaster. A copy of the 1978 Chino Groundwater Basin Judgment is provided in **Appendix G.** The Riverside Basin is also adjudicated by the 1969 Orange County Judgment,[1] which is provided in **Appendix H.** The Riverside Basin pumping rights are further defined in the 1969 Western-San Bernardino Judgment located in **Appendix I**.[2]

Groundwater pumped from some parts of the Chino Basin is impaired by nitrates and TDS concentrations in excess of drinking water standards; however, the Chino Desalter Authority (CDA), the Roger D. Teagarden Ion Exchange Facility (JCSD), and the Wells 17/18 Ion Exchange Facility (JCSD) described below are able to treat this impaired water to potable standards. JCSD is actively involved in the expansion of the CDA facilities to further increase water supply to meet future demands. The District's Water Supply Outlook as of June 7, 2016 is provided in **Appendix J**. The Outlook lists the current sources of pumped water supply, which well is treated, their current production rates, operating status, and whether they have a back-up generator.

JCSD does not rely on imported water, surface water, storm water, or recycled water directly to supplement their water supply. However, all of these sources can, and are, being used by other agencies in the Chino Basin, in particular the Chino Basin Watermaster, to recharge the groundwater basin. Thus, it is important to include these activities in a discussion of JCSD's water supply.

[1] Orange County Water District vs. City of Chino, et al., Case No. 117628 (i.e. the Orange County Judgment of April 17, 1969).
[2] Western Municipal Water District vs. East San Bernardino County Water District, et al., Case No. 78426 (i.e. the Western-San Bernardino Judgement of April 17, 1969) describes the groundwater pumping rights in the Colton, Riverside, and San Bernardino Area and is administered by the two-person Western-San Bernardino Watermaster.

6.1 Purchased or Imported Water

Rubidoux Community Services District

Since 2000, JCSD has purchased water extracted from the Riverside South Groundwater Basin from Rubidoux Community Services District (RCSD, or Rubidoux CSD). In 2014, JCSD finalized an agreement with Rubidoux CSD to allow JCSD to pump potable water from Rubidoux CSD into JCSD's 1110' Pressure Zone via the new Jewel Street Booster Station. In CY 2015, JCSD purchased 2,250 AF from RCSD, and **Table 6A** lists the purchases for the last five years. JCSD assumes future annual purchases of 2,000 AF from RCSD, as shown in **Table 6-9,** which is located at the end of this chapter.

Table 6A: Purchased Riverside Basin Water from RCSD, 2011-2015

	2011	2012	2013	2014	2015
Volume (AF)	808	702	774	1,062	2,250

Source: JCSD Water Operations Dept.

Chino Desalter Authority

JCSD also purchases water from the Chino Desalter Authority (CDA) through a "take or pay" contract. JCSD is a member of the CDA, a Joint Powers Authority (JPA) created in 2001, along with Santa Ana River Water Company (SARWC), Inland Empire Utilities Agency (IEUA), Western Municipal Water District (WMWD), and the Cities of Chino, Chino Hills, Ontario, and Norco. The stated goals of the CDA include:

- Achieve hydraulic control of the Chino Basin to prevent contaminated Chino Basin groundwater from entering the Santa Ana River;
- Reduce TDS and removal contaminants, including nitrates, TCE, PCE, and TCP, from groundwater in the southern portion of the Chino Basin; and
- Deliver the treated water to member agencies to offset the need for imported water.

As part of the Watermaster's Optimum Basin Management Plan (OBMP) for the Chino Basin, the member agencies of the JPA decided to extract and treat approximately 40,000 AF per year of groundwater from the southern portion of the Basin, treat it to potable water standards, and

deliver it to the member agencies. CDA treats the groundwater with two desalters,[3] known as "Chino I" and "Chino II". As a member of CDA, JCSD is entitled to 8,200 AF per year from the Chino I and Chino II Desalters. During CY 2015, JCSD purchased 8,616 AF from CDA, and the purchases for the last five years are listed in **Table 6B.** The CDA facilities are currently being expanded to increase treatment capacity by 10,600 AF per year, of which JCSD will receive approximately 3,533 AF per year in addition to the existing contracted amount of 8,200 AF. JCSD assumes future annual purchases of 11,733 AF from CDA beginning in 2017, as shown in **Table 6-9.**

Table 6B: Purchased Water from CDA, 2011-2015

	2011	2012	2013	2014	2015
Volume (AF)	8,088	8,032	8,642	8,690	8,616

Source: JCSD Water Operations Dept.

Imported Water Supplies

JCSD has no existing imported water supplies. Development of imported water supplies will require a large financial commitment by JCSD to construct the infrastructure necessary to bring imported water to the JCSD service area. Several potential sources of imported water being considered are:

- State Water Project water purchased from The Metropolitan Water District of Southern California (MWD), purchased off a proposed connection on the Etiwanda or Rialto Feeder (would need the participation of IEUA and WMWD at a minimum);
- Western Municipal Water District Mills Pipeline or La Sierra Pipeline project;
- Construction of a water treatment plant off of MWD's Upper Feeder to treat water delivered from the Colorado River.

Timing and implementation of any future water development projects is dependent on the reliability of the existing groundwater supply, growth in water demand, and the feasibility and

[3] Each "desalter" is a water treatment plant that uses both reverse osmosis and ion exchange processes to remove total dissolved solids (TDS) and nitrates.

cost of obtaining future water supplies. JCSD has planned to invest $500,000 a year up to a maximum of $30 million to develop an imported water source.[4]

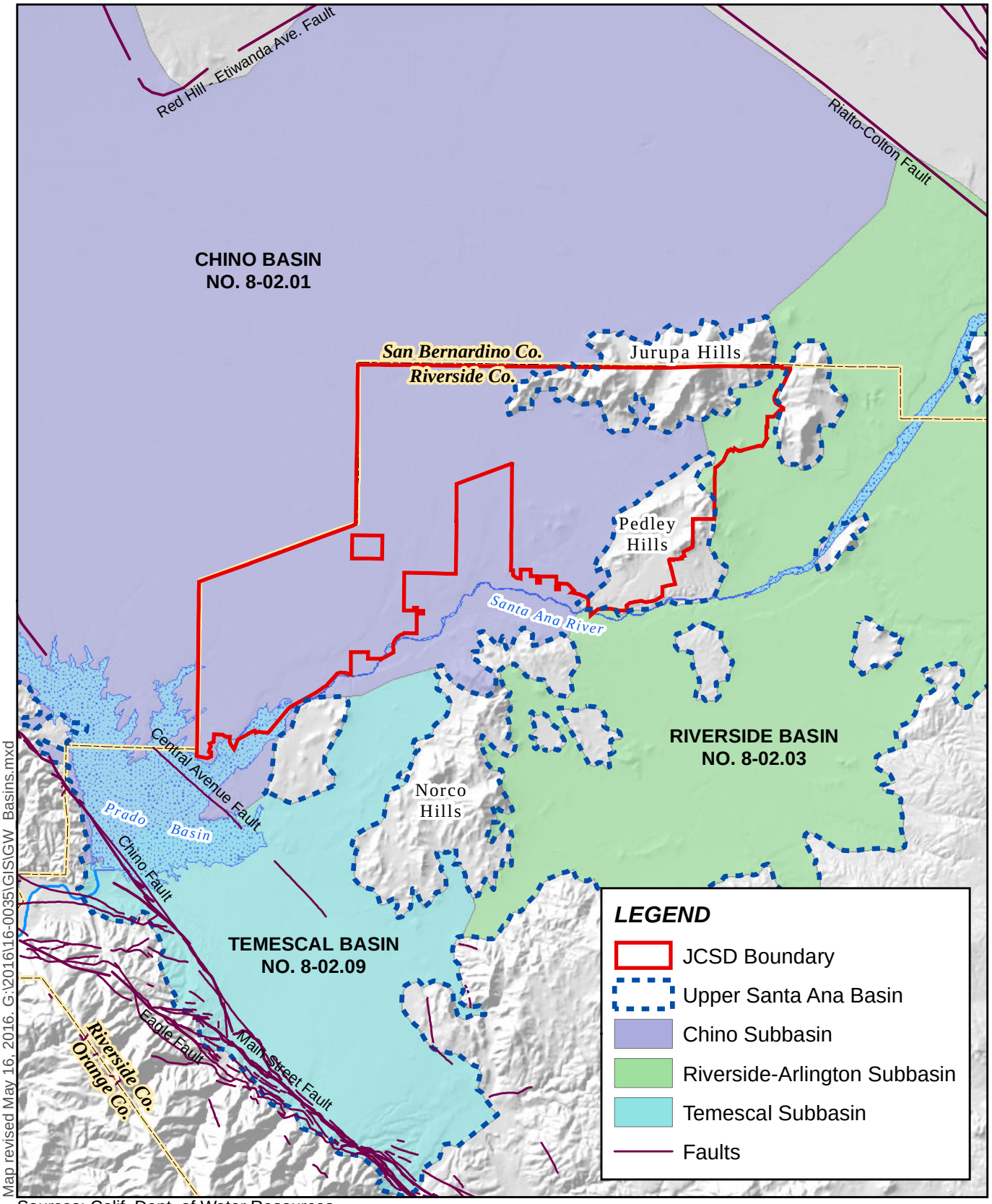
6.2 Groundwater

Water supplied within the JCSD service area is entirely from groundwater production. The largest source of groundwater within JCSD's service area is the Chino Groundwater Basin (Chino Basin, No. 8-2.01),[5] which supplies all of the District's potable wells, in addition to CDA's wells. A small portion of JCSD's service area overlies the Riverside Groundwater Basin (No. 8-2.03). The location of the groundwater basins within the District's service area are shown in **Figure 6-1.** The actual groundwater volumes pumped by groundwater basin in the last five years is presented in **Table 6-1.**

Table 6-1 Retail: Groundwater Volume Pumped

☐	Supplier does not pump groundwater. The supplier will not complete the table below.					
Groundwater Type ***Drop Down List*** *May use each*	Location or Basin Name	2011	2012	2013	2014	2015
Add additional rows as needed						
Alluvial Basin	Chino Basin - potable (No. 8-2.01)	15,174	12,599	16,724	16,249	8993
Alluvial Basin	Chino Basin - non-potable (No. 8-2.01)	324	330	295	343	266
Alluvial Basin	Riverside Basin - non-potable (No. 8-2.03)	509	532	511	484	464
Alluvial Basin	Chino Basin - Non-Adjudicated, non-potable (8-2.01)	0	0	17	135	115
	TOTAL	16,007	13,461	17,547	17,211	9,838
NOTES: CY data. Units in acre-feet (AF). Does not include purchased groundwater.						

[4] JCSD Capital Projects Budget FY 16-17 Proposed Budget.
[5] DWR collects, summarizes, and evaluates groundwater data in the "Bulletin 118" series, which present the results of basin evaluations and defines the boundaries of California's 515 alluvial groundwater basins. An update was provided in 2003. In Bulletin 118, DWR identifies each basin and subbasin with a number code.



Sources: Calif. Dept. of Water Resources, 2014; Riverside Co. GIS, 2016.

0 2 4 Miles

Figure 6-1 – Groundwater Basin Map

JCSD 2015 Urban Water Management Plan

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Chino Groundwater Basin – Potable Water

JCSD currently operates 18 potable water wells in the Chino Basin that have a theoretical maximum production rate of 47.6 million gallons per day (MGD or 33,085 gallons per minute, GPM). However, JCSD does not operate its wells at maximum capacity,[6] but rather they fluctuate on and off as demand changes. During CY 2015, JCSD pumped 8,993 AF from its potable wells. The pumped potable water volumes from the last five years are provided in **Table 6-1**.

The Board of Directors of JCSD authorized the construction of two new wells; Well No. 29 and Well No. 30 that are expected to be operational by 2020 and each contribute an additional 2,500 AF per year. Therefore, by 2020 the District's total maximum day groundwater production capacity will be 54.8 MGD (or 38,000 GPM). Construction of these wells will not only contribute additional supply, but also increase redundancy and replacement capacity.

The District operates two ion-exchange plants to denitrify water from several of their wells. The first is the Roger D. Teagarden Ion Exchange Facility which removes nitrates from seven potable wells. The other plant is the Well 17/18 Ion Exchange Facility that removes nitrates from JCSD Well Nos. 17 and 18.

As part of the planning process developing this UWMP, JCSD has taken the position to assume the future pumped volumes from its potable well field will peak at 14,000 AF per year, beginning in 2030, as shown in **Table 6-9.** This level of production aims to minimize a decline in the groundwater table in the vicinity of JCSD's well field.

Chino Groundwater Basin – Non-Potable Water

JCSD also operates five non-potable wells located in the Chino Groundwater Basin. During CY 2015, JCSD pumped 266 AF from its non-potable Chino Basin wells to serve local park landscape irrigation-only accounts. The pumped non-potable water volumes from the last five years are listed in **Table 6-1**. The District's future non-potable water supply pumped from the Chino Basin is anticipated at 310 AF per year, as shown in **Table 6-9.**

Chino Groundwater Basin (Outside Adjudicated Area) – Non-Potable Water

[6] 'Maximum capacity' is considered operating wells 24 hours per day every day of the year.

JCSD also pumps non-potable water from the "Van Leeuwen" well, which is located in the Chino Basin; however it is not within the area adjudicated by the 1978 Chino Basin Judgment, nor within the purview of Chino Basin Watermaster. Water from the Van Leeuwen well is non-potable and has been used for irrigation purposes at the Eastvale Community Park located at 12750 Citrus Street in Eastvale. During CY 2015, JCSD pumped 115 AF of non-potable water from the Van Leeuwen well. The pumped volumes from the last five years are listed in **Table 6-1**. JCSD plans for closure of this well in the near future and expects long-term irrigation of the Park will be supplied with recycled water from Western Riverside County Regional Wastewater Authority (WRCRWA) plant.

Riverside Groundwater Basin – Non-Potable Water

In addition to the potable and non-potable wells operated by JCSD within the Chino Basin described above, the District also operates two non-potable wells located in the Riverside Groundwater Basin. Water from these wells is used to irrigate Oak Quarry Golf Club located at 7151 Sierra Avenue in Jurupa Valley. During CY 2015, JCSD pumped 464 AF from its non-potable wells in the Riverside Groundwater Basin. The pumped non-potable water volumes from the last five years are listed in **Table 6-1**. The District's future non-potable water supply pumped from the Chino Basin is anticipated at 450 AF per year, as shown in **Table 6-9.**

6.2.1 Basin Description

Chino Groundwater Basin

The Chino Groundwater Basin encompasses approximately 240 square miles and is identified in the 2003 Update to the DWR Bulletin 118 as the Chino Subbasin (No. 8.2-01), which is part of the Upper Santa Ana Valley Groundwater Basin (No. 8.2). The Chino Basin is one of the largest groundwater basins in Southern California, with approximately five million AF of water in storage and an unused storage capacity of approximately one million AF. This alluvial groundwater basin formed from the eroded sediments of the San Gabriel Mountains, the Chino Hills, Puente Hills, and the San Bernardino Mountains to fill a structural depression. The water-bearing units in the Chino Basin include the Older Alluvium of Pleistocene and Younger Alluvium of Holocene age. Older Alluvium is exposed mainly in the northern part of the Chino Basin and supplies most of the water to wells. It varies in thickness from about 200 feet thick near the southwestern end of Chino Basin to over 1,100 feet thick southwest of Fontana, and

averages about 500 feet throughout the basin. Pumping capacities of wells completed in the Older Alluvium generally range between 500 and 1,500 gallons per minute (gpm). In the southern part of the basin where sediments tend to be more clayey, wells generally yield 100 to 1,000 gpm. Indeed, wells have been constructed to yield more than 4,000 gpm at favorable locations within the basin (OBMP DYY Modeling Report, 2003).

While still considered a single basin for hydrologic purposes, the Chino Basin can be hydrologically subdivided into at least five flow systems that act as separate and distinct hydrologic units. Each flow system can be considered a management zone (MZ) as shown in **Figure 6-2**. Each management zone has a unique hydrology, and water resource management activities that occur in one management zone have limited impact on the other management zones.

Many parties including farmers, overlying industries, cities, and other water supply entities produce groundwater from the Chino Basin. JCSD has rights to groundwater pumping in the Chino Basin through the adjudication process and by participating in the Chino Desalter Authority.

Chino Basin Water Quality

All groundwater pumpers in the Chino Groundwater Basin have to address the issues of elevated nitrates and TDS (discussed in Chapter 6.6). The concentrations of nitrates found in the basin are high enough to correlate with historic overlying land uses such as dairies (OBMP Phase 1, 1999). The California Department of Public Health (DPH) places nitrate into the health risk category of "acute toxicity" wherein a single detection may result in public health concerns. Purveyors of drinking water typically strive to provide customers with drinking water that has a nitrate concentration less than 10 mg/L as nitrogen. The District's Roger D. Teagarden Ion Exchange facility (18 MGD treatment capacity) and Wells 17/18 Ion Exchange facility (7.2 MGD treatment capacity) remove nitrates from groundwater prior to entering the distribution system.

Since 2005, JCSD has reported that all samples of delivered water have been below the State and Federal MCL[7] of 45 mg/L. This is due to JCSD's treatment and blending plan within the service area. JCSD has obtained a permit from the California DPH that allows high nitrate water

[7] Maximum Contaminant Levels (MCLs) are standards that are set by the U.S. Environmental Protection Agency for drinking water quality. A MCL is the legal threshold limit on the amount of a substance that is allows in public water system under the Safe Drinking Water Act. The limit is usually expressed as a concentration in milligrams or micrograms per liter of water.

to be blended with lower nitrate waters. This approach results in a level of nitrate consistently below the MCL. A monthly “Nitrate 980 Blending Report” is produced and posted to JCSD’s Web site showing that JCSD maintains concentrations less than 35 mg/L nitrate at the JCSD Blend Points (before the first customers’ tap).

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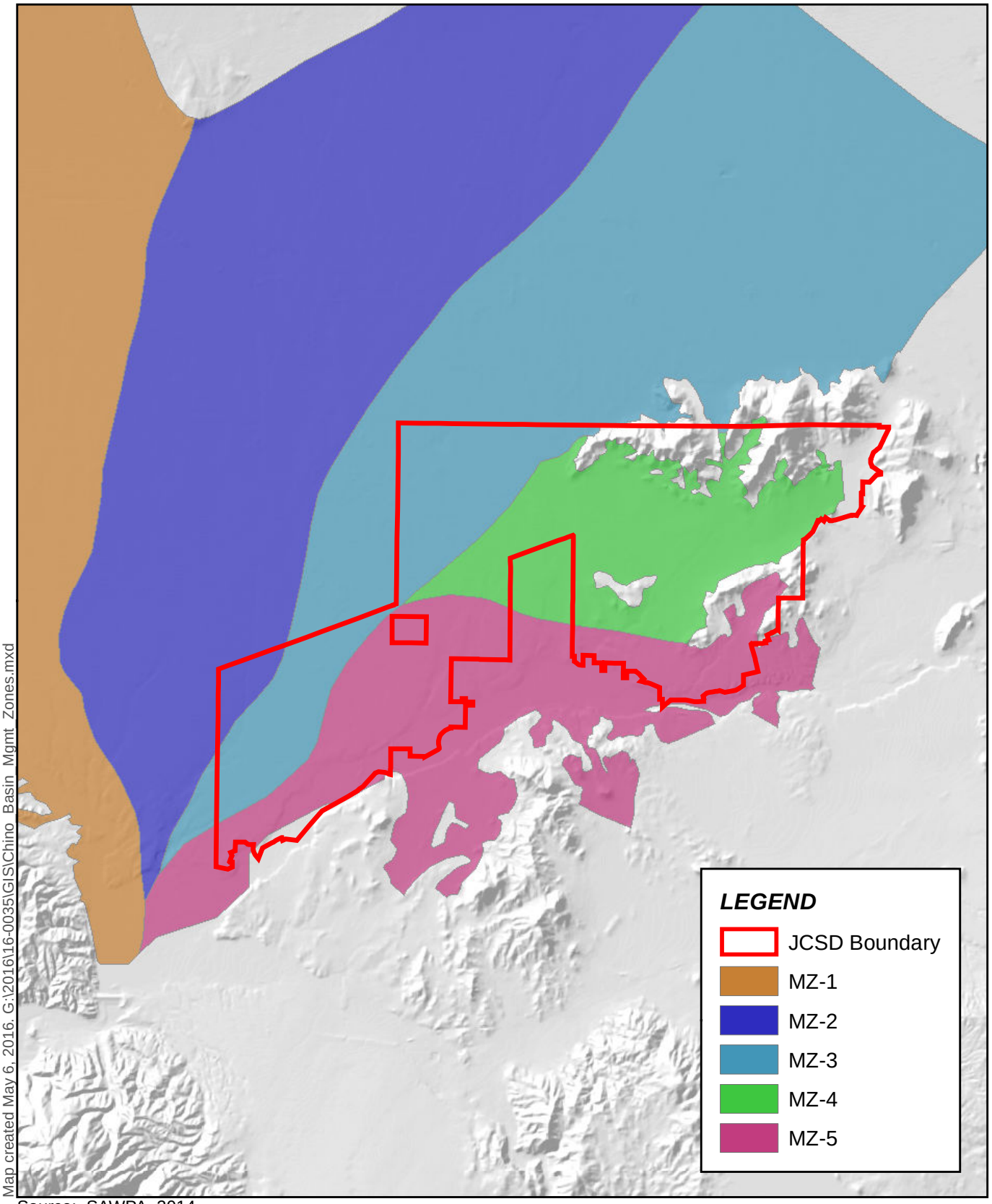

Source: SAWPA, 2014

Figure 6-2 – Chino Basin Management Zones

JCSD 2015 Urban Water Management Plan

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As detailed in the 2014 State of the Basin Report that is published annually as required by the Chino Basin OBMP (Watermaster, June 2015), there are currently 13 groundwater plumes in the larger Chino Basin that are monitored and remediated by various agencies and responsible parties. One of these, the Stringfellow site, is located within the JCSD service area. None of the District's wells have been impacted by the Stringfellow plume, which is located in the Jurupa Hills.[8] In addition, the District makes a conscious effort to ensure none of its future wells interfere with the clean-up efforts at Stringfellow and that a safe distance is always maintained.

Riverside Groundwater Basin

The Riverside Groundwater Basin is identified by DWR as the Riverside portion of the Riverside-Arlington Sub-basin (No. 8-2.03), which is part of the Upper Santa Ana Valley Groundwater Basin. See **Figure 6-1** for locations of groundwater basins. The Riverside Basin was divided as a result of the 1969 Western-San Bernardino Judgment into the Riverside North (San Bernardino County) and Riverside South (Riverside County), and all of JCSD's non-potable wells in the Riverside Groundwater Basin, are located in the Riverside South Groundwater Basin.

6.2.2 Groundwater Management

DWR implemented the California Statewide Groundwater Elevation Monitoring (CASGEM) Program in response to legislation enacted in California's 2009 Comprehensive Water package. As part of the CASGEM Program and pursuant to the California Water Code (CWC §10933), DWR is required to prioritize California groundwater basins, so as to help identify, evaluate, and determine the need for additional groundwater level monitoring. A DWR spreadsheet summarizing the prioritization grading and results for the Chino Basin and Riverside Basin is provided in **Appendix K.**

Chino Groundwater Basin

The Chino Basin is designated as a High Priority Basin under CASGEM. The Superior Court of the State of California for the County of San Bernardino adjudicated the Chino Groundwater Basin on January 27, 1978 (**Appendix G**). The principal function of the adjudication is to control

[8] The Stringfellow facility operated from 1957 to 1968 as a Class I hazardous waste disposal site. Approximately 34 million gallons of toxic waste was disposed there over an area of 9.1 acres (EPA.gov).

the use of the water source in order to ensure the source is utilized in an optimum manner. Operation of the basin is governed by the Judgment and agreement among producers, whereby producers are allotted a "Base Water Right" to a certain amount of the operating "Safe Yield"[9] of the basin. According to the Judgment, participating entities including JCSD, can pump in excess of their allotted "Base Water Right" but must pay a replenishment assessment to the Watermaster to cover the cost to replenish any overdraft caused by the excess pumping. The provisions of the Judgment and the monitoring of the basin are carried out by the court-appointed Chino Basin Watermaster. The Watermaster files an annual report to the court that addresses pumping and replenishment.[10]

The 1978 Judgment grouped Chino Basin property owners into three groups, or "pools" consisting of: the Overlying Agricultural Pool, the Overlying Non-Agricultural Pool, and the Appropriative Pool. JCSD is a member of the Appropriative Pool and therefore has adjudicated production rights to the Chino Basin groundwater. As required by the Judgment, the Watermaster determines each Party's share of Safe Yield and Operating Safe Yield from year-to-year. The Judgment does not limit a Party's groundwater production to its share of Safe Yield. JCSD's portion of Safe Yield is the sum of Base Rights and agricultural land use conversions. Since 2000, JCSD is credited two acre-feet per acre per year of water rights for every acre converted to non-agricultural use within the JCSD service area (Peace I Agreement, 2000).[11] The District's Base Right is 2,061 AF per year. As of 2014/2015, the water right from the land use conversion program is 12,598 AF per year, for a total production right in the Chino Groundwater Basin of 14,659 AF.

The 1978 Judgment established the Safe Yield of the Chino Basin in the amount of 140,000 AF per year. The Watermaster is conducting a Safe Yield Redetermination, which has been ongoing for several years. Consequently, subject to certain localized physical limitations, any potential reduction in Safe Yield with or without augmenting Basin management measures affects the cost of groundwater production rather than the reliability of groundwater supplies. The Judgment evinces a clear expectation that parties, including JCSD would produce water in excess of their adjudicated production rights; provided, they pay a replenishment assessment. Therefore, JCSD's ability to produce water from the Basin is thus largely a matter of cost. Water

[9] The safe yield of a groundwater basin is defined as the amount of water than can be withdrawn annually without producing an undesirable result. Withdrawal in excess of safe yield is termed overdraft.
[10] Reports are available at www.cbwm.org.
[11] Prior to the Peace I Agreement, the appropriator in which the agricultural property was located received 1.3 acre-feet per acre per year of water rights.

produced in excess of production rights will cost more than water produced within a party's production rights. Thus, the quantity and reliability of water supplies is a matter of cost of the water produced from the Basin rather than limitations on JCSD's access to groundwater supply.

As stated previously, the Chino Basin Watermaster is the responsible agency for recharging and preventing overdraft within the Chino Basin. Parties to the Judgment entered into an agreement called the "Peace Agreement" on June 29, 2000, the provisions of which are implemented in the OBMP. In 2000, the Watermaster approved the OBMP, which consists of nine key elements to cover a range of water activity in the basin. Some of the key elements include development and implementation of comprehensive monitoring and recharge programs and establishment of a cooperative program to improve basin management. As part of the OBMP, the Watermaster has a groundwater management program comprised of approximately 1,000 wells. This program measures both groundwater quantity and quality throughout the Chino Basin and can be used to monitor groundwater pumping and to identify pollution sources and problems.

Beginning September 30, 2011, MWD delivery of State Water Project (SWP) water for replenishment of the Chino Basin ended. Therefore two primary sources of recharge are currently pursued by the Watermaster on behalf of the parties to the Judgment: stormwater recharge and recycled water from wastewater treatment plants. In the 2013 Amendment to the 2010 Recharge Master Plan, the Watermaster identified several supplemental sources of water that could be used for recharge activities, including:

- Metropolitan's SWP supplies delivered through Metropolitan facilities, when available;
- Groundwater and surface water supplies in the Santa Ana Watershed that can be supplied to the Chino Basin directly through existing or new conveyance facilities or by exchange;
- Surplus groundwater from the Six Basins area;
- Recycled water from the Western Riverside County Regional Wastewater Authority (WRCRWA) Plant located in the Chino Basin;
- Recycled water from the Rapid Infiltration Extraction Treatment Plant in Colton, from the City of Rialto, from the City of Riverside, and from others;
- Groundwater and surface supplies from the Central Valley, conveyed to the Chino Basin through SWP and Metropolitan facilities, San Bernardino Valley Municipal Water District facilities, and San Gabriel Municipal Water District facilities; and
- Groundwater and surface water supplies from the Colorado River Basin conveyed to the Chino Basin through Metropolitan facilities.

Riverside Groundwater Basin

The Riverside Basin is designated as a High Priority Basin under CASGEM. The major pumper of this basin is the City of Riverside who has water rights per the Western-San Bernardino Judgment (**Appendix I)**.[12] The City of Riverside Public Utilities (RPU) prepared the Riverside Basin Groundwater Management Plan (GWMP) in 2012 through a stakeholder-based groundwater management planning effort with DWR. According to the RPU 2010 UWMP, the average Safe Yield for the Riverside South Basin is 35,100 AF per year, and the Base Right is 29,633 AF per year (RPU GWMP). RPU pumped 13,571 AF of potable and raw water during CY 2015 from the Riverside South Basin (RPU 2015 draft UWMP). In addition, RPU plans to augment natural recharge of the Riverside Basins through a conjunctive use project slated for completion in 2020 (RPU 2015 draft UWMP). RPU's pumping volumes are based on safe yield modeling and calculations for the Riverside North and Riverside South basins.

According to the 2012 RPU GWMP, the projected groundwater production in Riverside South Basin will exceed Base Rights. In addition, the 2012 GWMP identified that Riverside South Basin is projected to be in overdraft in the future. WMWD is responsible for replenishment of the Riverside South Basin should extractions exceed the base period extraction (over a 5-year period), or by more than 20 percent in a single year, unless credits are available from previous years, as specified by the Western-San Bernardino Judgment (RPU 2010 UWMP). RPU participates in independent groundwater level and quality monitoring in the Riverside Basin, and all groundwater production is metered and reported to the Western-San Bernardino Watermaster.

California Statewide Groundwater Elevation Monitoring Program (CASGEM)

Final Basin Prioritization findings indicate that 127 of California's 515 groundwater basins and sub-basins are High and Medium priority. These basins account for 96 percent of California's annual groundwater pumping and supply 88 percent of the population which resides over groundwater basins. The remaining 388 basins are Low and Very Low priority and comprise 75 percent of the groundwater basins in the State.

[12] Other entities that exercise rights to pump in Riverside South Basin in addition to JCSD and RPU are, Riverside Highland Water Company, Rubidoux CSD, private wells and others (Table 4.3, RPU GWMP, 2012).

The Chino Basin and the Riverside Basin are ranked as High priority according to the CASGEM program. The CWC (§10933) specifies the eight criteria for prioritization: overlying population, projected growth of overlying population, public supply wells, total number of wells, irrigated acreage overlying the basin, reliance on groundwater as the primary source of water, impacts on groundwater, and any other information determined relevant by DWR staff. DWR then used statewide datasets from the Department of Finance census data, Department of Health, and DWR to grade each component on a scale of 0 to 5. The overall basin ranking is a calculation of the scores for each of the 8 criteria, using the following formula: Overall Basin Ranking = Population + Population Growth + Public Supply Wells + (Total Wells x .75) + Irrigated Acreage + [(Groundwater Use + % of Total Supply)/2] + Impacts + Other information. High priority basins have a grade of more than 21.08 and medium priority basins have a grade between 13.42 and 21.08.

The list of High and Medium priority groundwater basins that are not monitored under the CASGEM program will be provided to State water grant programs. Although CASGEM is a voluntary program, not participating could result in ineligibility for a State water grant or loan. Grant eligibility will be determined by the respective grant program.[13]

6.2.3 Overdraft Conditions

Chino Groundwater Basin

Prior to the 1978 adjudication, the Judgment found that the Chino Basin was operating in a continuous state of over-draft. The Judgment in this case found that the safe yield from the Chino Basin is equal to 140,000 AFY. As a party to the adjudication, JCSD's legal right to pump groundwater in the Chino Basin includes amounts in excess of allocated safe yield as described in the Judgment. This can occur when a member of the Chino Basin Agricultural Pool converts property to a non-agricultural use. For every acre converted to non-agricultural use, the appropriator in which the property is located receives two AF per acre per year of water rights (Peace I Agreement, Section 5.3(h), June 2000). Pumping in excess of safe yield can occur because of the OBMP activities under the oversight of the Watermaster that supply groundwater recharge.

[13] http://water.ca.gov/groundwater/casgem/basin_prioritization.cfm

All Watermaster processes are governed by Rules and Regulations and receive active oversight from the Court, which retains continuing jurisdiction over the administration of the Judgment. Consequently, the sufficiency of the groundwater is not only directed by rigorous Watermaster management processes, but validated and ensured by continuing Court oversight.

Riverside Groundwater Basin

The Riverside Basin is adjudicated by the Western-San Bernardino Judgment as described previously. The Riverside South Basin is not identified by DWR as operating in "critical overdraft" conditions per the Sustainable Groundwater Management Act. The Riverside South Basin, where JCSD pumping occurs, covers approximately 20,000 acres with an estimated storage of 986,000 AF. The majority of pumping and management is done by the City of Riverside who developed a Riverside Groundwater Basin Management Plan in 2012. For the Riverside South Basin, the Western-San Bernardino Judgment set a 5-year Base Period Average and Base Period Extraction of 29,633 AF for use in Riverside County. In Riverside South, should extractions exceed the base period extraction over a 5-year period, or by more than 20 percent in a single year, WMWD is responsible for replenishment in the following year equal to the excess extractions over a 20 percent peaking allowance, unless credits are available from previous years due to production below the base period extraction or to importing water. With the management of the Riverside Basin by RPU and reporting by WMWD to the court-appointed Western-San Bernardino Watermaster, JCSD's extractions are not anticipated to contribute to overdraft.

6.2.4 Historical Groundwater Pumping

Water agencies that have pumped groundwater at any time during the years 2011-2015 are required to complete **Table 6-1**, which is provided at the beginning of this Chapter. The sufficiency of groundwater pumped by JCSD has been a matter more of cost than of physical supply. Each of the groundwater basins that are tapped by the District's wells has been analyzed and is expected to have substantial volumes, far more than the volumes pumped by JCSD. In addition, each groundwater basin is adjudicated and monitored by court-appointed Watermasters. The cost to the District to pump the groundwater basins includes not only the cost of deeper wells and larger pumping facilities, but also the cost of desalter and/or denitrification systems, and replenishment assessment to replace water taken in exceedance of safe yield allocations.

6.3 Surface Water

JCSD does not use surface water as part of its supply, nor does it have plans to expand supply sources by using surface water. There are three major creeks that flow through the District's service area; Day Creek, San Sevaine Creek, and Cucamonga Creek that drain towards the south from the San Gabriel mountains to the Santa Ana River. These waterways are concrete-lined and heavily managed by other entities and not a part of JCSD's activities. Surface water quantity and quality is managed and monitored throughout the Chino Basin as a component of the OBMP. The Watermaster and IEUA continually measure the quantity of storm water and supplemental water entering the recharge basins. In addition to these quantity measurements, Watermaster receives water quality information from MWD on SWP imported water (when deliveries are permitted) and from IEUA on recycled water being used for recharge in the Chino Basin.

6.4 Stormwater

Communities are increasingly implementing opportunities to beneficially use storm water to meet local water supply demands. JCSD does not have the authority to manage storm water intentionally to divert for beneficial use, but there are many facilities in the Chino Basin that are performing this task. Groundwater recharge with storm water capture and infiltration (or spreading) basins is an integral part of the Chino Basin Watermaster's OBMP efforts to increase supply and improve groundwater quality. Stormwater recharge in the San Bernardino County portion of the Chino Basin is guided by the Chino Basin Recharge Facilities Operation Procedures (GRCC, 2006) developed by the Groundwater Recharge Coordinating Committee whose members include the Chino Basin Watermaster, Chino Basin Water Conservation District, IEUA, and the San Bernardino Flood Control District. The 2013 Update to the Watermaster's 2010 Recharge Master Plan for the Chino Basin will expand recharge facilities with the first phases due for completion in 2018 (Wildermuth, 2013).

6.5 Wastewater and Recycled Water

JCSD does not currently rely on wastewater or recycled water. However, the District is planning to replace some potable water use with recycled water to meet the demands of future irrigation needs. Utilizing recycled water for irrigation and other non-potable purposes, JCSD can more efficiently allocate its potable water supply and increase the overall reliability of water supplies in the service area. As discussed previously for storm water recharge, recycled water recharge

throughout the Chino Basin is managed by a partnership between IEUA, Chino Basin Watermaster, Chino Basin Water Conservation District, and the San Bernardino County Flood Control District (SBCFCD) under the Chino Basin Recycled Water Groundwater Recharge Program. The recycled water infrastructure consists of a network of pipes that direct stormwater run-off, imported water from SWP, and IEUA recycled water to a network of sixteen recharge sites, most of which contain multiple recharge basins. IEUA annually recharges approximately 10,000 AF of recycled water annually.[14]

6.5.1 Recycled Water Coordination

As discussed in Chapter 4, the future water demand in the JCSD service area will increase as development continues; thus, JCSD recognizes that recycled water as a source of non-potable water could be an important and reliable source. The use of recycled water has been gaining wide support in the JCSD area, where there are irrigation, commercial, landscapes, and industrial customers that could convert some or most of their water use to recycled water. JCSD has been exploring potential non-potable water sources not only to supplement the water supply portfolio but also to convert some of the existing irrigation pumping that is currently met by potable supplies.

JCSD is the responsible agency for collecting, treating, and discharging of municipal wastewater generated within its service area. Wastewater collected by JCSD is treated at three regional wastewater treatment plants:

- City of Riverside Regional Water Quality Control Plant (RWQCP);
- Orange County Sanitation District via the Inland Empire Brine Line (IEBL); and
- Western Riverside County Regional Wastewater Authority's Wastewater Treatment Plant (WRCRWA).

City of Riverside RWQCP provides recycled water for irrigation of 41 acres at the Van Buren Golf Center, 10 acres of Van Buren Blvd. median and frontage, and industrial use at the Toro Manufacturing Company. WRCRWA and the IEBL do not currently provide recycled water. JCSD has worked with IEUA to submit a grant application to fund a recycled water program for

[14] IEUA Website: http://www.ieua.org/water-sources/groundwater/

the Eastvale area. At this time, implementation of proposed recycled water projects is pending funding availability.

6.5.2 Wastewater Collection, Treatment, and Disposal

JCSD's sewer system is centered on the regional approach to treatment as a cost-effective way to treat wastewater. JCSD has over 387 miles of collection pipelines and the vast majority of flow is collected and transmitted by gravity flow. For situations where gravity flow was unattainable, pressure systems were utilized with lift stations and pumps. JCSD delivers wastewater to two treatment plants and a regional brine line from three independent sewer systems (**Figure 6-3)**. First, the JCSD Regional Lift Station pumps wastewater to the City of Riverside RWQCP. Second, the Community Facilities District (CFD) No. 1 wastewater system discharges into the Inland Empire Brine Line (IEBL)[15] for treatment by the Orange County Sanitation District, which has higher salt limits because it is an ocean discharge. Finally, the Eastvale area discharges to the River Road Lift Station, which pumps the wastewater to WRCRWA. JCSD is a member of the WRCRWA Joint Powers Authority (JPA) and has a capacity right to the plant, as well as capacity rights to the RWQCP, as summarized below in **Table 6C.**

[15] Formerly known as the Santa Ana River Interceptor (SARI) System.

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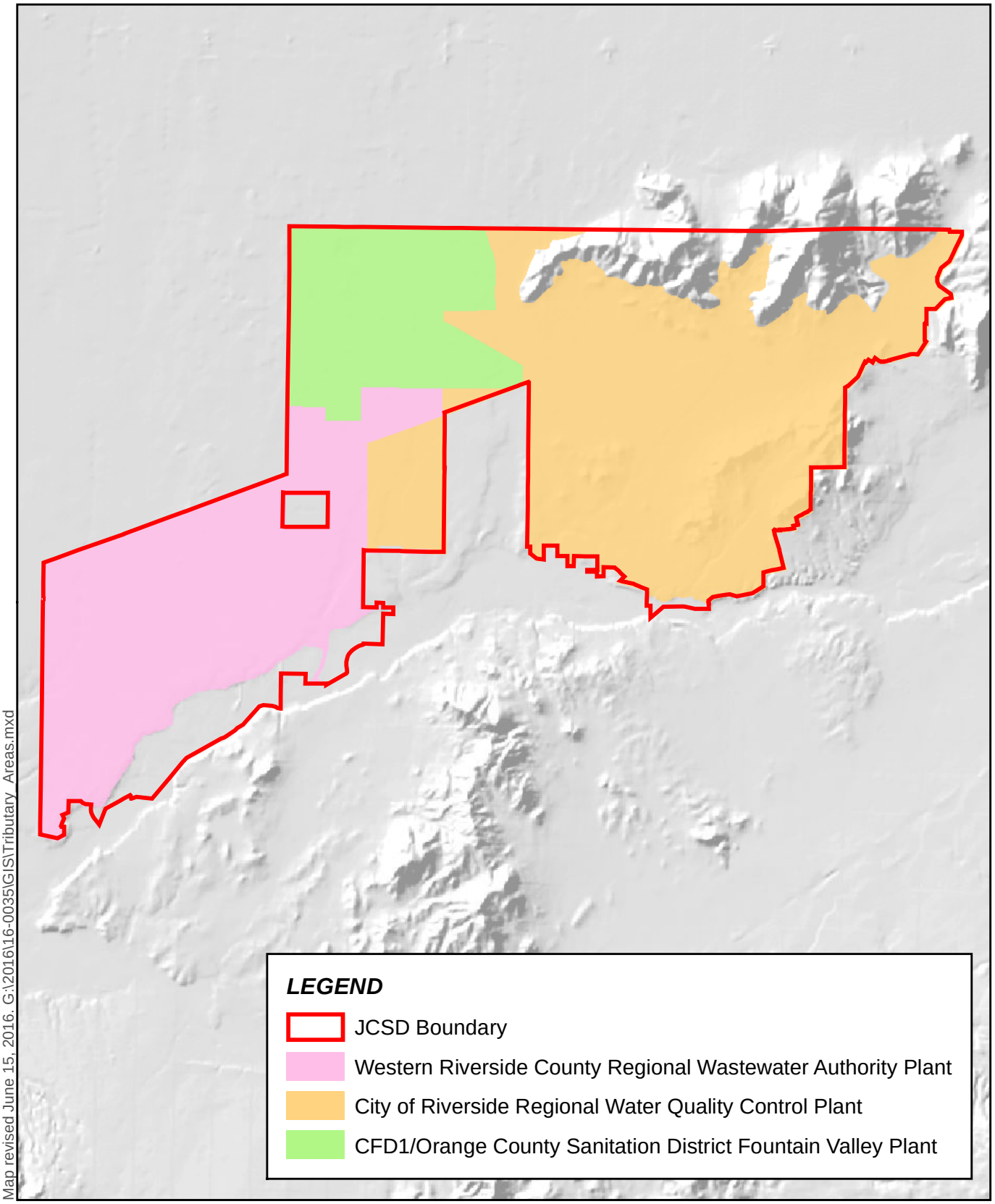

Figure 6-3 – Treatment Plant Tributary Areas

JCSD 2015 Urban Water Management Plan

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Table 6C: Information for Treatment Plants that Serve JCSD

	City of Riverside RWQCP	WRCRWA	IEBL & Orange County Sanitation District
Operator:	City of Riverside	WMWD	Santa Ana Watershed Project Authority (SAWPA)
Service Provided:	Primary, secondary and tertiary treatment. Meets all Title 22 requirements for recycled water.	Primary, secondary and tertiary treatment. Meets all Title 22 requirements for recycled water.	Conveys brine from Upper Santa Ana River Watershed sources to treatment in Orange County and discharge to ocean.
Volume JCSD Contributes*:	3 MGD	3.5 MGD	0.85 MGD
JCSD Capacity Right:	5 MGD	3.25 MGD	3.493 MGD for IEBL conveyance, 0.94 MGD in OCSD treatment plant.
JCSD Projected Build-Out Contribution:	4.9 MGD	6 MGD	Not yet known. Ample space available.
Current Volume Treated from all Sources:	29 MGD	6 MGD	9.8 MGD***
Current Maximum Permitted Capacity:	40 MGD	8 MGD	17 MGD***
Upgradable Potential Capacity:	46 MGD**	14 MGD**	JCSD in process to purchase 0.215 MGD of additional treatment capacity. SAWPA has the ability to purchase up to 30 MGD of capacity rights from OCSD.

*Average of most recent 12 months of information available (October 2014-September 2015).
**Currently under construction to reach this treatment capacity, completion expected in 2017.
*** Source: SAWPA staff, 5/11/16.

The City of Riverside RWQCP and WRCRWA have tertiary treatment facilities and both discharge the tertiary-treated effluent into the Santa Ana River. IEBL is treated by Orange County Sanitation District and discharged to the Pacific Ocean. Information on collection of wastewater within the service area is summarized in **Table 6-2.**

Table 6-2 Retail: Wastewater Collected Within Service Area in 2015						
☐	There is no wastewater collection system. The supplier will not complete the table below.					
	Percentage of 2015 service area covered by wastewater collection system *(optional)*					
	Percentage of 2015 service area population covered by wastewater collection system *(optional)*					
Wastewater Collection			**Recipient of Collected Wastewater**			
Name of Wastewater Collection Agency	Wastewater Volume Metered or Estimated? *Drop Down List*	Volume of Wastewater Collected in 2015	Name of Wastewater Treatment Agency Receiving Collected Wastewater	Treatment Plant Name	Is WWTP Located Within UWMP Area? *Drop Down List*	Is WWTP Operation Contracted to a Third Party? *(optional)* *Drop Down List*
Add additional rows as needed						
JCSD - WRCRWA	Metered	3,890	Western Riverside County Regional Wastewater Authority (WRCRWA)	Western Riverside County Regional Wastewater Authority Treatment Plant	Yes	Yes
JCSD - Riverside	Metered	3,293	City of Riverside	Regional Water Quality Control Plant	No	No
JCSD - Brine Line	Metered	898	Santa Ana Watershed Project Authority	Orange County Sanitation District	No	Yes
Total Wastewater Collected from		8,081				
NOTES: Volume in AF. Brine Line wastewater is non-reclaimable. Riverside RWQCP is not technically in the JCSD Service Area, but on the border.						

JCSD staff estimate that approximately 1,500 customers are equipped with private septic tanks instead of connecting to the JCSD sewer system. The volume of treated wastewater either recycled or disposed of within (and outside of) the JCSD service area is provided in **Table 6-3.**

Table 6-3 Retail: Wastewater Treatment and Discharge Within Service Area in 2015										
☐	No wastewater is treated or disposed of within the UWMP service area. The supplier will not complete the table below.									
Wastewater Treatment Plant Name	Discharge Location Name or Identifier	Discharge Location Description	Wastewater Discharge ID Number *(optional)*	Method of Disposal *Drop down list*	Does This Plant Treat Wastewater Generated Outside the Service Area?	Treatment Level *Drop down list*	2015 volumes			
							Wastewater Treated	Discharged Treated Wastewater	Recycled Within Service Area	Recycled Outside of Service Area
Add additional rows as needed										
Western Riverside County Regional Water Autority Treatment Plant	Santa Ana River	Santa Ana River		River or creek outfall	Yes	Tertiary	6,949	6,949	0	0
Riverside Regional Water Quality Control Plant	Santa Ana River	Santa Ana River		River or creek outfall	Yes	Advanced	29,516	29,392	0	124
						Total	36,465	36,341	0	124
NOTES: Volume in AF. Riverside WQCP is on the border of our service area and recycled water pipes are installed in Van Buren Bridge, but are not connected.										

6.5.3 Recycled Water System

As defined in CWC §13050(n), recycled water means, "…water which, as a result of treatment of waste, is suitable for a direct beneficial use or a controlled use that would not otherwise occur

and is therefore considered a valuable resource." JCSD does not operate nor participate in a recycled water system at this time. However, the District is in the process of developing a recycled water system that will deliver irrigation water to parks and playgrounds in the Eastvale area utilizing a portion of the recycled water entitled to the District from the WRCRWA treatment plant. JCSD has also taken great effort recently to partner with IEUA who does operate a recycled water system adjacent to JCSD. The partnership has resulted in a grant application titled, "Joint IEUA-JCSD Recycled Water Intertie Project" to the SWRCB Proposition 1 Grant and State Revolving Fund Loan (CWSRF Project No. 8167-110).

6.5.4 Recycled Water Beneficial Uses

The definition of recycled water includes the term "direct beneficial use", which is defined in CCR, Title 22, §60301.200 as "the use of recycled water that has been transported from the point of treatment or production to the point of use without an intervening discharge to waters of the State." JCSD does not currently operate nor participate in a recycled water system and therefore cannot provide recycled water beneficial use information for recycled water delivered within the service area. In the future as recycled water use becomes a reality for JCSD, beneficial uses[16] could include:

- Landscape irrigation (excluding golf courses);
- Golf course irrigation;
- Commercial use;
- Industrial use; and
- Groundwater recharge.

Future recycled water use is expected to become available by 2020, as shown in **Table 6-4.** At such time that recycled water becomes part of JCSD's supply portfolio, the District expects to see an equal decrease in potable water that was previously used for irrigation purposes.

[16] The different types of beneficial uses are listed in CWC §10633(d).

Table 6-4 Retail: Current and Projected Recycled Water Direct Beneficial Uses Within Service Area									
☐	Recycled water is not used and is not planned for use within the service area of the supplier. The supplier will not complete the table below.								
Name of Agency Producing (Treating) the Recycled Water:			Western Riverside County Regional Wastewater Authority (WR						
Name of Agency Operating the Recycled Water Distribution System:			Inland Empire Utilities Agency (IEUA)						
Supplemental Water Added in 2015			0						
Source of 2015 Supplemental Water			0						
Beneficial Use Type *These are the only Use Types that will be recognized by*		General Description of 2015 Uses	Level of Treatment *Drop down list*	2015	2020	2025	2030	2035	2040 (opt)
Agricultural irrigation									
Landscape irrigation (excludes golf courses)		no recycled water use in 2015	Tertiary	0	500	500	500	500	500
Golf course irrigation									
Commercial use									
Industrial use									
Geothermal and other energy production									
Seawater intrusion barrier									
Recreational impoundment									
Wetlands or wildlife habitat									
Groundwater recharge (IPR)									
Surface water augmentation (IPR)									
Direct potable reuse									
Other	Type of Use								
			Total:	0	500	500	500	500	500
IPR - Indirect Potable Reuse									
NOTES: Volumes in AF. Future landscape irrigation using recycled water from the Joint IEUA-JCSD Recycled Water Intertie Project.									

The 2015 UWMP must provide a description of the actual use of recycled water in comparison to recycled water use previously projected in the 2010 UWMP. **Table 6-5** provides the required information. Table 4-10 of the District's 2010 UWMP projected that up to 500 AF per year of recycled water would be available from the WRCRWA plant for JCSD irrigation purposes. Work is still ongoing to achieve this goal and recycled water is expected for JCSD by 2020.

Table 6-5 Retail: 2010 UWMP Recycled Water Use Projection Compared to 2015 Actual			
☐	Recycled water was not used in 2010 nor projected for use in 2015. The supplier will not complete the table below.		
Use Type *These are the only Use Types that will be recognized by the WUEdata online submittal tool*		2010 Projection for 2015	2015 actual use
Agricultural irrigation			
Landscape irrigation (excludes golf courses)		500	0
Golf course irrigation			
Commercial use			
Industrial use			
Geothermal and other energy production			
Seawater intrusion barrier			
Recreational impoundment			
Wetlands or wildlife habitat			
Groundwater recharge (IPR)			
Surface water augmentation (IPR)			
Direct potable reuse			
Other	Required for this use		
Total		500	0
NOTES: From Table 4-10 of the 2010 UWMP.			

6.5.5 Actions to Encourage and Optimize Future Recycled Water Use

JCSD has been involved with public outreach and coordinating with local entities, local water agencies, regional wastewater agencies, and other planning agencies to discuss the feasibility of using recycled water in lieu of potable or non-potable groundwater that is currently used for irrigation. In this Plan, it is projected that some level of recycled water use may potentially result from these ongoing efforts. This regional planning and coordination effort should continue to the extent possible as a project develops toward implementation. Funding availability, securing grant funding, and financial incentives are among the factors that will play a big role in the future implementation of recommended recycled water projects. JCSD has completed detailed evaluations of potential alternatives and projects to use recycled water, but implementation of such alternatives, at this time, is pending funding availability, given the high estimated project costs and high unit cost of water when compared to JCSD's current unit cost of potable and non-potable groundwater. State and federal funding, if available, could offset the cost imposed during project construction which typically makes the project cost-prohibitive. Obtaining funding can also help build community support for a project because it results in reduced taxpayer contribution.

Production of recycled water from the existing regional wastewater treatment plants is anticipated to be adequate to meet the non-potable irrigation demands for JCSD. As potable water demands increase and, consequently, recycled water production increases, treated effluent to meet non-potable demands would also increase. As described earlier, JCSD has completed studies to identify both existing and future potential non-potable demands that could be potentially supplied by non-potable sources, thus, freeing up potable supplies currently used to meet portion of irrigation demands.

The expected increase in recycled water (and subsequent decrease in potable and non-potable water demand) if the District's grant application is approved by DWR is provided in **Table 6-6.**

Table 6-6 Retail: Methods to Expand Future Recycled Water Use

☐	Supplier does not plan to expand recycled water use in the future. Supplier will not complete the table below but will provide narrative explanation.
	Provide page location of narrative in UWMP

Name of Action	Description	Planned Implementation Year	Expected Increase in Recycled Water Use
Add additional rows as needed			
Joint IEUA-JCSD Recycled Water Intertie Project (CWSRF Project No. 8167-110)	To use 500 AFY recycled water for irrigating parks, playgrounds and other landscaped areas in JCSD boundary. Also to replace current irrigation source of recycled water so that 1500 AFY more can be put in spreading basins.	2020	2,000
		Total	2,000

NOTES: Project is pending grant funding. Volume in AF.

6.6 Desalinated Water Opportunities

The Chino Basin has several areas of elevated concentrations of nitrate and TDS resulting from dairy and agricultural activities. As stated previously, JCSD is a member of the Chino Desalter Authority (CDA), a joint exercise of powers agency created in 2001. CDA owns and operates two desalters, Chino I and Chino II, which pump and treat approximately 28,000 AFY.[17] These facilities include groundwater extraction wells, pumps and pipelines that extract and pump water to the desalters for pretreatment, filtration, air stripping of volatile organic compounds, ion exchange for nitrate removal, reverse osmosis for salt removal, and disinfection to produce high

[17] From Space Center Water Supply Assessment prepared for JCSD (WEBB(c), July 2015).

quality drinking water. JCSD will continue participating in the CDA and support future expansions.

Salinity measured in the form of TDS and nitrate (discussed previously) in the Chino Basin are the greatest concerns for water quality. The southern part of the basin has the highest measured TDS levels exceeding 500 milligrams per liter (mg/L). These levels are above the recommended secondary MCL of 500 mg/L. TDS is not considered a public health risk but rather relates to the aesthetic quality of water. Depending on the location and water usage, TDS can contribute to the corrosion of metal surfaces or have deleterious effects on sensitive crops. Taste however, is the driving force behind the secondary MCLs from the state.

6.7 Conjunctive Use, Exchanges or Transfers

JCSD participates in a conjunctive use program called the Dry Year Yield (DYY) Storage Program. The DYY program is a cooperative conjunctive use effort involving MWD, IEUA, Chino Basin Watermaster, Three Valleys Municipal Water District (TVMWD) and Chino Basin groundwater producers.[18] Under this Program, MWD is allowed to store up to 100,000 AF per year of SWP water in the Chino Basin when surplus water is available during wet years, and to reduce imported water deliveries up to 33,000 AF per year during dry, drought, or emergency periods. The DYY program provides MWD the right to store groundwater in the basin, as a hedge against drought, in exchange for paying the costs of developing the facilities that deliver that water. This program has now completed a full cycle, with Chino Basin benefiting from those facilities, and by MWD received approximately 100,000 AF of supplies.

JCSD entered into a Local Agency Agreement on January 12, 2004 with the City of Ontario because Ontario has a direct connection with imported water from MWD at the Water Facilities Authority treatment plant in Upland. When MWD makes a “call” for its stored water, the participating agencies will produce up to 33,000 AF per year (i.e. Dry Year Yield) from MWD’s “storage account.” In exchange, MWD will provide agencies an Operation and Maintenance credit per AF for the cost of pumping. During “wet years” or “non-call” years, Ontario will increase MWD deliveries, which JCSD will purchase from Ontario and becomes part of JCSD’s supply in the form of Ontario’s portion of CDA water. Up to 2,000 AF over 12 months is anticipated. During a “call year”, Ontario will stop deliveries to JCSD to meet the performance

[18] Information on the Dry Year Yield Program is available at the Chino Basin Watermaster Web site, http://cbwm.org/rep_engineering.htm.

requirements of the program. JCSD will stop receiving Ontario's portion of CDA water and return to District well supply to meet demand. This program provides JCSD an indirect access, through City of Ontario facilities, to imported water.

6.8 Future Water Projects

Expected future water supply projects or programs that will have a quantifiable increase in water supply to JCSD, and can reasonably be expected to be implemented within the 20-year time frame of the UWMP are summarized in **Table 6-7.** Wells No. 29 and 30 have been authorized by the JCSD Board of Directors and are expected to be brought online by 2020. Approximately 2,500 AF per year of potable water supply is expected from each well.

Table 6-7 Retail: Expected Future Water Supply Projects or Programs

☐	No expected future water supply projects or programs that provide a quantifiable increase to the agency's water supply. Supplier will not complete the table below.
☑	Some or all of the supplier's future water supply projects or programs are not compatible with this table and are described in a narrative format.
	Provide page location of narrative in the UWMP

Name of Future Projects or Programs	Joint Project with other agencies?		Description (if needed)	Planned Implementation Year	Planned for Use in Year Type	Expected Increase in Water Supply to Agency
	Drop Down List (y/n)	*If Yes, Agency Name*				
Add additional rows as needed						
Well No. 29	No			2019	Average Year	2,500
Well No. 30	No			2020	Average Year	2,500

NOTES: Volume in AF.

Other future water supply projecta may result from a JCSD partnership with WMWD to connect with the Mills Pipeline or La Sierra Pipeline projects. Both projects would directly connect imported water supplies with the District.

6.9 Summary of Existing and Planned Sources of Water

The actual source and volume of water pumped or purchased by JCSD during CY 2015 is provided in **Table 6-8.**

Table 6-8 Retail: Water Supplies — Actual				
Water Supply	Additional Detail on Water Supply	2015		
Drop down list May use each category multiple times. These are the only water supply categories that will be recognized by the WUEdata online submittal tool		Actual Volume	Water Quality *Drop Down List*	Total Right or Safe Yield *(optional)*
Add additional rows as needed				
Purchased or Imported Water	CDA Chino I and Chino II Desalters (Chino Basin)	**8,616**	Drinking Water	
Groundwater	Chino Basin - potable wells	**8,993**	Drinking Water	
Groundwater	Chino Basin - non-potable wells	**266**	Raw Water	
Groundwater	Riverside South Basin - non-potable wells	**464**	Raw Water	
Other	Conjunctive Use Program. Ontario Dry-Year Yield deliveries from Chino Basin (desalter).	**1,677**	Drinking Water	
Purchased or Imported Water	Riverside Basin (Rubidoux CSD)	**2,250**	Drinking Water	
Groundwater	Chino Basin - Not Adjudicated. (Van Leeuwen well)	**115**	Raw Water	
	Total	**22,381**		0
NOTES: CY 2015 data. Units in AF. Source: JCSD Water Operations.				

According to information reasonably available to JCSD during preparation of this UWMP, **Table 6-9** provides projected water supplies by source.

Table 6-9 Retail: Water Supplies — Projected											
Water Supply	Additional Detail on Water Supply	Projected Water Supply									
		2020		2025		2030		2035		2040 *(opt)*	
Drop down list May use each category multiple times. These are the only water supply categories that will be recognized by the WUEdata online		Reasonably Available Volume	Total Right or Safe Yield *(optional)*	Reasonably Available Volume	Total Right or Safe Yield *(optional)*	Reasonably Available Volume	Total Right or Safe Yield *(optional)*	Reasonably Available Volume	Total Right or Safe Yield *(optional)*	Reasonably Available Volume	Total Right or Safe Yield *(optional)*
Add additional rows as needed											
Purchased or Imported Water	Western Municipal Water District	5,000		7,500		10,000		10,000		10,000	
Other	Dry Year Yield conjunctive use agreement with City of Ontario	2,000		2,000		2,000		2,000		2,000	
Purchased or Imported Water	Rubidoux CSD (Riverside Basin)	2,000		2,000		2,000		2,000		2,000	
Groundwater	Current potable wells (Chino Basin)	10,000		12,000		14,000		14,000		14,000	
Purchased or Imported Water	Chino Desalter Authority (Chino Basin)	11,733		11,733		11,733		11,733		11,733	
Recycled Water	WRCRWA plant	500		500		500		500		500	
Groundwater	Non-Potable from Riverside Basin	450		450		450		450		450	
Groundwater	Non-Potable from Chino Basin	310		310		310		310		310	
Groundwater	Non-Potable (Van Leeuwen)	0		0		0		0		0	
	Total	31,993	0	36,493	0	40,993	0	40,993	0	40,993	0
NOTES: Volumes in AF provided by JCSD.											

Items of note from Table 6-9 include the addition of purchased water from WMWD beginning in 2020. Notably, the water supply volumes projected in Table 6-9 are much higher than the water demand volumes projected in Table 4-2 (Chapter 4). Projected water supply needs to exceed projected demand in order to meet maximum day water demand which is approximately 2.7 times average day water demand.

CHAPTER 7: WATER SUPPLY RELIABILITY ASSESSMENT

Assessment of water supply reliability is complex and dependent upon a number of factors, such as the number of water sources, regulatory and legal constraints, climate change, and expected growth, among others. JCSD provides in this chapter its best determination of the long term reliability of their water supplies based upon what is known by the District at the time the 2015 UWMP was prepared. Shorter term reliability planning is addressed in Chapter 8, Water Shortage Contingency Planning.

JCSD's primary source of potable water is local groundwater from the Chino Groundwater Basin, which is pumped from wells located throughout the JCSD service area. JCSD also pumps non-potable groundwater from the Chino Basin and the Riverside (south) Basin. In addition to these groundwater sources, JCSD also purchases potable water from Rubidoux CSD. JCSD is a member of the Chino Desalter Authority (CDA), a Joint Powers Authority, which allows them to obtain Chino Basin groundwater treated by the Chino I and Chino II Desalters. Lastly, the District is partner to a conjunctive-use program with the City of Ontario for an indirect connection to MWD (DYY program). This diverse portfolio provides JCSD with a relatively stable and reliable water supply, even when environmental conditions are exceptionally dry. To ensure reliability in the future, the District intends to further diversify its supplies by partnering with the local wholesale supplier, Western Municipal Water District (WMWD) to obtain a direct connection to an imported water supply.

7.1 Constraints on Water Sources

JCSD relies predominantly upon groundwater supplies. Therefore JCSD could be constrained in the future by physical, financial, or legal limitations that are dependent upon a wide variety of unknown future scenarios. As described in Chapter 6, the District intends to pursue a partnership with the local wholesale supplier, WMWD, in order to diversify its supply portfolio, and to avoid risks related to prolonged drought or decreasing groundwater levels. In addition, JCSD is pursuing State grant funds (described in Chapter 6) to bring recycled water from the WRCRWA plant into the District's service area for landscape irrigation and additional recharge water to the Chino Basin. Otherwise, JCSD does not foresee nor is it preparing for other potential constraints on water sources.

A physical constraint to the groundwater resources utilized by JCSD could result from inadequate recharge of the basin. In the event the Watermaster (and partner agencies) are unable to install enough storm water recharge basins, or possibly less rain falls in the basin (from continuing drought or climate change), groundwater levels may continue to decline. Likewise, if a legal constraint limits recycled water from being used for recharge in the Chino Basin then all users of the groundwater basin might be impacted. A possible response by JCSD to the potential further decline in groundwater levels might include higher costs to JCSD as a result of increased energy usage to pump groundwater. Higher costs to the District may also include additional wells that may be located where groundwater is not potable; therefore additional treatment facilities could be required. Another constraint in terms of cost would arise if the Watermaster were to increase the Chino Basin replenishment assessment price and/or reduce the District's safe yield allocation.

Water Quality Impacts on Reliability and Planned Management Strategies

Three factors can affect the availability of groundwater: sufficient source capacity (wells and pumps); sustainability of the groundwater resource to meet pumping demand on a renewable basis; and protection of groundwater sources (wells) from known contamination, or provisions for treatment in the event of contamination. The first two of those factors are addressed in Chapter 6. The third factor, the impact and resolution of contamination, is being addressed for the Chino Basin as follows.

First, JCSD does provide water quality treatment of several of its wells for denitrification (remove nitrates) as described in Chapter 6. As discussed previously, groundwater in the Chino Basin may require removal of various constituents such as nitrates and TDS. In addition, there are areas of contamination that are to be avoided such as the Stringfellow site. The District may construct additional treatment facilities in the future it deems necessary to provide additional potable water supply.

Second, JCSD is partner to and recipient of groundwater treated by the CDA Chino I and Chino II desalters (reverse osmosis and ion exchange), which remove both TDS and nitrates from Chino Basin groundwater. A copy of JCSD's 2014 Consumer Confidence Report (CCR) is provided in **Appendix L.** These annual reports summarize the weekly, monthly, and quarterly sampling and analysis of all drinking water supplies that are required by the State. As shown on the CCR, JCSD is divided into three areas depending on the source of water. Area 1 is supplied

by water from the Chino I Desalter and supplemented from Area 2. Area 2 is supplied from the Teagarden Ion Exchange plant, the Chino II Desalter and additional wells. Area 3 is supplied primarily from Area 2 sources, occasionally from Area 1 during low water use periods, and supplemented from Rubidoux CSD purchases.

The Chino Basin Watermaster has identified three management practices to ensure water quality does not impact the reliability of groundwater supply. These are: minimizing agricultural activities, desalting the groundwater, and maximizing the storm water recharge of the Basin (JCSD UWMP, 2010). Agricultural activities have decreased as a result of urbanization according to approved city and county land use plans, and recharge basins continue to obtain maximum infiltration from storm water and urban runoff. Continued implementation of these efforts is expected to provide sustainable groundwater supplies from the Chino Basin.

7.2 Reliability by Type of Year

JCSD has various sources of water supplies available to meet demands during normal, single-dry, and multiple-dry years. Notably, the District has had sufficient supplies during the ongoing drought, of which the State is in the fourth year. JCSD assumes 2004 as its "Normal[1] Water Year", 1977 as its "Single Dry[2] Year" and 2012-2015 as its "Multiple-Dry[3] Water Years". The Normal and Single Dry years were established in the 2010 UWMP and will be continued as the assumption herein. However, the District has updated its Multiple-Dry years to 2012-2015 because the rainfall amounts are less than the previous dry year period used in the 2010 UWMP of 1990-1992.

As shown in **Table 7-1,** JCSD expects 100% of its supply to be available in all year types. Since the District's supply source is groundwater, and in particular knowing the Chino Basin has five million AF of water in storage, providing water during drought conditions would result in increased pumping costs (discussed in Chapter 6). JCSD does not operate its groundwater wells at full capacity (refer to **Appendix J**). Therefore, it can be assumed if drought conditions persisted or worsened, groundwater pumping could increase to continue meeting water demands. On the other hand, water conservation efforts have been significant over the past few years (Chapter 9). Additional drought regulations on water end-use, as described in Chapter 8,

[1] A year, or an averaged range of years, that most closely represents the average water supply available to the agency. The UWMP Act uses the term "normal".
[2] The single-dry year is the year that represents the lowest water supply available to the agency.
[3] The multiple dry year period that represents the lowest average water supply availability to the agency for a consecutive multiple year period (three years or more).

could further decrease water demands and ensure that existing supplies could meet future demands even if drought conditions persist.

Table 7-1 Retail: Basis of Water Year Data

Year Type	Base Year	Available Supplies if Year Type Repeats	
		Agency may provide volume only, percent only, or both	
		Volume Available	% of Average Supply
Average Year	2004		100%
Single-Dry Year	1977		100%
Multiple-Dry Years 1st Year	2012		100%
Multiple-Dry Years 2nd Year	2013		100%
Multiple-Dry Years 3rd Year	2014		100%
Multiple-Dry Years 4th Year *Optional*	2015		100%

*Agencies with different water sources that each may have a different hydrology, resulting in different base years for each source should complete Table 7-1 for each source. The hydrology does not differ between JCSD's sources.

7.3 Supply and Demand Assessment

Per CWC §10635(a), "Every urban water supplier shall include, as part of its urban water management plan, an assessment of the reliability of its water service to its customers during normal, dry, and multiple dry years. This water supply and demand assessment shall compare the total water supply sources available to the water suppliers with the total projected water use over the next 20 years, in five-year increments, for a normal water year, a single dry water year, and multiple dry water years."

JCSD water demands are discussed in Chapter 4 and projections during a Normal Year are provided in Table 4-3. JCSD water supplies are presented in Chapter 6 and projections during a Normal Year are provided in Table 6-9. The Normal Year supply and demand projections are compared in **Table 7-2.**

Table 7-2 Retail: Normal Year Supply and Demand Comparison					
	2020	2025	2030	2035	2040 *(Opt)*
Supply totals *(autofill from Table 6-9)*	31,993	36,493	40,993	40,993	40,993
Demand totals *(autofill from Table 4-3)*	25,477	28,088	30,968	34,151	37,670
Difference	6,516	8,405	10,025	6,842	3,323
NOTES:					

During Normal Years, with the addition of an imported source from WMWD, the District has sufficient supply and groundwater pumping capacity to meet maximum day water demands[4] to the year 2040.

The Single Dry Year supply and demand comparisons are provided in **Table 7-3.** In this scenario, the District assumes the same supply volumes from the Normal Year will be available and projected demand volumes will also remain the same. A surplus of water supply continues through 2040 (build-out). JCSD expects by 2020 that recycled water will meet some of the irrigation water demand, thus making available several hundred acre-feet of groundwater potentially.

Table 7-3 Retail: Single Dry Year Supply and Demand Comparison					
	2020	2025	2030	2035	2040 (Opt)
Supply totals	31,993	36,493	40,993	40,993	40,993
Demand totals	25,477	28088	30,968	34,151	37,670
Difference	6,516	8,405	10,025	6,842	3,323
NOTES: Assumes no change in supply or demand projections.					

The Multiple Dry Year supply and demand comparisons are provided in **Table 7-4.** During the first dry year, JCSD assumes no change in projected demand (same demand totals from Table 7-3). During the second dry year, JCSD assumes a decrease in water use of 5%, using the first year as a baseline. During the third year, JCSD assumes a 10% decrease in demand in response to water conservation efforts, measured from the first year as the baseline. Lastly during the fourth dry year, the District assumes a 20% decrease in demand, as measured from the first year baseline. This demonstrates the expected time-lag between the first dry year until

[4] Maximum Day Demand (MDD) is calculated as 2.7 times Average Day Demand (ADD). Peak Hour Demand is 1.5 times MDD, or 4.05 times ADD.

water conservation efforts start to show an impact in water use. A multiple dry year decrease in demand of 20 percent has been demonstrated by JCSD, which has reduced water production by 23 percent since 2013, according to Annual Reports of production volumes to the SWRCB.

In the 2010 UWMP, JCSD assumed that water supply and water demand would be equal in all dry year scenarios since the volume of groundwater pumped would equal demand. In addition, during the single and multiple dry years, supply and demand increased equally by 10% in the 2010 UWMP. This is no longer the District's expected response to drought. Demand is expected to gradually decrease in response to drought regulations and water conservation.

Table 7-4 Retail: Multiple Dry Years Supply and Demand

		2020	2025	2030	2035	2040 (Opt)
First year	Supply totals	31,993	36,493	40,993	40,993	40,993
	Demand totals	25,477	28,088	30,968	34,151	37,670
	Difference	6,516	8,405	10,025	6,842	3,323
Second year	Supply totals	31,993	36,493	40,993	40,993	40,993
	Demand totals	24,203	26,684	29,420	32,443	35,787
	Difference	7,790	9,809	11,573	8,550	5,206
Third year	Supply totals	31,993	36,493	40,993	40,993	40,993
	Demand totals	22,929	25,279	27,871	30,736	33,903
	Difference	9,064	11,214	13,122	10,257	7,090
Fourth year *(optional)*	Supply totals	31,993	36,493	40,993	40,993	40,993
	Demand totals	20,382	22,470	24,771	27,321	30,136
	Difference	11,611	14,023	16,222	13,672	10,857

As shown in the tables above, JCSD anticipates having adequate water supplies to meet future demands during normal, single-dry, and multiple-dry years through the 20-year planning period. However, the available supply shown above in Table 7-4 assumes that the District develops an imported water supply from WMWD or an alternate source as noted on Table 6-9.

7.4 Regional Supply Reliability

JCSD will continue making efforts to maximize the use of local water resources and minimize the need to import water. District actions such as increased implementation of demand management measures, increased use of recycled water, and enhanced groundwater management are anticipated.

Demand management measures implemented by JCSD are outlined in Chapter 9, and are designed to help JCSD meet its water use reduction targets as defined in Chapter 5. Although the District has achieved the target for water conservation pursuant to SB X7-7, it is understood that drought conditions are likely ongoing in the foreseeable future. And therefore, water conservation efforts are planned to continue and expand to reduce potable water use to the maximum extent practicable. To encourage water use reductions during drought conditions, JCSD has developed a multi-level Water Shortage Contingency Plan, as discussed in detail in Chapter 8 of this UWMP.

The District has also made efforts to replace some non-potable and potable landscape water use with an equal allotment of treated water from the WRCRWA plant. Notably, using recycled water as groundwater recharge and/or other beneficial uses is expected to expand in the Chino Basin. JCSD aims to partner with pertinent agencies to bring recycled water supplies into its supply portfolio.

JCSD primarily relies on local Chino Basin groundwater supplies to meet water demands, which due to its size and constraints, requires extensive management and monitoring. The Chino Basin Optimum Basin Management Plan (OBMP) is administered by the Watermaster to protect the basin from overproduction by way of nine elements. The element that could potentially impact JCSD's supply directly is Program Element 2, which addresses the recharge program (OBMP Phase I, 1999). The decisions and infrastructure related to this OBMP element will be used to balance long-term groundwater production. Similarly, JCSD will continue supporting storm water capture and infiltration projects within its service area and local Chino Basin Management Zone.

Although JCSD will continue utilizing local water supplies to the maximum extent practicable following the intent of CWC §10620 to minimize the need to import water from other regions, the District has chosen to diversify the supply portfolio with the DYY Program and future purchases

from WMWD. Local water supplies will continue to constitute a majority of JCSD's supply portfolio, as previously shown in **Table 6-9.**

CHAPTER 8: WATER SHORTAGE CONTINGENCY PLANNING

Water shortage contingency planning is a strategic planning process to prepare for and respond to water shortages. Good planning and preparation helps agencies maintain reliable supplies and reduce the impacts of supply interruptions. Water supplies may be interrupted or reduced significantly in a number of ways, such as an ongoing drought that limits recharge, or a large earthquake that damages water delivery or storage facilities, a regional power outage, or a toxic spill that affects water quality. This Chapter describes how JCSD will implement staged responses to a water shortage that occurs over a period of time, as well as catastrophic supply interruptions which occur suddenly.[1]

California is currently in its fourth year of a significant drought, which impacts California's water supplies and its ability to meet all of the demands for water in the state. Thus, the SWRCB formally adopted emergency regulations in spring of 2015 prohibiting certain types of potable water use, ordering all urban water suppliers to implement mandatory conservation measures, and requiring water providers with 3,000 or more service connections to provide monthly data on water production.

In May 2015, in response to these emergency regulations, the JCSD Board of Directors adopted Ordinance No. 389 which is provided in **Appendix M**. This Ordinance sets forth a five-level Water Shortage Contingency Plan (WSCP), which details mandatory water conservation measures as described herein.

On May 9, 2016, Governor Brown issued Executive Order B-37-16,[2] which directs DWR to publish draft requirements by January 10, 2017 to strengthen urban WSCPs. The Executive Order states, "These updated requirements shall include adequate actions to respond to droughts lasting at least five years, as well as more frequent and severe periods of drought." JCSD will update the WSCP described herein according to future regulations.

In light of the Governor's Executive Order B-37-16 (May 9, 2016), the District is considering modifications to some of the language of JCSD Ordinance No. 389.

[1] According to DWR UWMP Guidelines, a WSCP can be created separately from the UWMP and amended as needed without amending the corresponding UWMP. JCSD has updated its WSCP from the 2010 UWMP and included herein.

[2] https://www.gov.ca.gov/docs/5.9.16_Executive_Order.pdf

8.1 Stages of Action

The number of stages of action in a WSCP is at the discretion of each water supplier. The stages reflect increasing levels of prohibitions and consumption reduction methods. JCSD Ordinance No. 389 describes the District's five-level WSCP to be invoked during declared water shortages. Notably, the District maintains that Stage 1 is in force at all times and prohibits water waste. The WSCP includes both voluntary and mandatory rationing depending on the causes, severity, and anticipated duration of the water supply shortage. Therefore, the District may declare a Drought Emergency (Level 5) at any time based on the current circumstances, without regard to the Drought Response Level previously in effect. The five-level program is outlined in **Table 8-1** and detailed in Ordinance No. 389 provided in **Appendix M**:

Table 8-1 Retail Stages of Water Shortage Contingency Plan

Stage	Complete Both	
	Percent Supply Reduction[1] *Numerical value as a percent*	Water Supply Condition (*Narrative description*)
Add additional rows as needed		
1	10%	Drought Watch
2	20%	Drought Caution (10-20% reduction target)
3	30%	Drought Alert (20-30% reduction target)
4	40%	Drought Critical (30-40% reduction target)
5	40%	Drought Emergency (40%+ reduction target)
[1] *One stage in the Water Shortage Contingency Plan must address a water shortage of 50%.*		
NOTES: Water shortage of 50% addressed in Level 5 Drought Emergency		

The General Manager shall monitor drought conditions and regulations, evaluate the supply and demand for water within the service area, and recommend the Drought Response Level to be declared to the Board of Directors. The Board of Directors may declare Drought Response Levels 1 through 5 by resolution of the Board and adopted at a regular or special public meeting, in accordance with State law. A Drought Response Level shall remain in full force and effect until discontinued by resolution of the Board of Directors.

Within ten days of declaration of a drought response level, the District shall publish notice in a newspaper used for such notices and on the JCSD Web site. Customers will be notified of water allocations associated with Drought Response Levels 4 or 5 by mailing to the address where the

billing statement is normally sent, and shall take effect on the fifth day following mailing of notice, or at a later date as specified on the notice. On May 26, 2015, the JCSD Board of Directors adopted Level 3 Drought Alert conditions.

Drought Response Level 1 – Drought Watch Condition

A Level 1 condition applies when the Board of Directors requests all water users to voluntarily reduce their water use up to 10 percent. During a Level 1 Drought Watch condition, the District will increase its public education and outreach efforts to implement the voluntary water conservation practices listed in **Table 8A** (located at end of this section).

Drought Response Level 2 – Drought Caution Condition

A Level 2 condition applies when the Board of Directors mandates all water users to reduce their water use more than 10 percent and up to 20 percent. The water conservation measures required in addition to Level 1 measures are presented in **Table 8A**. Beginning with Drought Response Level 2, violation of the mandatory water conservation measures shall be subject to civil penalties.

Drought Response Level 3 – Drought Alert Condition[3]

A Level 3 condition applies when the Board of Directors mandates all water users to reduce their water use more than 20 percent and up to 30 percent to ensure sufficient supplies. The water conservation measures required in addition to Level 1 and Level 2 measures are presented in **Table 8A**. According to Ordinance No. 389, new service availability letters will be issued by JCSD provided that the applicant proves to the satisfaction of the District of an enforceable commitment that water demands for the project will be offset by 100 percent prior to the provision of a new water meter. However, in light of the JCSD 2015 Capacity Charges Study (Carollo, 2016), the District has chosen to implement JCSD Resolution No. 2627 and specifically, a new Water Resources Capacity Charge (**Appendix N)**.[4] New customers are billed a one-time Water Resources Capacity Charge upon connecting to the water system in order to recover the costs related to securing additional water resources. Therefore, during Drought Level 3 Conditions, new customers are conditioned to pay the Water Resources Capacity

[3] At the time of this Plan preparation, the JCSD Board of Directors adopted Level 3 Drought Alert conditions (beginning May 26, 2015).
[4] JCSD also adopted Resolution No. 2628 to establish a revised Sewer Capacity Charge to recover the cost of future sewer infrastructure capacity (**Appendix N)**.

Charge instead of providing an enforceable commitment to offset demands by 100 percent. In light of the Governor's Executive Order B-37-16 (May 9, 2016), the District is considering modifications to some of the language of JCSD Ordinance No. 389.

Drought Response Level 4 – Drought Critical Condition

A Level 4 condition applies when the Board of Directors mandates all water users to reduce their water use more than 30 percent and up to 40 percent to ensure sufficient supplies. The water conservation measures required in addition to Level 1, Level 2, and Level 3 measures are presented in **Table 8A**. Upon declaration of a Level 4 condition, the issuance of new service availability letters shall be suspended, unless already approved, provided the applicant provides proof to the satisfaction of the District of an enforceable commitment that water demands from the project will be offset by 125 percent prior to the provision of a new water meter.[5] In light of the Governor's Executive Order B-37-16 (May 9, 2016), the District is considering modifications to some of the language of JCSD Ordinance No. 389. New connections and temporary construction meters shall be permitted as necessary under the discretion of the Board of Directors to protect public's health, safety and welfare.

Beginning with Level 4, the District shall also suspend consideration of annexations to its service area, unless the annexation increases the water supply available to the District by more than the anticipated demands of the property to be annexed. Also beginning with a Level 4 condition, the Board of Directors will determine the Water Allocation Target for each property served. The calculation will only be applied to consumption in excess of the Public Health and Safety threshold of eleven units per monthly billing period.

Drought Response Level 5 – Drought Emergency Condition

In the event of a water shortage of more than 40 percent, or at any other time the Board of Directors deems necessary, the Board of Directors may consider a moratorium on new service connections regardless of approved water availability letters. The water conservation measures required in addition to Level 1, Level 2, Level 3, and Level 4 measures are presented in **Table 8A**. The Water Allocation Target percentage calculations would be continued from Level 4.

[5] Substituting this requirement with imposition of the Water Resources Capacity Charge is at the discretion of the District at such time they enter Drought Level 4.

Table 8A: Drought Response Level Water Conservation Measures

Prohibition	Voluntary	Prohibition is mandatory			
	Level 1	Level 2	Level 3	Level 4	Level 5
Do not use water to wash down paved surfaces	X	X	X	X	X
Adjust sprinklers and irrigation systems to avoid overspray, runoff, and waste	X	X	X	X	X
Irrigate all landscapes before dawn, and never between 8:00 AM and 8:00 PM	X	X	X	X	X
Irrigation is prohibited during and 48 hours after measurable rain	X	X	X	X	X
Agricultural users are requested to reduce water usage and consult with local Resource Conservation District as needed for appropriate measures	X	X	X	X	X
Developers and residents are encouraged to design and install water-efficient landscaping and minimize turf areas	X	X	X	X	X
Install water saving devices in indoor plumbing	X	X	X	X	X
Check for and repair leaks both indoors and outdoors	X	X	X	X	X
Use re-circulated water in decorative features	X	X	X	X	X
Wash motor vehicles and other mobile equipment with a bucket or hand-held hose with positive shut-off valve	X	X	X		
Vehicles may only be washed at commercial carwashes				X	X
Restaurants do not serve water unless requested	X	X	X	X	X
Hotels and motels must provide guests with a no-wash option	X	X	X	X	X
Limit all outdoor irrigation to 4 days per week, no more than 10 minutes per station per day; does not apply to functional landscapes.		X			
Limit all outdoor irrigation to 3 days per week, no more than 10 minutes per station per day; functional landscapes watering limited to 4 days per week			X		
Limit all outdoor irrigation to 2 days per week, no more than 10 minutes per station per day; functional landscapes watering limited to 3 days per week				X	X
Irrigation will be limited to odd-numbered addresses on Mondays, Wednesdays, Fridays and even-numbered addresses on Tuesdays, Thursdays, Saturdays			X		
Irrigation will be limited to odd-numbered addresses on Mondays and Thursdays, even-numbered addresses on Tuesdays and Fridays				X	X
Ornamental landscapes with properly operating water-efficient devices can be irrigated 30 minutes/station/day for drip irrigation or 20 minutes/station/day for stream rotors on the days authorized for landscape irrigation		X	X	X	X
Repair or stop leaks within 72 hours of notification		X			
Repair or stop leaks within 48 hours of notification			X	X	X
No irrigation of turf on public medians			X	X	X
Irrigation with potable water outside newly constructed homes inconsistent with CBSC or DHCD standards is prohibited[6]			X	X	X
Each developer must submit a Water Conservation Plan prior to using water for dust control and grading at construction sites			X	X	X
The District may establish a water allocation for each property served				X	X

[6] CBSC = California Building Standards Commission, DHCD = Department of Housing and Community Development

JCSD Resolution No. 2499 was approved by the Board of Directors on August 11, 2014 to elevate the District to Drought Response Level 2. According to staff records, residential water use (as R-GPCD) at that time was 179.2. More than nine months later, the JCSD Board of Directors approved Resolution No. 2542 on May 26, 2015 to elevate the District to Drought Response Level 3. From the time JCSD went from Level 2 to Level 3, residential water use decreased from 179.2 GPCD to 119.6 GPCD (a 33% drop). Since May 26, 2015 to April 2016 (the most recent month of records), JCSD residential water use has decreased nearly 14 percent from 119.6 GPCD to 103 GPCD.

8.2 Prohibitions on End Uses

JCSD Ordinance No. 389 defines and prohibits unreasonable uses of water regardless of the Drought Response Level in effect. These uses include, but are not limited to, the following:

- Allowing water to flow from a person's property onto adjacent properties, roadways, or streets due to excessive irrigation and/or leaks;
- Failing to repair a water leak;
- Using water to wash down sidewalks, driveways, parking areas, or other paved areas, except to alleviate immediate safety or sanitation hazards; and
- Watering lawns and/or groundcovers and irrigating landscaping between the hours of 8:00 AM and 8:00 PM.

In addition to the above listed restrictions, **Table 8-2**, details the specific prohibitions on end uses associated with each Drought Response Level.

Table 8-2 Retail Only: Restrictions and Prohibitions on End Uses			
Stage	Restrictions and Prohibitions on End Users ***Drop down list*** *These are the only categories that will be accepted by the WUEdata online submittal tool*	Additional Explanation or Reference *(optional)*	Penalty, Charge, or Other Enforcement? *Drop Down List*
Add additional rows as needed			
1	Other - Prohibit use of potable water for washing hard surfaces	Note: During a Level 1 Drought Watch Condition, the Board will request all water users to make the following voluntary reductions in water use.	No
1	Landscape - Restrict or prohibit runoff from landscape irrigation	Adjust sprinklers to avoid overspray, avoid watering on windy days.	No
1	Landscape - Limit landscape irrigation to specific times	Irrigation is limited to before 8 AM and after 8 PM.	No
1	Landscape - Other landscape restriction or prohibition	Irrigation is prohibited during at for 48 hours after measurable rain.	No
1	Other	Agricultural users are encouraged to meet with Conservation District staff to identify water conservation measures.	No
1	Other	Residents/developers are urged to install waterwise landscaping/minimize turf areas.	No
1	Other	Install water saving devices indoors.	No
1	Other - Customers must repair leaks, breaks, and malfunctions in a timely manner	Check for leaks indoors/outdoors and repair them immediately.	No
1	Water Features - Restrict water use for decorative water features, such as fountains	Use re-circulated water in these features.	No
1	Other - Require automatic shut of hoses	Wash vehicles/etc. with a hose and shut-off nozzle, or at a commercial site.	No
1	CII - Restaurants may only serve water upon request	Also applicable in other public places where food is served.	No
1	CII - Lodging establishment must offer opt out of linen service	Notice of this option should be displayed prominently in each room.	No

(continued on next page)

Table 8-2 Retail Only: Restrictions and Prohibitions on End Uses			
Stage	Restrictions and Prohibitions on End Users ***Drop down list*** *These are the only categories that will be accepted by the WUEdata online submittal tool*	Additional Explanation or Reference *(optional)*	Penalty, Charge, or Other Enforcement? *Drop Down List*
Add additional rows as needed			
2	Landscape - Other landscape restriction or prohibition	Limit all outdoor irrigation to 4 days per week and no more than 10 minutes per station. (separate requirement for ornamental landscape)	Yes
2	Other - Customers must repair leaks, breaks, and malfunctions in a timely manner	All leaks must be repaired/stopped within 72 hours of notification.	Yes
3	Landscape - Other landscape restriction or prohibition	Limit irrigation to 3 days per week, 10 minutes per station.	Yes
3	Landscape - Limit landscape irrigation to specific days	Odd and even addresses water on opposite days.	Yes
3	Landscape - Other landscape restriction or prohibition	No irrigation of turf on public medians.	Yes
3	Landscape - Prohibit certain types of landscape irrigation	Irrigation with potable water outside of newly-constructed homes and buildings inconsistent with CBSC standards.	Yes
3	Other	Restrict use of potable water for dust control, projects must submit Water Conservation Plan for construction	Yes
3	Other - Customers must repair leaks, breaks, and malfunctions in a timely manner	Repair or stop leaks within 48 hours	Yes
4	Landscape - Other landscape restriction or prohibition	Limit outdoor irrigation to 2 days per week, 10 minutes per station. (Some exemptions for safety/ornamental landscapes)	Yes
4	Landscape - Limit landscape irrigation to specific days	Odd and even addresses water on opposite days.	Yes
4	Other - Prohibit vehicle washing except at facilities using recycled or recirculating water	Vehicles can only be washed at commercial carwashes.	Yes
5	Other	District will calcuate water allocation amounts at Drought Response Level 5.	Yes

As can be seen in **Table 8-2**, JCSD is pursuing a variety of enforcement mechanisms to ensure that the targeted reductions at each Drought Response Level are met. Upon declaration of Drought Response Level 4 or 5, specific allocations may be established for each property served. Water allocation targets will be calculated for each account by comparing usage in the current billing period to the same period identified in the resolution.

8.3 Penalties, Charges, Other Enforcement of Prohibitions

The District will make a reasonable effort to assist customers with compliance, including personal contact, door hanger, letter, email, or telephone to notify customers of violation. Violation of the mandatory water restrictions associated with Drought Response Levels 2 through 5 will be subject to civil penalties set forth in Section 10.0 of Ordinance No. 389, as well as all other criminal and civil sanctions available under State law. During Drought Response Level 1, all reduction measures are voluntary.

As outlined in Section 10.0 of Ordinance No. 389, each day that a violation occurs is a separate offense. First violation of any provision will result in a civil penalty fee of $25.00; fees associated with any other provisions within one year of the first violation of any provision of Ordinance No. 389 will be assessed as follows in **Table 8B.**

Table 8B: Civil Penalties for Violations of Drought Levels 2-5 Water-Use Restrictions

First Violation	$25.00
Second Violation	$50.00
Third Violation	$100.00
Fourth Violation	$200.00
Fifth Violation	$500.00

If a water allocation has been imposed by the District during a Drought Response Level 4 or Level 5, water use in excess of the violation shall also constitute a violation. Water use in excess of the water allocation target per equivalent dwelling unit in any monthly period shall constitute a first offense, resulting in written notification. Monthly water use in excess of the water allocation target of any provision in any subsequent monthly billing period within one year of the first violation will constitute subsequent violation and the user will be assessed fees according to the following schedule:

Table 8C: Civil Penalties for Violations of Water Allocation Target

First Violation	Written Notification
Second Violation	$20.00
Third Violation	$50.00
Fourth Violation	$100.00
Fifth Violation	$250.00
Sixth Violation	$500.00

When a civil penalty is to be imposed, the customer will be given written notification of the penalty to be imposed. The customer then has seven days to contest the penalty, and the District will hold a hearing within 14 days if requested. Penalty amounts may be separately itemized on the Districts monthly bill for water service, and will be due at the same time and in the same manner as charges for water service. Penalties collected will be used solely to implement and enforce water conservation measures.

Violation of a provision of this ordinance is subject to enforcement through installation of a flow-restricting device at the meter and could also be persecuted as a misdemeanor, punishable by imprisonment or fines. Willful violations could also constitute cause for termination of service to the property in violation.

8.4 Consumption Reduction Methods

In addition to the drought action stages described in Chapter 8.1 and the end-use restrictions described in Chapter 8.2, the District's water conservation program also includes provisions aimed at reducing water demand within the service area. This is described in Chapter 9.1.4, Public Education and Outreach.

As summarized from Chapter 8.1, when the Board of Directors declares a Drought Response Level 1, the District will make an effort to expand its drought public information campaign. Under Drought Response Level 4, issuance of new service letters may be suspended, but new connections will be allowed pursuant to service availability letters then in effect provided that the applicant provides substantial evidence, to the satisfaction of the District, of an enforceable commitment that water demands for the project will be offset by 125 percent prior to provision of a new water meter.[7] There may be a moratorium on new service connections under Drought Response Level 5 conditions. Additionally, under Drought Response Levels 4 and 5, the District will suspend consideration of any proposed annexations to its service area unless the annexation would increase the water supply available to the District by more than the anticipated demands of the property to be annexed.

The consumption reduction methods from the stages of action of the WSCP are outlined in **Table 8-3.**

[7] Substituting this requirement with imposition of the Water Resources Capacity Charge is at the discretion of the District at such time they enter Drought Level 4.

Table 8-3 Retail Only: Stages of Water Shortage Contingency Plan - Consumption Reduction Methods		
Stage	Consumption Reduction Methods by Water Supplier ***Drop down list*** *These are the only categories that will be accepted by the WUEdata online submittal tool*	Additional Explanation or Reference *(optional)*
Add additional rows as needed		
1	Expand Public Information Campaign	During a Drought Watch Level 1 condition, the District will increase its public education and outreach efforts to enhance awareness of the need to implement water conservation measures.
3	Moratorium or Net Zero Demand Increase on New Connections	Issuance of new service availability letters shall be allowed provided that the applicant provides substantial evidence that the water demands will be offset 100% prior to the provision of new water meters.
4	Moratorium or Net Zero Demand Increase on New Connections	Issuance of new service letters shall be suspended, but new connections shall be allowed pursuant to service availability letters provided that the applicant provides substantial evidence to the satisfaction of the District of an enforceable commitment that water demands will be offset by 125% prior to provision of new water meters.
4	Other	The District will suspend consideration of annexations to its service area, unless the annexation would increase the water supply available to the District by more than the anticipated demands of the annexed property.
4	Other	The District may establish a water allocation for property served. Separate methods will be used for residential/multi-family customers and other accounts.
5	Moratorium or Net Zero Demand Increase on New Connections	The Board may consider a moratorium on new service connections, regardless of the existence of water availability letters for such connections.
5	Other	The District may establish a water allocation for property served. Separate methods will be used for residential/multi-family customers and other accounts.

A drought rate structure or surcharge that is implemented in times of water shortage differs from a conservation rate structure (described in Chapter 9.1.3 and **Appendix O**), which is in place at all times.[8] JCSD does not utilize a drought rate structure at this time.

[8] When considering a new rate structure, some water suppliers have embedded a drought rate structure within their proposed conservation rate structure. This can help avoid the difficulty and delay of instituting a drought structure during an emergency and streamlines the public process so that all rate structures are reviewed together.

8.5 Determining Water Shortage Reductions

CWC §10632(a)(9) requires, "A mechanism for determining actual reductions in water use pursuant to the urban water shortage contingency analysis." JCSD meets this requirement by relying upon water meters to record the production and consumption of water. JCSD issues bills to their customers on a monthly basis. The prior year's consumption is included on most customer bills, which allows for comparison of the total consumption from each billing period to the same billing period from the prior year. The Conservation Coordinator (discussed in Chapter 9.1.6) reports the Residential-GPCD (as volume pumped/produced) to the SWRCB as required in the statewide drought regulations. The volume pumped/produced per meter across all customers (e.g., residential, industrial, non-potable, etc.) has decreased 23 percent from 2013 to 2015.

Under "normal" supply conditions, potable water production figures are recorded daily. Totals are reported weekly to the Operations Manager and incorporated into the water supply report. During drought conditions, the JCSD Operations Department reports weekly production figures to the Conservation Coordinator, who then prepares a monthly report to the Board of Directors. The report updates the Board members on progress toward the water conservation target.

8.6 Revenue and Expenditure Impacts

As described in Section 8.3, above, JCSD has established a graduated fee structure for successive violations of water use restrictions during each Drought Response Level. Any penalties collected under this policy will be used to implement and enforce water conservation measures.

In June 2012, JCSD adopted a Reserve Policy (Policy No. 2007-02) to ensure that the District will have sufficient funding available to meet the District's operating, capital, and debt service obligations. Reserves are managed in a manner that allows JCSD to fund costs consistent with its annually updated Capital Replacement Program as well as other long term plans while avoiding significant rate fluctuations due to changes in cash flow requirements.

One component of this Reserve Policy is a Rate Stabilization Fund, established specifically to shield the Water Fund from the financial effects of extraordinary circumstances. This Reserve is in place to ensure that the District can meet costs of necessary services while lessening the impact of otherwise significant changes in user fees, in any one year. Funding is determined at

the end of each fiscal year based on analysis of available funds remaining based on the District's operations as presented in the audited financial statements.

8.7 Resolution or Ordinance

The District approved the current WSCP outlined above under Ordinance No. 389 on May 26, 2015 (**Appendix M)**. It became effective immediately as an urgency ordinance in accordance with CWC §376. This Ordinance replaced Ordinance No. 387, the District's previous WSCP. The District is considering modifications to Ordinance No. 389 in light of the Governor's Executive Order B-37-16.

8.8 Catastrophic Supply Interruption

JCSD adopted an Emergency Response Plan (ERP) in January 2016 to ensure that District services can safely resume normal operation as quickly as possible following any natural, weather-related, man-made, or technological disaster. [9] The goals of the ERP are as follows:

- Rapidly restore service after an emergency;
- Ensure adequate water service for fire suppression;
- Minimize water or electrical system damage;
- Minimize impact and loss to customers; and
- Provide emergency public information concerning customer services.

To accomplish these goals, JCSD has adopted an Incident Command System (ICS) to organize emergency response efforts by clearly establishing a uniform set of processes and procedures that can be used to conduct response operations. Standard Operating Procedures included in the ICS include, but are not limited to, search and rescue, first aid, and medical emergency responses. JCSD has a designated Safety Coordinator who is responsible for establishing and implementing the ERP, and all JCSD staff are trained on these policies.

The ERP identifies earthquakes and fires as the two greatest natural threats to the service system. In order to mitigate risks associated with these events, JCSD's facilities were designed and built to withstand earthquakes. Most of the District's systems are built of concrete and steel,

[9] Required by the Public Health Security and Bioterrorism Preparedness and Response Act of 2002 (Public Law 107-188).

but the potential for electrical and structural fires still exists. In addition to causing structural damage, both earthquakes and fires could cause regional power outages. JCSD has installed standby power sources and repair supplies at strategic locations to lessen this risk to service disruption. The District's potable wells that are equipped with back-up generators at this time are listed in the Water Supply Outlook in **Appendix J**. More than half of JCSD's potable wells are equipped with back-up generators with a generator-based production rate of 24,925 gpm, which is 71 percent of the total current production rate. Therefore, in the event of a regional power outage and wells were run on generators, the District could provide approximately 71 percent of their current demand. Standby generators are also installed at all JCSD booster stations. Furthermore, each of JCSD's 17 storage tanks totaling 56.7 million gallons of storage has dedicated emergency water supply equal to 75 percent of maximum day demand, in addition to supply reserved to meet fire flow, and peak demands.

JCSD is a member of the statewide Water/Wastewater Agency Response Network (CalWARN) that functions in coordination with the State Office of Emergency Services. CalWARN is a network of agencies that support and promote statewide emergency preparedness, disaster response, and mutual assistance for public and private water and wastewater utilities.

JCSD is also a member of the Emergency Response Network of the Inland Empire (ERNIE), which facilitates public agency preparedness for, response to, and recovery from local and regional disasters. Agencies volunteer to enter into an agreement to provide mutual aid and assistance to other member agencies. ERNIE assists agencies with trainings, communication, documentations for reimbursement, concept of emergency operations, and writing after-action reports and corrective action plans.

In addition to the ERP, the District has prepared a Hazard Mitigation Plan and Vulnerability Assessment (confidential), which are updated bi-annually.

In addition to drought, earthquake, fire, and power outages, the District's ERP considers appropriate responses to floods, waterborne diseases, vandalism, terrorism, pandemic, system neglect, cross connections, backflow conditions, construction accidents, chemical spills, and sewage spills.

Notably, SARWC has just one well and depends on JCSD's pass-through system to deliver the majority of its water supply. If JCSD's operations are impacted by a disaster, drinking water

would be jeopardized temporarily to SARWC. Nevertheless, in the event of a regional disaster many other water sources may also be jeopardized and it is critical that JCSD can return to full operation as quickly and safely as possible.

As a result of preparing this UWMP, JCSD identified a potential future need to review and update the District's catastrophic event response procedures, so that they are consistent with current State guidance.

8.9 Minimum Supply Next Three Years

The minimum supply available during the next three years would occur during a three-year multiple-dry year event between 2016 and 2018. JCSD, like most water suppliers in the State, is operating in the fourth year of a statewide drought and are subject to drought regulations to reduce demand. The District anticipates drought regulations to continue. On May 9, 2016, Governor Brown issued Executive Order B-37-16 to establish longer-term water conservation measures, including permanent monthly water use reporting, new permanent water use standards in California communities and bans on clearly wasteful practices such as hosing-off sidewalks, driveways and other hardscapes.

The minimum supply available to JCSD during each of the next three water years based on the driest three-year historic sequence (i.e., 2013-2015) is expected to meet minimum anticipated demand, as shown in **Table 8-4.**

Table 8-4 Retail: Minimum Supply Next Three Years

	2016	2017	2018
Available Water Supply	21,969	22,411	22,860

NOTES: Volume in AF, CY data from JCSD Finance Dept.

The volumes shown in Table 8-4 are based off 2015 actual demand volumes, which are considered significantly depressed in response to several years of drought regulations and water conservation. The difference between years in Table 8-4 is conservatively assumed at 2 percent growth. As described in Chapter 7, water supplies available to JCSD are limited in most part by costs of pumping and replenishment assessments. Therefore, JCSD has adequate supplies available to meet projected demands should the multiple-dry year period continue for the next three years.

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CHAPTER 9: DEMAND MANAGEMENT MEASURES

This chapter provides a comprehensive description of the water conservation programs that JCSD has implemented, is currently implementing, and plans to implement in the future to meet its urban water use reduction targets. The section of the CWC that addresses Demand Management Measures (DMMs) was significantly modified in 2014, based on recommendations from the Independent Technical Panel to the State Legislature. The Panel was formed by DWR to provide information and recommendations to DWR and the Legislature on new DMMs, technologies, and approaches to water use efficiency. The Panel recommended, and the legislature enacted, streamlining the retail agency requirements from 14 specific measures to six general requirements plus an "other" category, as discussed below.

9.1 Demand Management Measures for Retail Agencies

This section communicates JCSDs efforts to promote conservation and reduce the demand for water supplies with programs to implement each of the following DMM categories. As required by CWC §10631, each DMM description includes how the measure has been implemented over the past five years, and how future projects will help the District continue to meet its water use targets described in Chapter 5.

9.1.1 Water Waste Prevention Ordinances

The JCSD Board of Directors adopted Ordinance No. 389 on May 26, 2015, which contains the District's Water Conservation Program (and water waste ordinance). The Ordinance is provided in **Appendix M.** A water waste ordinance explicitly states that the waste of water is to be prohibited. According to DWR, the ordinance may prohibit specific actions that waste water, such as excessive runoff from landscape irrigation, or use of a hose outdoors without a shut off nozzle. It is in place at all times and is not dependent upon a water shortage for implementation. However a water waste ordinance may include increasingly restrictive prohibitions that may be implemented in response to shortages (DWR 2015 UWMP Guidebook).

Because the SWRCB adopted additional emergency regulations for urban water suppliers on March 17, 2015 and May 5, 2015, Ordinance 389 was prepared as an update and replacement of JCSD Ordinance No. 387 that was adopted in response to the first emergency regulations adopted by the SWRCB on July 15, 2014. Article 3.0, Item A of Ordinance 389, states: "The water conservation measures set forth in this Article 3.0 shall be in effect at all times and shall

be subject to the penalties hereafter set forth." Item B continues, "It shall be unlawful for any Person to waste water or to use it unreasonably." The Ordinance includes the five Drought Response Levels (of which the District is always in one), prohibitions, and penalties as detailed in Chapter 8.

- **Implementation Over the Past Five Years**

  JCSD actively pursues incidents of water waste. They are investigated by staff and, depending on the nature of the situation, noticed to the property owner, repaired, or disconnected in cases of excessive leakage and/or facilities failure.

- **Planned Implementation to Achieve Water Use Targets**

  Water waste has always been a priority of JCSD and will continue to be a focus of their operations. The District allocates a portion of its annual Capital Improvement Plan budget for waterline replacement projects based on information from the JCSD Master Water Plan Update (Sept., 1982). The pipeline replacement program uses the following criteria to discern which pipes are replaced each year:

  1. Leakage: District Water Operations data suggests leaking or ruptured pipes;
  2. Size: Pipeline diameters that do not meet minimum State requirements;
  3. Fire Flow: Maximum velocities that exceed 10 feet per second;
  4. Inefficient System Operations: Old pipes that could rupture when water pumped in from a high pressure zone is then depressurized;
  5. Odd Sizes: Maintenance is problematic with oddly-sized pipes (3 inch and 5 inch diameters) due to their nonconformity with standard water system sizes.

9.1.2 Metering

JCSD is fully metered. Since the last UWMP in 2010, the District replaced all residential and non-residential (potable and non-potable) water meters. JCSD uses Automatic Meter Reading (AMR) on all of their service connections. AMR is a technology of automatically collecting consumption data from water meters and transferring that data to a central database for billing, troubleshooting, and analysis. AMR can reduce the cost of meter reading, provide real-time information, reduce billing errors, monitor tampering and promotes conservation with time-of-use consumption.

- **Implementation Over the Past Five Years**

  As discussed previously, during the past five years the District completed an effort to become fully metered with an AMR system at all of its service connections.

- **Planned Implementation to Achieve Water Use Targets**

  Over the next five years, the District will continue its efforts to ensure that all service connections are fully metered and a part of their AMR system. Meters will continue to be updated, replaced, and repaired as needed.

9.1.3 Conservation Pricing

Conservation pricing sends a signal to customers regarding their water use. For example, the rates might be tiered at progressively higher prices to encourage efficient water use. Like a water waste ordinance, a conservation pricing structure is always in place and is not dependent upon a water shortage for implementation; although, a conservation rate structure could include *drought* rate structures.

JCSD Board of Directors adopted Resolution No. 2511 on November 10, 2014 (effective January 1, 2015) establishing rates for water service through 2019. The complete Resolution is provided in **Appendix O**. Customers are charged for water based on their meter size for a monthly service charge and second, based on their volume of water use. There are different charges for potable meters and non-potable irrigation meters, as well as fire hydrants, and private fire protection lines. Most residences in the District have a 3/4-inch meter. Irrigation meters are either 1½-inch or 2-inch and commercial/institutional/industrial customers vary from the smallest (5/8x3/4-inch) to the largest (10-inch). In 2015, the monthly service charges range from $25.36 for a 5/8x3/4-inch meter to $2,208.71 for a 10-inch meter.

The second monthly charge is from a four-tier rate structure based on the volume of water used measured in “hundred cubic feet” (HCF), as shown below in **Table 9A**.

Table 9A: JCSD Tiered Rate Structure for Potable Water, 2015-2019

HCF	2015	2016	2017	2018	2019
Tier 1: 0-20 HCF	$1.41	$1.51	$1.46	$1.49	$1.52
Tier 2: 21-50 HCF	$1.79	$1.92	$1.85	$1.89	$1.93
Tier 3: 51-100 HCF	$2.06	$2.21	$2.13	$2.18	$2.22
Tier 4: Over 100 HCF	$2.30	$2.46	$2.38	$2.43	$2.48

Reproduced from Resolution No. 2511, page A-2.

Fire hydrant meters and private fire protection lines (if use is unauthorized)[1] are also subject to their own tiered rate structures as shown in Resolution 2511 (**Appendix O**). Non-potable irrigation meters do not have a tiered rate structure at this time; however there are currently 10 non-potable irrigation meters that do not constitute a significant source of demand (539 AF, or 2.5 percent of total delivered in 2015).

- **Implementation Over the Past Five Years**

  The District has initiated several financial studies and updates to their water rate schedules since the 2010 UWMP. This tiered commodity charges have increased over this period of time, and are projected to increase through 2019 per JCSD Resolution No. 2511. In addition, the District adopted a HCF Quantity Charge in addition to the monthly base rate for sewer services in Resolution No. 2512. These changes in rates are designed to encourage water conservation and have resulted in a decrease of per capita water consumption along with other conditions including economic swings and drought regulations. Since 2011, JCSD has realized an 18 percent drop in total water production per customer concurrently with a 10 percent increase of connections.

  Beginning in June of 2015, JCSD and the City of Eastvale partnered to offer "E-Citizen," a free smart phone application for the public to report water waste and other non-emergency issues. Users can upload a photo or video of the issue and mark the geographic location on a map. Each request can then be tracked for follow-up by the

[1] Unauthorized use of private fire lines for non-fire protection use will result in a quantity charge per each HCF (hundred cubic feet) used without proper authorization from the District. If use is authorized, then there is tiered quantity charge in addition to the monthly standby service charge.

District. In 2015, 445 reports of water waste or property flooding were sent to the District. So far in 2016, the District has received 278 reports of water waste.

- **Planned Implementation to Achieve Water Use Targets**

  The District will continue striving for conservation pricing that is on par with industry standard to be effective, yet fair and equitable.

9.1.4 Public Education and Outreach

JCSD continues to educate their customers about the importance of meeting water reduction targets through a number of avenues including print materials and neighborhood and school presentations. Education and Outreach is typically divided into two different areas: Residential/CII (Commercial, Industrial, and Institutional) and School Outreach.

Residential/CII: Community education programs include informational booths at community events including the 4th of July celebration, Healthy Jurupa Events, Home Depot Plant Sales, and the Community Fall Festival. Also, JCSD coordinates "Drought Drop Ins," wherein JSCD staff visit various neighborhoods and set up water conservation information booths. Invitations to these events are mailed to residents in the area asking them to stop by for giveaways and water conservation information. Upon request, conservation staff provides presentations to CII customers and their employees. Information about outreach events and other water conservation strategies is also available on JCSD's Web site (https://www.jcsd.us/home) and social media accounts. Printed materials are mailed to all customers or handed out at outreach events and include quarterly newsletters, monthly bill inserts, and flyers marketing a variety of programs, including:

- Rebates for water saving devices;
- Free water conservation kits;
- Water Wise landscaping workshops;
- Free sprinkler replacement programs;
- Turf replacement programs;
- Informational door hangers;
- EPA WaterSense Partnership;
- Water Wise violation door hangers;
- Direct mailers; and

- Mulch giveaway events.

School Programs: JCSD's school education program provides school assembly presentations, classroom presentations, curriculum, grant opportunities, and field trips on the importance of water. All programs meet curriculum standards for specific grades. All schools within the District receive brochures for each teacher outlining the available programs. The JCSD Conservation Coordinator works with partners throughout the District (e.g., Inland Empire Waterkeeper, Western Municipal Water District, etc.) to schedule the requested services. In addition, outreach includes Earth Day celebrations, science fairs and open house nights. Other examples of education outreach include: "Water is Life" children's poster contest, Lois B. Kreiger Grants for Educators, and Kids Club afterschool programs.

- **Implementation Over the Past Five Years**

Over the past five years, JCSD continued to provide a variety of water conservation outreach to its customers. One-time events held since 2010 include speaking at the Kid's Zone, conducting community "drought drop-ins", participation in "iEfficient," and a rain barrel distribution event. There are approximately 100 attendees at each "drought drop-in" event. More than 300 discounted rain barrels were distributed. Rain barrels are no longer given away, due to overwhelming demand; however, residents can apply for a rain barrel rebate through The Metropolitan Water District of Southern California (MWD). Many new programs were implemented since the last UWMP in 2010, which are listed in **Table 9B**.

Table 9B: Water Conservation Outreach Programs, 2011-2015

Outreach Event	Status	Total Number Reached
Children's Poster Contest	JCSD has sponsored a "Water is Life" poster contest annually since 2011.	35,000 entries and participants
Bill Stuffer	Bills with water reduction informational stuffer sent out monthly since May 2012.	25,000 per month
Newsletter	Distributed quarterly to JCSD customers and posted online.	25,000 recipients
JARPD 3rd of July	Independence Day Celebration annually on July 3rd.	5,000 attendees annually
Web site	JCSD Web site continues to prominently display water conservation information.	4,000 daily online visitors
Social Media	JCSD maintains various social media profiles including Facebook, Twitter, YouTube, and Instagram that are regularly updated.	1,200 weekly reach
Add Water Waste Category to E-Citizen	Citizens can report water waste using JCSD's E-Citizen Web site and smart phone application.	2,000 reports annually
Mulch giveaway	Free mulch provided to JCSD customers annually every March.	500
Eastvale Town Hall Meeting	Ongoing quarterly meetings, since May 2015.	Approximately 45 per meeting
Ad in *Record News*	Ongoing weekly water-related advertisements since May 2015.	5,000 per month
Ad in *Eastvale News*	Advertisements from May through November 2015.	5,000 per month
"Construction-type" Signs with Drought Messaging	Display of banners including message "JCSD is at a Level 3 Drought Status. Visit jcsd.us for restrictions or call (951) 727-8002 for more information" has been ongoing since May 26, 2015.	20,000 per day
Picnic in the Park Info Booth	Multi-day event was held June 26 through June 28, 2015.	10,000 participants per day
Theater Ad at Eastvale and Jurupa Valley Theaters	Informational advertisement displayed for three months from June through August 2015.	Approx. 10,000 per month in Eastvale, 5,000 per month in Jurupa Valley
Regulations Infographic	Ongoing distribution and posted on JCSD Web site since June 2015.	118,700
Hold Message	Hold message with water conservation information ongoing since June 2015.	Approximately 500 per day
Lawn Signs for Residents	Distribution of lawn signs for residents with "Brown is the new Green" and "This yard is helping to save water" messaging is ongoing since June 2015.	15,000 have been distributed
Parks and Recreation Brochure	Quarterly distribution with water information since June 2015.	7,000 recipients

Over the past five years, JCSD has developed comprehensive educational programs such as:

- Partnering with Inland Empire Resource Conservation District (IERCD) to offer free educational programs to schools and community groups within JCSD's service area on topics such as water-use efficiency, growing native, and wonders of wetlands.
- Offering Lois B. Krieger Water Project Grants for educators seeking to do creative classroom projects or go on field trips.

- Partnering with Discovery Science Center to provide assembly-style interactive programs promoting water awareness and introducing simple water conservation practices for 4th and 5th grade students.

- Distributing curriculum and activity materials designed by WMWD to local educators at no cost. These materials correlate with current California state content standards, particularly related to science and history/social science.

- Providing field trips with Inland Empire Waterkeeper at the Santa Ana River to learn about water supply and the environment, and with the Jurupa Mountains Discovery Center to learn about the gold rush and California's water history.

➢ **Planned Implementation to Achieve Water Use Targets**

JCSD plans to provide more resources to teachers and their students by sponsoring a "Project WET" (Water Education for Teachers) program to provide educators with activities that they can share with their students to learn about water-related topics. Upon completion of the free workshop, educators will receive the Project WET Curriculum Activity Guide.

9.1.5 Programs to Assess and Manage Distribution System Real Loss

Production losses are estimated at 1.6 percent based on the JCSD Water Loss Audit described in Chapter 4. System leaks are detected visually and reported by employees and customers. The majority of leaks occur on water service laterals (the line between the meter and the main line), which are replaced completely instead of repaired.

JCSD is committed to limiting the amount of water loss and has also required that all temporary sales and construction waters be metered to minimize unaccounted-for water that is attributed to these uses.

➢ **Implementation Over the Past Five Years**

The meter and main repairs performed by the District for the past five years are detailed in **Table 9C** as evidence of JCSD's ongoing efforts to detect leaks quickly and minimize water loss.

Table 9C: JCSD Repairs, 2011-2015

Year	Service Connection (Meter) Breaks or Leaks	Main Breaks or Leaks
2011	140	49
2012	190	50
2013	171	33
2014	234	45
2015	236	14

Source: JCSD PWSS/Annual Reports

- **Planned Implementation to Achieve Water Use Targets**

JCSD staff will continue to check for leaks visually and respond to reports from the public to perform repairs quickly. Staff will continue to monitor production and consumption data to quickly detect a spike in loss, and respond accordingly to locate the leak or break. JCSD will also continue its annual waterline replacement program described in Chapter 9.1.1 to replace aging main lines.

Executive Order B-37-16 issued by Governor Brown on May 9, 2016 directs the SWRCB, DWR, and the California Energy Commission to develop funding sources, programs, and technology to decrease water system losses. JCSD will respond to forthcoming regulations for improving system loss detection.

9.1.6 Water Conservation Program Coordination and Staffing Support

The Conservation Coordinator for JCSD is currently Alison Loukeh. She began with the District in 2014 and was previously a Water Conservation Coordinator for ten years with nearby cities. The Conservation Coordinator has had assistance periodically from temporary water conservation specialists and/or interns. The District's conservation program budget for FY 2015-2016 has expanded significantly to over $1 million in response to the drought regulations.

- **Implementation Over the Past Five Years**

One of the stated goals for JCSD according to the 2010 UWMP was to hire a water conservation coordinator and expand the program from its then-budget of $385,000 (FY 2010-2011). Beginning in 2011, JCSD has achieved its goal of filling a Conservation Coordinator position and expanding the program budget to over $1 million. Beginning in 2011, several programs were instituted to reduce water demand. These include:

Residential Audit and Direct Install Program: This comprehensive program from 07/01/2012 through 03/20/2013 and was a water efficiency makeover for many homes. The replacement totals are:

- Faucet aerators – 507
- Showerheads – 366
- Sprinkler nozzles – 6,896
- High Efficiency Toilets – 282
- Weather Based Irrigation Controllers -289
- Indoor Audits – 324
- Outdoor Audits – 300

Turf Replacement: Funded through three different entities (WMWD, MWD, and JCSD), the turf replacement program targeted both CII and residential customers. CII customers included Nestle (25,000 square feet), MCC Corporation (260,000 square feet) and Lennox (46,000 square feet) among other smaller projects. Public agencies including school districts also took advantage of the additional funding provided by JCSD to offset their costs and replace turf with drought tolerant plants materials. Residential customers also enjoyed the benefits of the turf replacement program with 103 customers receiving a rebate since FY 13-14.

Rebates: Different devices that are available for rebates include High Efficiency Toilets, High Efficiency Clothes Washers, Irrigation controllers, Rain Barrels, and Rotating Nozzles. From 2010 to 2015, a total of 1,854 different rebates were paid to residential customers. The corresponding amount for CII customers is 24. This does not include turf replacement programs.

JCSD landscape areas: Select landscape facilities were retrofitted with rain sensors to ensure that irrigation systems are automatically turned off during rain events. This saves water and employees the time it takes to drive to the location and physically turn off the controller. Approximately 125 were installed. Additionally, many park and frontage areas

were retrofitted with drought tolerant landscaping and water-efficient spray nozzles and drip irrigation.

Grants: JCSD participates in several grants. Generally, funding comes from the DWR or the Bureau of Reclamation and is administered by WMWD or the Santa Ana Watershed Project Authority (SAWPA). Additionally, JCSD supports other member agencies like the Inland Empire Utilities Agency (IEUA) in their grant process as many water projects are regional in nature. Grants that JCSD was involved in directly during the UMWP time frame include the CUWCC landscape class grant, Kreiger grant for educators, WECAN grant (SAWPA), High Visibility Turf grant (SAWPA), and a Urinal replacement grant (Bureau of Reclamation).

Cost-share rain barrel program: At a one-time event, over 300 rain barrels were pre-ordered and picked up by customers in one day. JCSD offset the cost of the rain barrels by purchasing in bulk and providing a discounted price to residential customers.

CII Account Analysis: Conservation staff began tracking usage from high water users and contacting each company to review the findings and provide conservation advice. This generally led to water conservation methods to reduce demand.

Water Waste Procedures: Although JCSD has a water waste ordinance the new drought Emergency Regulations made this a priority. To ensure reporting ease, several methods were added:

E-Citizen: A Web-based app allows anyone to report water waste on their smart phone.

Email: Numerous residents and employees report water waste directly to the Conservation Coordinator.

Hotline: A conservation hotline was added. Beginning in May 2014, conservation staff began tracking additional calls from residents that do not necessarily escalate to a formal water waste issue. Through December 2015, the number of calls was 1,228.

Water waste reports: Water waste reports are assessed and acted on in the order of urgency. Main line leaks are reported to the maintenance department; all others are investigated and resolved by conservation staff. This is a component of the SWRCB drought report. From July 2015 through December 2015, JCSD reported 2,114 follow-up items to the SWRCB.

Free Sprinkler Nozzles: This is a program offered through WMWD. Beginning in 2011, the program offers free high efficiency nozzles to commercial and residential customers at no charge through a voucher program. To date, approximately 12,000 vouchers have been redeemed for 300,000 nozzles.

Conservation Garden: To provide an example of a "water wise" landscape, JCSD removed 8,100 square feet of turf at their headquarters and replaced it with drought tolerant and native plants.

Saturation Study: Conservation staff requested and received a high efficiency toilet saturation study from WMWD. According to the study, approximately 13 percent of toilets within the District have not been changed to a more efficient toilet. Through natural attrition, that number will decrease, thereby illustrating that a direct installation program for toilets would not be cost effective. Instead, conservation staff increased the rebate amount leading to an increase in toilet replacement activity without increasing staff time or the conservation budget significantly.

Urinal Program: This is a grant-funded program offered by WMWD. To date, 110 urinals have been replaced to JCSD customers at no cost to the District.

- **Planned Implementation to Achieve Water Use Targets**

JCSD understands that drought conditions may become the new normal for Southern California and therefore plans to budget additional staff for the water conservation program to assist and expand the efforts of the Conservation Coordinator. Many of the currently existing programs will be continued, however, additional programs are currently in development:

Drip Irrigation Rebate: JCSD-funded, this program is in development to offset the cost of drip irrigation to both CII and residential customers.

Limited Turf Replacement: To encourage customers who want to replace part of their turf, JCSD is developing a program to assist customers in removing turf in areas that come into contact with hard surfaces such as a driveway or sidewalk.

Grants: JCSD will continue the WECAN grant through 2017 and apply for additional conservation grants as they become available.

Audits: JCSD will continue to offer audits selectively to large water users.

CII: JCSD plans to implement an extensive CII program that includes cooling towers and process water.

Executive Order B-37-16 issued by Governor Brown on May 9, 2016 directs the SWRCB and DWR to permanently require urban water suppliers to issue a monthly report on their water usage, amount of conservation achieved, and any enforcement efforts. JCSD will abide by the requirements of the Order and continue reporting to the State.

9.2 Members of the California Urban Water Conservation Council

The California Urban Water Conservation Council (CUWCC) is a consensus-based partnership of agencies and organizations concerned with California's water supply and conservation of natural resources. Urban water suppliers that are members of the CUWCC have the option of submitting their 2013-2014 Best Management Practice (BMP) annual reports in lieu of, or in addition to, describing the DMMs in their 2015 UWMP. Although JCSD is a signatory to the CUWCC Memorandum of Understanding (since 1994), the BMP reports were not filed for 2009, 2010, 2011, 2012, 2013, and 2014. The District's Conservation Coordinator has submitted the 2009-2014 BMP reports and expects the District to receive credits for the reported water conservation efforts. Submittal of the 2015 BMP report to the CUWCC is expected to bring JCSD into compliance with the MOU. The District maintains its firm commitment to the implementation of the BMPs (aka DMMs) as a signatory to the CUWCC and every effort will be made to bring the District into compliance.

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CHAPTER 10: PLAN ADOPTION, SUBMITTAL, AND IMPLEMENTATION

This chapter provides guidance to address the CWC requirements for a public hearing, the UWMP adoption process, submitting an adopted UWMP, plan implementation, and the process for amending an adopted UWMP.

10.1 Inclusion of All 2015 Data

2015 UWMPs must include the water use and planning data for the entire year of 2015. If an agency is reporting on a calendar year basis (January to December), the 2015 UWMP cannot be completed before the end of the calendar year 2015. If an agency is reporting on a fiscal year basis (July to June), they may complete their 2015 UWMP at the end of their fiscal year. Since JCSD is reporting on a calendar year basis, the 2015 UWMP was not completed until the end of the calendar year 2015.

10.2 Notice of Public Hearing

A public hearing must be hosted by JCSD prior to adopting the Plan; it may be held at the adoption hearing, but the public hearing must be listed as an agenda item to allow time for public input. DWR guidelines state that all public input shall be considered by the Board of Directors. There are two audiences within the service area that are required to be noticed for the public hearing: cities and counties, and the public. JCSD held a joint public hearing and adoption hearing on June 27, 2016.

10.2.1 Notice to Cities and Counties

10.2.1.1 60 Day Notification

The CWC states that cities and counties must be notified that the supplier will be reviewing the UWMP and considering amendments to the Plan. This notice must be sent at least 60 days prior to the public hearing. Notices were sent to applicable cities and counties on April 21, 2016.

Table 10-1 Retail: Notification to Cities and Counties		
City Name	60 Day Notice	Notice of Public Hearing
Add additional rows as needed		
Eastvale	☑	☑
Jurupa Valley	☑	☑

Table 10-1: Notification to Cities and Counties lists the required notifications. JCSD also notified the following list of interested agencies and organizations.

- Chino Basin Desalter Authority
- Chino Basin Watermaster
- City of Eastvale *(required)*
- City of Jurupa Valley *(required)*
- City of Norco
- City of Ontario
- City of Riverside Public Utilities Department
- Corona-Norco Unified School District
- Inland Empire Utilities Agency
- Jurupa Unified School District
- Rubidoux Community Services District
- Santa Ana River Water Company
- Western Municipal Water District

10.2.1.2 Notice of Public Hearing

JCSD also provided notice of the time and place of the public hearing to cities and counties, as well as interested agencies. The notices to the cities and counties also included the location where the 2015 UWMP can be viewed, the UWMP revision schedule, and contact information of the UWMP preparer. Notices were sent to applicable cities and counties on April 21, 2016.

10.2.2 Notice to the Public

The public was notified of the public hearing and availability to review the Plan in the local newspaper (*The Press Enterprise)* once a week for two successive weeks pursuant to Government Code 6066, on June 13 and June 20, 2016. JCSD provided a public draft of the

Plan on their Web site www.jcsd.us and at the District office beginning on June 13, 2016. **Appendix B** contains copies of all notices.

10.3 Public Hearing and Adoption

Before submitting the UWMP to DWR, the JCSD Board of Directors must formally adopt the plan, as prepared or as modified after the public hearing.

In relation to the "20 percent by 2020" baseline and targets described in Chapter 5, the CWC requires the public hearing to also accomplish the following in order to comply with SB X7-7:

- Allow community input on the implementation plan;[1]
- Consider the economic impacts of the implementation plan; and
- Adopt a method for determining its urban water use target.[2]

Therefore, the hearing provided information on the baseline values, water use targets, and implementation plan developed by JCSD as required by the Water Conservation Act of 2009.

10.3.1 Adoption

The 2015 UWMP was adopted by the JCSD Board of Directors on June 27, 2016 following a public hearing on June, 27, 2016. A copy of the JCSD adoption Resolution No. 2660 is included in **Appendix P.**

10.4 Plan Submittal

10.4.1 Submitting a UWMP to DWR

2015 UWMPs must be submitted to DWR within 30 days of adoption and by July 1, 2016. UWMP submittal will be done electronically through WUEdata, an online submittal tool.

After the UWMP has been submitted, DWR will review the plan utilizing the checklist provided in Appendix A and make a determination as to whether or not the UWMP addresses the

[1] The term "implementation plan" as mentioned in the 20% by 2020 Water Conservation Act of 2009 is not defined. But according to DWR staff, it is meant to suggest the District's plans as described in the UWMP for continuing to meet its water conservation target.
[2] The method chosen by JCSD to calculate the 2020 water use target has been, "Method 1: Eighty percent of the water supplier's baseline per capita water use" as defined in CWC Section 10608.20(a)(1).

requirements of the CWC. The DWR reviewer will contact JCSD as needed during the review process. Upon completion of the Plan review, DWR will issue a letter to the agency with results of the review.

10.4.2 Electronic Data Submittal

DWR developed an online submittal tool, WUEdata, which was used for the 2015 UWMPs. The tool accepts complete UWMPs, as well as tabular data from all the data tables. The WUE data online submittal tool is online at https://wuedata.water.ca.gov.secure/.

JCSD submitted its electronic data via the WUEdata online submittal tool on June 28, 2016.

10.4.3 Submitting a UWMP to the California State Library

No later than 30 days after adoption, JCSD shall submit a CD or hardcopy of the adopted 2015 UWMP to the California State Library at:

California State Library
Government Publications Section
P.O. Box 942837
Sacramento, CA 94237-0001
Attention: Coordinator, Urban Water Management Plans

Or by courier or overnight carrier to the State Library at:

California State Library
Government Publications Section
914 Capitol Mall
Sacramento, CA 95814

10.4.4 Submitting a UWMP to Cities and Counties

No later than 30 days after adoption, JCSD shall submit a hard or electronic copy of the adopted 2015 UWMP to any city or county to which it provides water including the City of Jurupa Valley and the City of Eastvale. This submittal satisfies Water Code Section 10635(b).

10.5 Public Availability

The adopted UWMP is available for public review at JCSD, located at 11201 Harrel Street, Jurupa Valley, CA 91752 during normal business hours Monday through Friday 7:30 AM to 5:30 PM. In addition, a copy of the adopted UWMP can be found on JCSD's Web site (http://www.jcsd.us/documents) for public viewing anytime.

10.6 Amending an Adopted UWMP

If JCSD decides to amend the adopted UWMP, each of the steps for notification, public hearing, adoption, and submittal must also be followed for the amended plan. Notably, the water use target method described in Chapter 5 may not be changed in any amendments to the 2015 Plan or in the 2020 Plan.

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TABLE Existing (2015)-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between East Mission Blvd and Riverside Dr.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4443 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
68.0	139.1	296.0	636.0

NOISE AND VIBRATION STUDY

CITY OF JURUPA VALLEY GENERAL PLAN
CITY OF JURUPA VALLEY, RIVERSIDE COUNTY, CALIFORNIA

LSA

September 2016

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NOISE AND VIBRATION STUDY

CITY OF JURUPA VALLEY GENERAL PLAN

CITY OF JURUPA VALLEY, RIVERSIDE COUNTY, CALIFORNIA

Submitted to:

City of Jurupa Valley
Planning Department
8930 Limonite Avenue
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Project No. CJV1502

LSA

September 2016

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LIST OF ABBREVIATIONS AND ACRONYMS

µin/sec	microinches per second
µPa	micropascals
ADT	average daily traffic
AIA	airport influence area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
Caltrans	California Department of Transportation
City	City of Jurupa Valley
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
ft	foot/feet
FTA	Federal Transit Administration
HP	Horsepower
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
in/sec	inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LSA	LSA Associates, Inc.
L_V	velocity in decibels
mi	miles
NLR	noise level reduction
PDF	Project Design Feature
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
RMS	root-mean-square (velocity)
sf	square feet
STC	Sound Transmission Class
VdB	vibration velocity decibels
VMS	variable message sign

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INTRODUCTION

This noise and vibration study has been prepared to evaluate the potential noise and vibration impacts and mitigation measures associated with the implementation of the proposed General Plan for the City of Jurupa Valley (City). This report discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels under existing conditions; evaluates potential noise impacts associated with the implementation of City's General Plan; and provides mitigation where necessary to reduce noise impacts. This report evaluates the potential for implementation of the General Plan to result in noise impacts in the City and surrounding areas adjacent to the City.

Project Location and Description

The City's 2016 General Plan area constitutes the boundaries of the City of Jurupa Valley, as shown in Figure 1. The City is adjacent to the cities of Eastvale on the west, Norco and Riverside on the south and east in Riverside County, and Ontario and Fontana on the north and east, and the city of Colton on the northeast in San Bernardino County. The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of State Route 60 (SR-60) lies the dramatic sloping terrain of the Jurupa Mountains, that provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its lush riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Over the years, the Jurupa Valley has consisted of many unincorporated communities.

The City of Jurupa Valley was incorporated in July 2011. The City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10 adopted all ordinances and resolutions of the County of Riverside in effect as of July 1, 2011 (including land use ordinances and resolutions), to remain in full force and effect as City Ordinances. As such, development activities that occur in the City of Jurupa Valley are regulated by the City's current General Plan, which follows Riverside County's General Plan in effect in 2011, as since amended, and Riverside County Zoning Ordinance (Ordinance No. 348) and Subdivision Ordinance (Ordinance No. 460) that were in effect on July 1, 2011, unless otherwise superseded by a City ordinance or resolution.

The City's 2016 General Plan is consistent with and derives its authority from California State law. Once adopted, it becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through Zoning Regulations, adopted standards and other City laws. As required by State law, capital improvement programs, zoning regulations and related land use policies must be consistent with the General Plan.

CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in the environment that it can threaten quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

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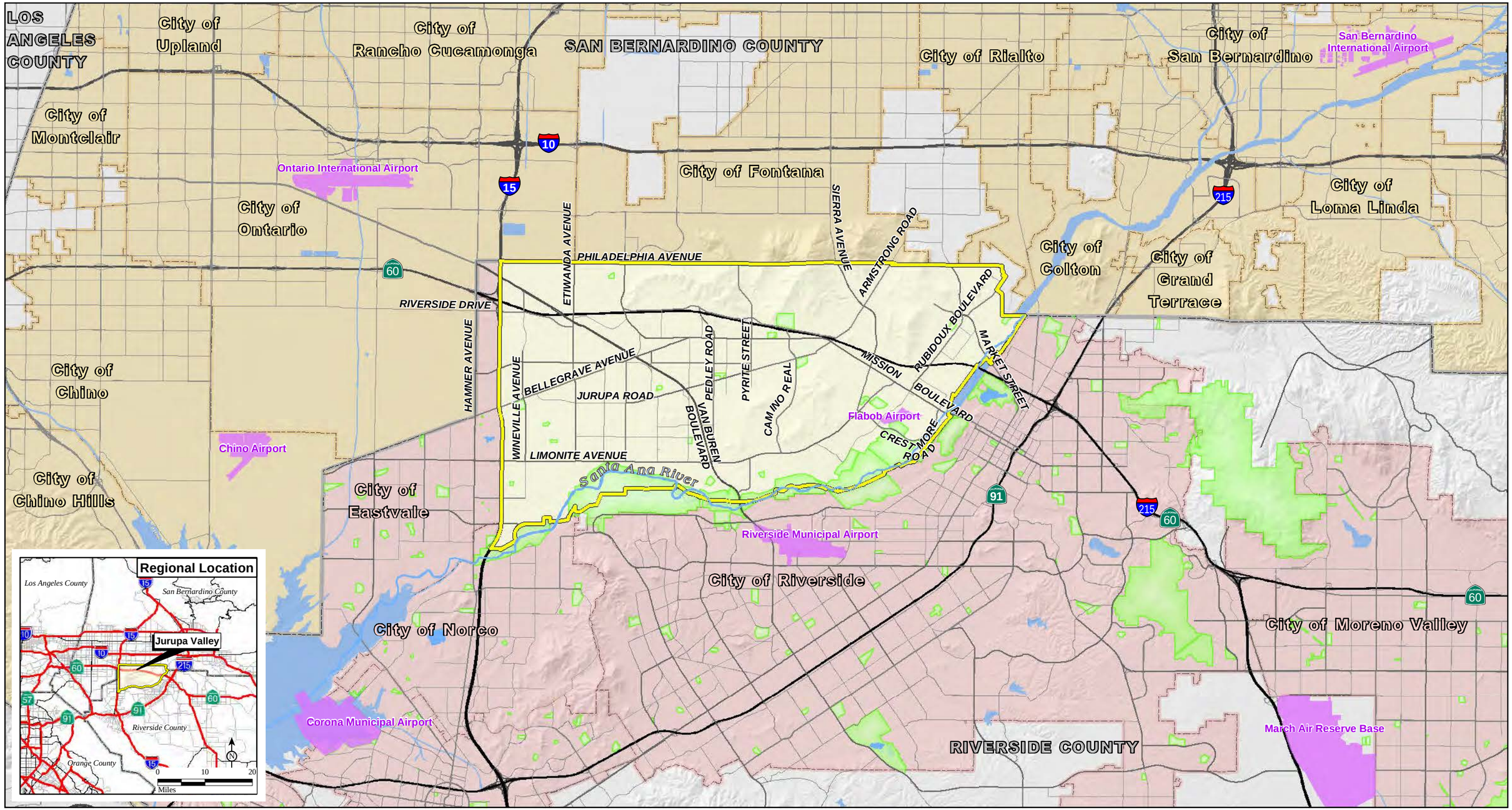

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- County Boundary
- Parks
- Airports

SOURCE: Riverside County 7/2015

0 5,000 10,000
Feet

I:\CJV1502\Reports\Noise\fig1_Regional.mxd (11/23/2016)

Jurupa Valley General Plan Noise and Vibration Study

Figure 1
City Location

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To the human ear, sound is technically described in terms of its loudness (amplitude) and pitch (frequency). Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source (noise in a relatively flat environment with absorptive vegetation) decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses both CNEL and L_{dn} noise scales for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)

Table A: Definitions of Acoustical Terms

Term	Definitions
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	—
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA Associates, Inc. (2015).

Vibration

Vibration refers to groundborne noise and perceptible motion of the earth. Similar to airborne noise, vibration is transmitted in noise-like waves through the earth and solid objects. There are several ways to categorize vibration sources. One way is to divide vibration into natural sources (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and human sources (e.g., explosions, machinery, traffic, trains, and construction equipment). Similar to noise sources, vibration sources can also be described as continuous (e.g., operating factory machinery) or transient (e.g., explosions).

As with noise, ground vibrations can be described by amplitude and frequency. Vibration amplitude is characterized by its displacement, velocity, and acceleration. Displacement is the distance that soil particles travel from their original location as a result of vibration, as measured in inches or millimeters. Velocity is the speed of the soil particles measured in inches per second or millimeters per second. Acceleration of the soil particles is measured in inches per second or millimeters per second. Particle velocity is the most commonly used vibration attribute used to describe vibration. Table C presents the human reaction to various levels of peak particle velocity. Vibrations also vary in frequency. Traffic vibrations generally range in frequencies from 10 to 30 hertz (Hz), and tend to average around 15 Hz. As a point of reference, city buses often generate frequencies around 3 Hz at high vehicle speeds, due to their suspension systems.

Table C: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937–0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992.

Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. However, without the effects associated with the shaking of a building, there is less adverse reaction. Building vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. Building damage is not a factor for normal projects, with the occasional exception of blasting and pile driving during construction or mining. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by up to 10 decibels. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to within about 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Factors that influence groundborne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground versus at ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at a great distance from the track. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

Table D shows the various land use compatibility classifications based on exterior noise levels, and these categories are described as follows:

- **Noise Range I**—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- **Noise Range II**—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
- **Noise Range III**—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- **Noise Range IV—**Clearly Unacceptable: New construction or development should generally not be undertaken.

Table D: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential, low-density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential multifamily	50–60	60–70	70–75	75+
Transient lodging, motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+

Table D: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Actively used open spaces, playgrounds, neighborhood parks	50–67	–	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	–	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	–
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	–

Source: California Department of Health, Office of Noise Control (1976).
CNEL = Community Noise Equivalent Level
dB = decibel(s)
L_{dn} = day-night average noise level

REGULATORY FRAMEWORK

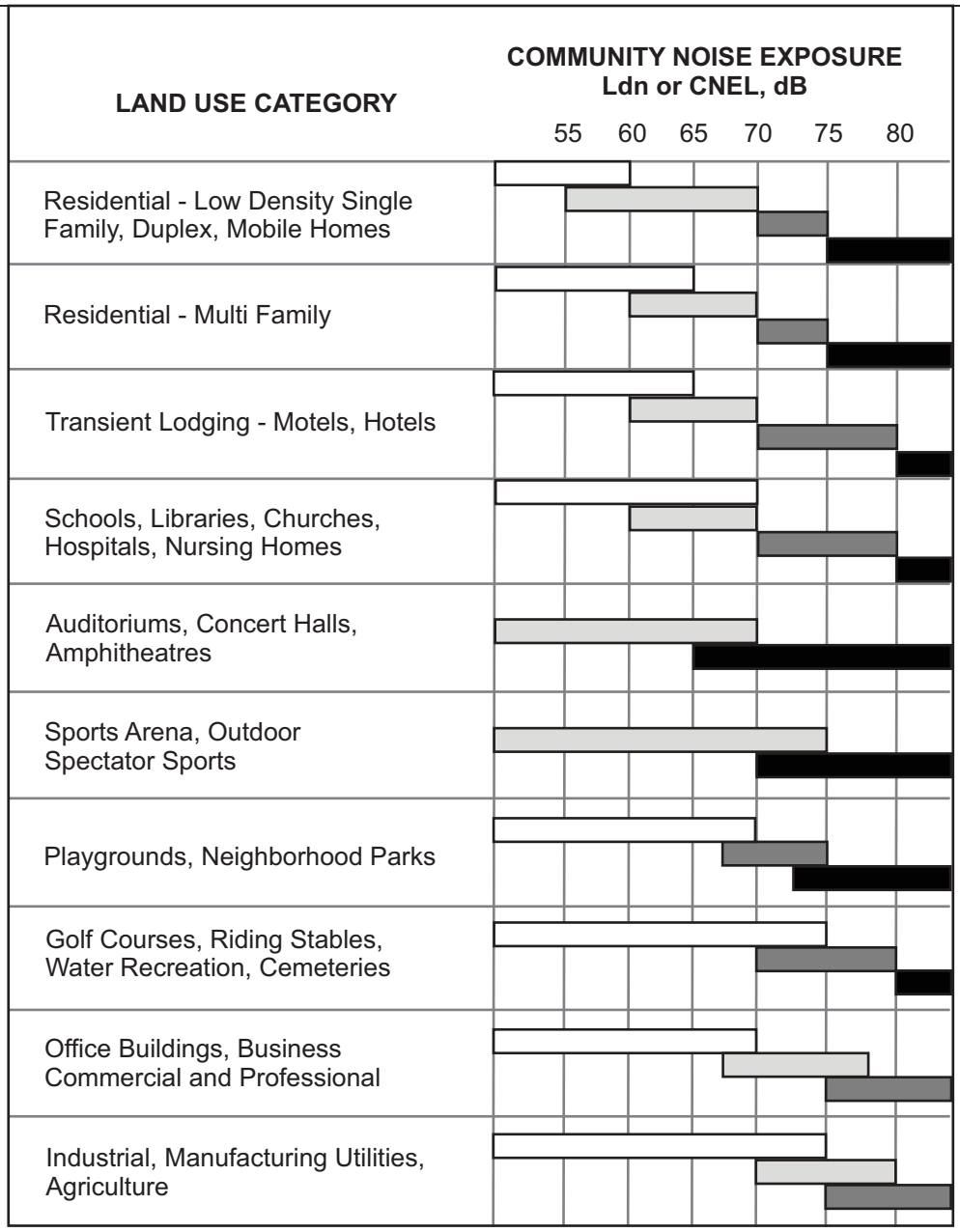
Federal Guidelines

For train vibration, the typical criteria are those in the Transit Noise and Vibration Impact Assessment (FTA 2006) by the Federal Transit Administration. The criterion presented in Table 8-1 of that report for infrequent events (defined as fewer than 30 per day) in residences is that the vibration levels not exceed 80 VdB. (VdB is a measurement of ground velocity relative to 10^{-6} inches per second.) Note that the threshold of perception is usually taken to be approximately 65 VdB. Therefore, even if the requirements are met, vibration from train pass-bys will be felt.

State Regulations

Noise Compatibility Guidelines. The State of California Noise Compatibility Guidelines, published by the Department of Health, Services provides guidance for use when siting land uses. Figure 2 shows the compatibility guidelines, which are used to evaluate the compatibility of the proposed land uses with the noise environment. The guidelines show compatibility of various land uses with different noise environments and demonstrate that residential uses are normally acceptable in noise environments up to 60 dBA CNEL for low-density single-family uses and 65 dBA CNEL for multifamily residential uses.

State of California Building Code. The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code (CBC). These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn}. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or L_{dn} noise limit.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

LSA

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C.

Jurupa Valley General Plan
Noise and Vibration Study

Figure 2
California Noise Compatibility Guidelines

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State Land Use Compatibility Criteria. The State of California adopts suggested land use noise compatibility levels as part of its General Plan Update Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Previously referenced Figure 2 shows the Land Use Compatibility Guidelines.

State and federal agencies regulate vehicle noise emissions from the source, but local governments have little direct control of transportation noise at the source. The most effective methods available to the City for mitigating transportation noise are the locating of sensitive uses away from noise sources, establishing commercial truck routes, constructing and maintaining adequate setbacks between land uses and noise sources, constructing noise barriers, and by requiring development project site design review. The State's Land Use Compatibility Matrix (Figure 2) may be used to assess the compatibility of the proposed land uses with the noise environment. These criteria are the basis for specific Noise Standards.

Riverside County

Riverside County Airport Land Use Commission. The California Public Resources Code requires that the adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (AIA), as defined by an airport land use compatibility plan, shall require review from the Airport Land Use Commission (ALUC) for determination of consistency with the Commission's Plan prior to its approval by the local jurisdiction. In general, consistency with the Commission's Plan is determined based on noise and safety compatibility issues.

The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. According to guidelines included in the Riverside County Airport Land Use Compatibility Plan (ALUCP), areas exposed to aircraft noise levels above 65 dBA CNEL are considered clearly unacceptable for new residential land uses, schools, libraries, and hospitals. For churches, auditoriums, concert halls, and amphitheaters, noise levels above 70 dBA CNEL are clearly unacceptable. These standards shall be based upon projected noise contours calculated based upon forecasted aircraft activity as indicated in an airport master plan, or that is considered by the Riverside County ALUC to be plausible.

The maximum aircraft-related interior noise level that shall be considered acceptable for land uses near airports is 45 dBA CNEL in: (a) any habitable room of single-family or multifamily residences; (b) hotels and motels; (c) hospitals and nursing homes; (d) churches, meeting halls, theaters, and mortuaries; (e) office buildings; and (f) schools, libraries, and museums. According to the Riverside County ALUC, when reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

- Any mobile home situated within an airport's 55 dBA CNEL contour. (A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dBA with windows closed);
- Any single-family or multifamily residence situated within an airport's 60 dBA CNEL contour. (Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dBA with windows closed.); and
- Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65 dBA CNEL contour.

City of Jurupa Valley General Plan

Noise Element. The Noise Element of the proposed 2016 General Plan contains the following goals, policies, and programs to help monitor, regulate, and mitigate excessive noise levels (i.e., potential noise impacts) within the City as development occurs:

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix, Table NE-2, to determine the compatibility of proposed general plan amendments and rezones with existing noise-sensitive land uses and/or noise exposure due to transportation sources.

NE 1.1.2 **New Development and Stationary Noise Sources.** New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allow the development to meet the standards of Table NE-1.

NE 1.1.3 **New or Modified Stationary Noise Sources.** Noise created by new, stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table NE-1, for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations existing in 2016.

NE 1.1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed general plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.5 **Noise-Sensitive Uses.** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 dBA CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.

NE 1.1.6 **Protection of Noise-Sensitive Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping and noise walls should be considered.

NE 1.1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

NE 1.1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.1.9 **Acoustic Site Planning and Design.** Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master-planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.

NE 1.1.10 **Mixed Uses.** Require that mixed commercial and residential development minimizes the transfer or transmission of noise from the commercial land use to the residential land use.

Programs

NE 1.1.1.1 **Municipal Code:** Amend the Municipal Code to require that development entitlements (tract maps, site development plans, conditional use permits, etc.) comply with the Land Use/Noise Compatibility Matrix (Table NE-2) and other requirements of the General Plan.

NE 1.1.1.2 **Noise Guide.** The Planning Department shall prepare and maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise, and make the Guide available to the public, property owners, and developers.

NE 1.1.1.3 **Homeowner Assistance.** Assist homeowners living in high noise areas to reduce noise levels in their homes through funding assistance and retrofitting program development, as City resources allow.

Goal

NE 2.1 Minimize excessive noise levels and community health risks due to mobile noise sources.

Policies

NE 2.1.1 **Roadway Projects.** Include noise mitigation measures in the design and construction of new roadway projects in the City. Noise mitigation may include speed reduction, roadway design, noise-reducing materials or surfaces, edge treatments and parkways with berms and landscaping, and other measures.

NE 2.1.2 **Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.

NE 2.1.3 **Off-Road Vehicles.** Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles except where designated for that purpose. Enforce strict operating hours for these vehicles where they are located to minimize noise impacts on sensitive land uses adjacent to public trails and parks.

NE 2.1.4 **Rail Noise.** Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning and discretionary approval process.

NE 2.1.5 **Rail Noise Mitigation.** Encourage, and where possible, require the rail service provider to install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses.

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.1.8 **Preferred Noise Mitigation Methods.** When approving new development of noise-sensitive uses or noise-generating uses, the City will require noise mitigation in the order of preference, as listed below, with "1" being most preferred. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before approving a less desirable approach, the City approval body must make a finding that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

A. Mitigating Noise Generation

    1. Design the site of the noise-producing project so that buildings or other solid structures shield neighboring noise-sensitive uses;
    2. Limit the operating times of noise-producing activities;
    3. Provide features, such as walls, with a primary purpose of blocking noise.

B. Mitigating Outdoor Noise Exposure

    1. Provide distance between noise source and recipient;
    2. Provide distance plus planted earthen berms;
    3. Provide distance and planted earthen berms, combined with sound walls;
    4. Provide earthen berms combined with sound walls;
    5. Provide sound walls only;
    6. Integrate buildings and sound walls to create a continuous noise barrier.

NE 2.1.9 **Noise Walls.** Noise mitigation walls (sound walls) should be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan. Where noise walls are used, they should be designed to enhance community character, protect significant views, discourage graffiti, and help create an attractive pedestrian, residential setting through features such as setbacks, changes in vertical and horizontal alignment, detail and texture, public art, walkways or trails, and landscaping. The height of such walls should be minimized, and where sound attenuation requires that a buffer that exceeds ten feet in height, the sound buffer

should consist of a combination of berms and a wall, or two or more retaining walls stepped back to allow intervening landscaping.

Programs

NE 2.1.1.1 **Truck Routes.** Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.

NE 2.1.1.2 **City Actions.** The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:

A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and which do not adjoin noise-sensitive land uses.

B. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.

C. Constructing noise barriers.

D. Reducing traffic speeds through street or intersection design methods (also refer to the Mobility Element).

E. Retrofitting buildings with noise-reducing features.

F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.

G. Encourage and support stepped up enforcement of traffic laws and the California Vehicle Code.

NE 2.1.1.3 **City Operations and Purchasing.** City will pursue alternatives to the use of noisy equipment and vehicles, and will purchase equipment and vehicles only if they incorporate the best available noise reduction technology.

Goal

NE 3.1 Minimize excessive noise levels and community health risks due to stationary noise sources.

Policies

NE 3.1.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.

NE 3.1.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping or parking facilities of commercial and industrial land uses, which abut residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight Commercial Truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.

NE 3.1.3 **Noise Buffers.** Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.

NE 3.1.4 **Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the manufacturer.

NE 3.1.5 **Construction Noise.** Limit commercial construction activities near residential uses to weekdays, between 7:00 am and 6:00 p.m., and limit high-noise generating construction activities (e.g. grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

NE 3.1.6 **Commercial Truck Idling.** Restrict truck idling near noise sensitive receptors.

NE 3.1.7 **Automobile-Oriented Uses.** Require that parking structures, terminals, drive-through restaurants, automobile sales, and repair, fueling stations, mini-marts, car washes and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.

NE 3.1.8 **Entertainment Uses.** Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

NE 3.1.9 **Neighborhood Noise.** Support efforts of the Sheriff's Department, Animal Control, and Code Enforcement to curb nuisance noise from private parties, barking dogs and illegal firework use.

Program

NE 3.1.1.1 **Ensuring Compliance.** Ensure that required noise mitigation measures are carried out as a project is built, and in place and/or fully implemented prior to release of occupancy, including enforcement of the State Building Codes regarding Chapter 35, "Sound Transmission Control," as amended, and "Noise Insulation Standards" (California Code of Regulations, Title 24).

Goal

NE 4.1 Minimize excessive noise levels and community health risks due to groundborne vibration.

Policies

NE 4.1.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.

NE 4.1.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.

NE 4.1.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.1.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and seek to qualify for a Quiet Zone designation.

The applicable noise standards governing activities in the City are in the City General Plan and the City's Municipal Code, Noise Ordinance. The General Plan noise policies cite to applicable state standards including the California Administrative Code, Section 1092 of Title 25, Chapter 1, Subchapter 1, Article 4 and Section 5014 of Title 21, Subchapter 6, Article 2.

City General Plan Stationary Source Noise Standards. The City of Jurupa Valley Noise Element in the General Plan considers the impacts of stationary noise producers. Stationary noise producers are entities with a fixed location that emit noise. The General Plan requires that sensitive land uses not be subjected to excessive stationary noise, either by mitigation at the source or through planning measures that reduce sound exposure. Table E summarizes the criteria for sensitive receivers.

Table E: Jurupa Valley General Plan Noise Standards

Land Use	Stationary Source Land Use Noise Standards	
	Interior Standards	Exterior Standards
Residential 10:00 pm to 7:00 am	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
Residential 7:00 am to 10:00 pm	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

Source: City of Jurupa Valley General Plan Table N-22
L_{eq} = equivalent continuous sound level

City of Jurupa Valley Municipal Code

The City of Jurupa Valley's Municipal Code (Section 11.10.040 – General sound level standards) has established maximum exterior sound levels standards. Standards vary depending on land use. Therefore, future development will be subject to different standards depending on the proposed land uses of a particular project. Table F outlines examples of these criteria.

Table F: Maximum Local Noise Criteria

General Plan Land Designation	Maximum Noise Criteria (dB L_{max})	
	7 a.m.–10 p.m.	10 p.m.–7 a.m.
Low Density (LDR)	55	45
Medium Density (MDR)	55	45
Medium High Density (MHDR)	55	45
Very High Density (VHDR)	55	45
Retail Commercial (CR)	65	55
Open Space (OS)	45	45

Source: City of Jurupa Valley Municipal Code Section 11.10.040
L_{max} = maximum instantaneous noise level

The criteria in Table F represent some but not all the noise limits that persons shall not exceed through sound they create or allow to be created. Private construction projects are exempt under the City's Noise Ordinance.

Thresholds of Significance

A project is considered to have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or if it would conflict with adopted environmental plans and goals of the community in which it is located.

The applicable noise standards and guidelines governing the project are those specified above. In summary, these criteria are contained within the City's Noise Element of the General Plan, the City Municipal Code, the California Vehicle Code, and the State Noise Compatibility Guidelines.

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to noise and are based on Appendix G of the *CEQA Guidelines*). A project would have a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in the *City General Plan*, *Municipal Code*, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Cause a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; and/or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The standards within the *City General Plan* and *City Municipal Code* determine the acceptable noise environment for future proposed development and the areas surrounding that development. The standards are as follows:

- Ensure through the design review process that exterior noise levels at residential areas do not exceed 60 dBA CNEL for low density housing and 65 dBA CNEL for multifamily.
- Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:
  a) 45 dBA-10-minute L_{eq} between 10 p.m. and 7 a.m.
  b) 65 dBA-10-minute L_{eq} between 7 a.m. and 10 p.m.
- Consider the following uses noise-sensitive and discourage them in areas where exterior noise levels exceed 65 dBA CNEL unless measures are implemented that reduce the noise exposure below this level: single-family and multiple-family residential uses, group homes, hospitals, schools and other learning institutions, and parks and open space areas where quiet is a basis for use.

Sensitive Land Uses

People that reside in certain land uses are considered more sensitive to noise than others of the general public. Examples include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. These local land uses would be considered to have "sensitive receptors" and careful planning is required to ensure future land uses and transportation routes do not create significant noise impacts on these uses.

EXISTING SETTING

Overview of the Existing Noise Environment

Vehicular Noise. The primary source of noise in the City is vehicular traffic on the two local freeways (Interstate 15 [I-15] and SR-60), Van Buren Boulevard as a regional highway, and over a dozen roadways considered to be urban highways or arterials in the roadway classification used for the traffic study (see Table 4.16.D and Figure 4.16.2 in the Environmental Impact Report Traffic Section for more details on roadway classifications). Noise levels vary depending on distance from the centerline of a particular roadway, time of day, and traffic speeds and activities. The General Plan noise study modeled noise contours using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model. Figure 3 illustrates the existing (Year 2015) noise contours from major roads and highways in and near the City.

Automobiles, buses, trucks, and trains dominate transportation noise in the City. Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For purposes of assessing vehicular noise, three general weight classifications are considered (light, medium, and heavy). Buses do not fit exactly into either the medium truck or heavy truck category, and their measured noise emission characteristics are equally intermediate. At 35 miles per hour (mph), 1 medium duty truck is as loud as 10 cars, and 1 heavy truck is as loud as 30 cars. A bus is approximately equivalent to 20 cars. In addition, bus noise may be worsened by grade or by the

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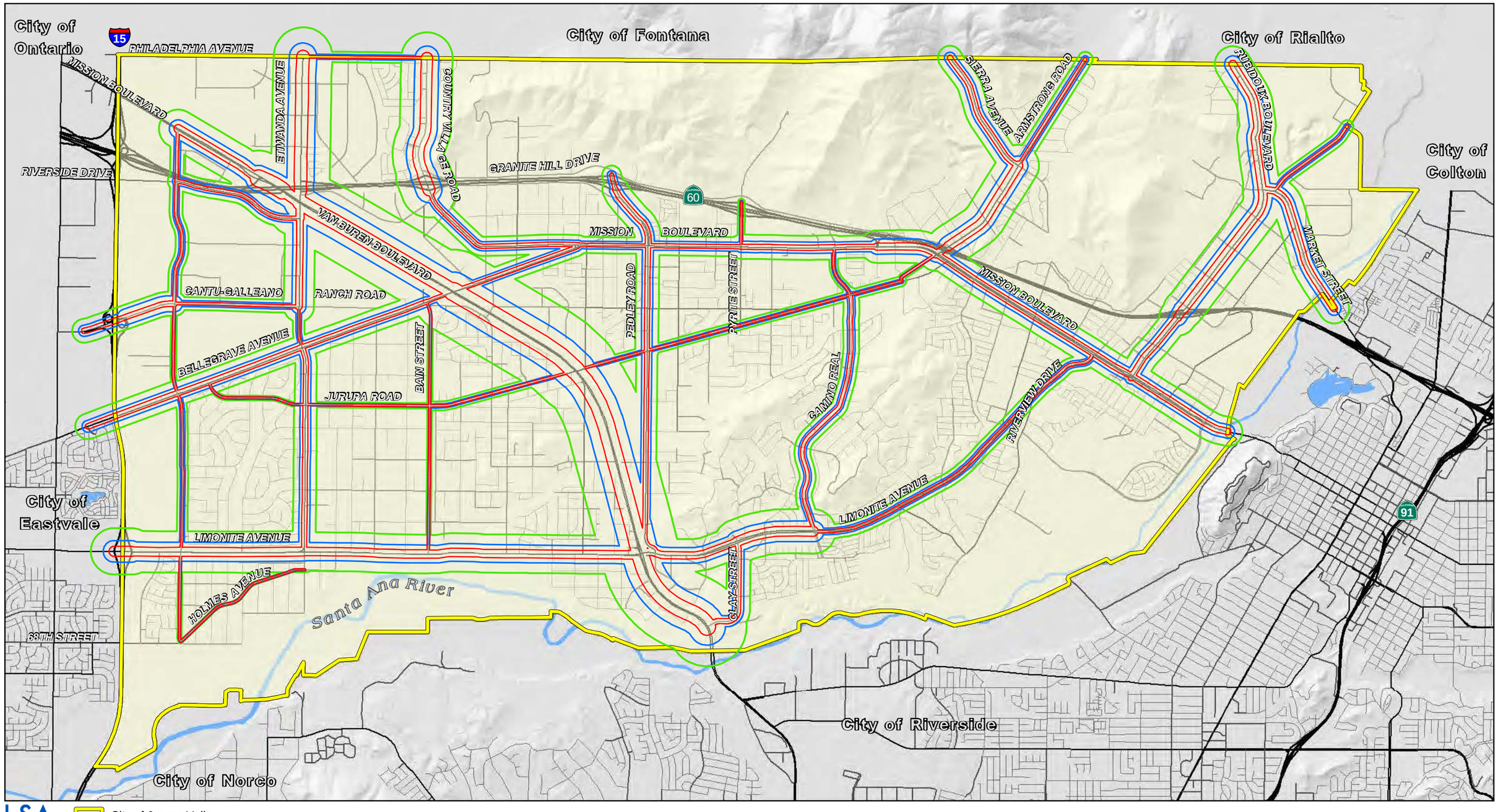

LSA

- City of Jurupa Valley
- 60 CNEL Contour
- 65 CNEL Contour
- 70 CNEL Contour

SOURCE: Riverside County 7/2015, 2016.

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Jurupa Valley General Plan Noise and Vibration Study

Figure 3
Existing Noise Contours (2015)

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condition of the pavement. Major transportation noise sources in the City include traffic on I-15, SR-60, Mission Boulevard, Van Buren Boulevard, Bellegrave Avenue, Jurupa Road, Etiwanda Avenue, Limonite Avenue, Armstrong Road, Rubidoux Boulevard, Pedley Road, and Market Street.

The City is currently served by Riverside Transit Agency, a public transit agency serving Riverside County, with bus service along Limonite Avenue, Mission Boulevard and other small segments within the City through various routes (i.e., Routes 3, 21, 29, 49 and 204).

Rail Noise. The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train. Additionally, if the horn is required to sound a warning (typically at at-grade crossings), the noise level impact will be greater to those uses nearest the intersection.

Currently, one main rail line passes through the City operated by Union Pacific Railroad Company. The rail line generally runs from the northwest corner of the City to the southeastern corner of the City. The rail line also has a spur, which starts at the intersection of Van Buren Boulevard and Jurupa Road and continues northeast generally along the eastern side of Jurupa Road ending in the northeast corner of the City.

Based on the Federal Railroad Administration (FRA) crossing inventory completed on January 1, 2011, at various crossings within the City, typical operations along the main rail line included approximately 10 daytime trains and 8 nighttime freight trains ranging in speed from 45 to 80 mph. Typical operations on the spur include approximately 2 daytime trains ranging in speed from 5 to 10 mph. In addition to freight train operations on the main line, Metrolink operates a commuter train line, the Riverside Line that is scheduled to have 6 trains pass through in each direction, Monday through Friday.

For all future developments within the City that fall within the required noise screening distances as specified in the Federal Transit Authority (FTA) *Noise and Vibration Manual*, a detailed noise analysis would be required. The screening distances for commuter and freight rail are 750 feet with no obstruction between the rail line and receptor and 375 feet with intervening buildings. Figures 4A, 4B, and 4C show typical railroad 65 dBA CNEL, 70 dBA CNEL, and 75 dBA CNEL noise contours and their distances from railroad centerline of commuter trains and freight trains of various sizes.

Aircraft Noise. The City of Jurupa Valley has the potential to be influenced by operations at two different airports: Flabob Airport located within the Jurupa Valley city limits and Riverside Municipal Airport to the south.

The Flabob Airport is a source of noise, primarily from takeoffs and landings. Average inbound and outbound flights from this airport are approximately 75 per day currently and may reach up to approximately 120 per day in the future (Riverside County ALUCP 2004). Aircraft at this airport include single-engine airplanes, twin-engine piston and turbroprop airplanes, and sail planes. Noise from the aircraft generates a relatively minor contribution to the overall noise environment.

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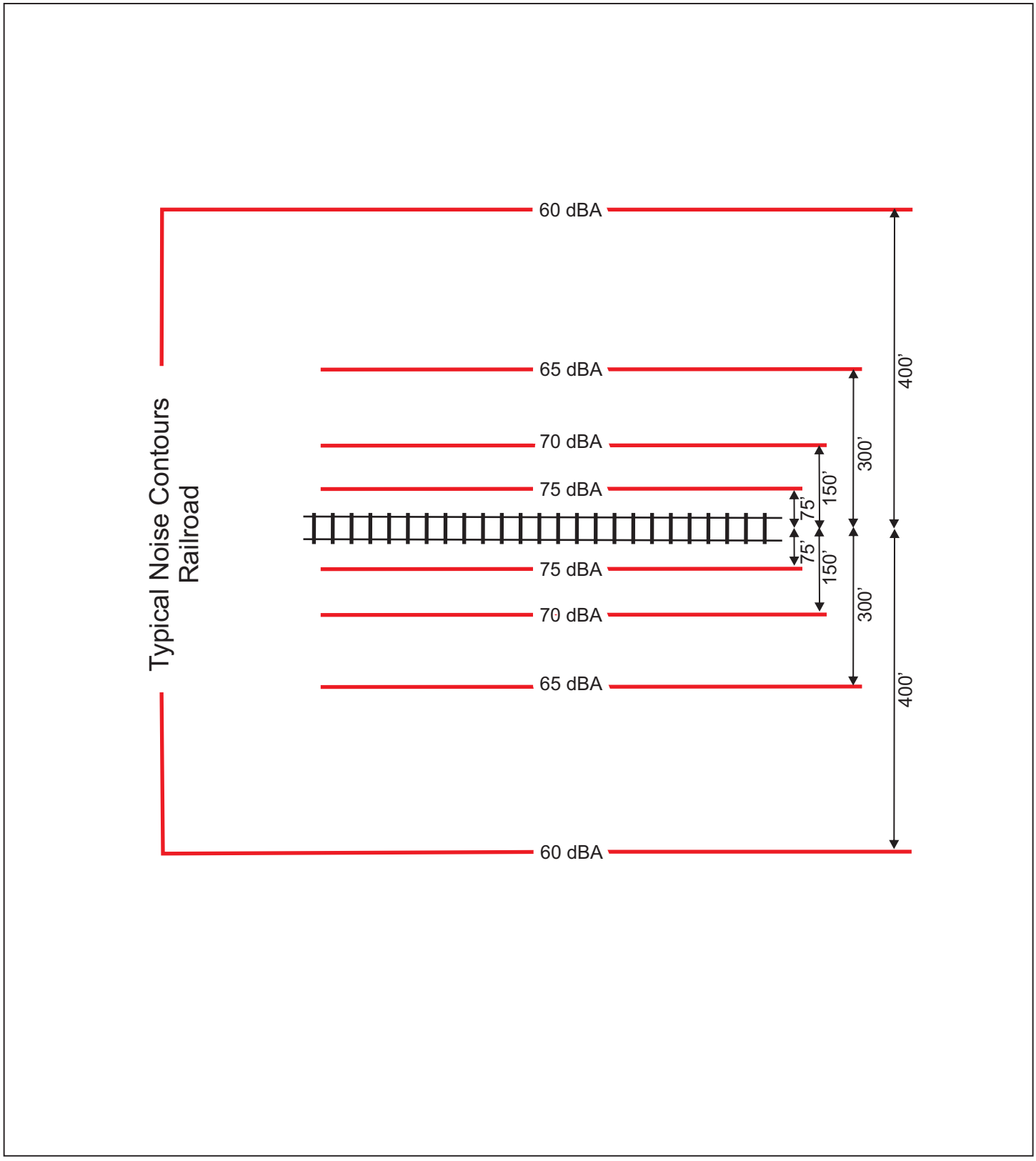

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley General Plan
Noise and Vibration Study

Figure 4A

Typical Railroad Noise Contours: 1 Locomotive and 5 Cars with Horns (Commuter Train)

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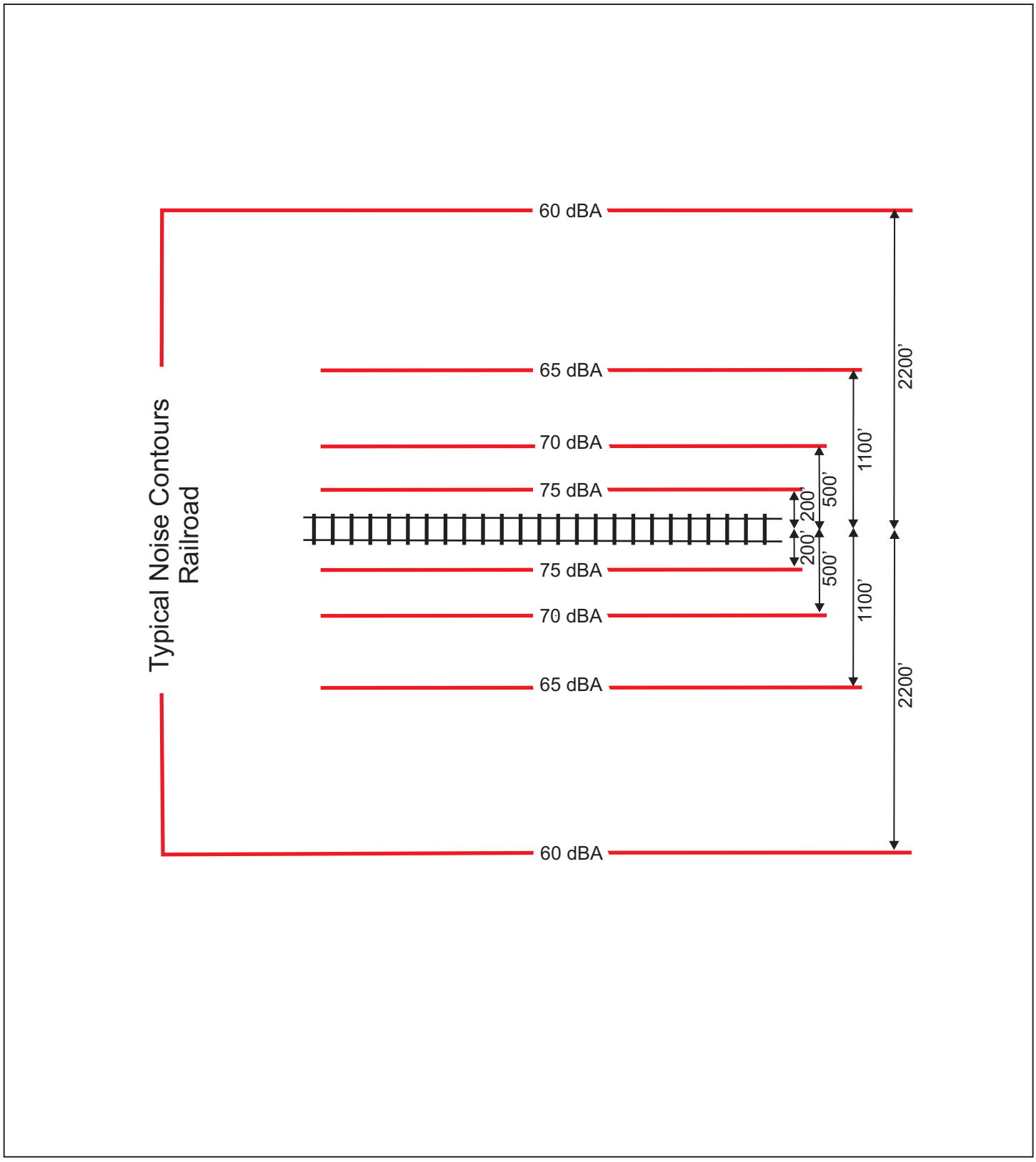

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SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley General Plan
Noise and Vibration Study

Figure 4B

Typical Railroad Noise Contours: 2 Locomotives and 50 Cars with Horns (Freight Train)

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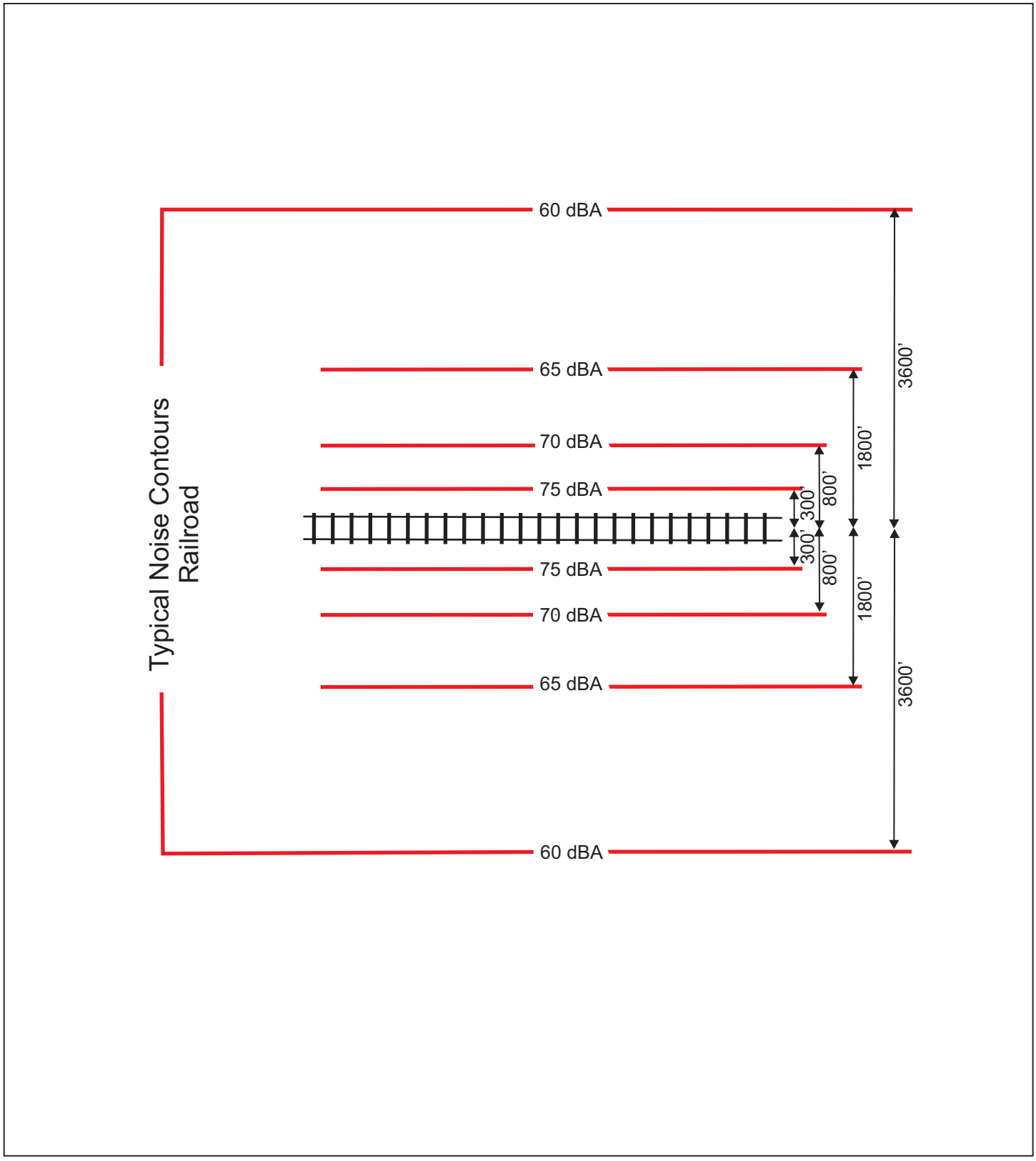

LSA

SOURCE: County of Riverside General Plan, Noise Element Data, 2015

Jurupa Valley General Plan
Noise and Vibration Study

Figure 4C

Typical Railroad Noise Contours: 3 Locomotives and 100 Cars with Horns (Freight Train)

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Based on the noise contour map shown in Figure 5A, the 65 dBA CNEL contour appears to overlap with very few single-family homes located near the intersections of 42nd Street and Wallace Street and Carol Way and Wallace Street, otherwise, the 65 dBA CNEL contour remains within the Flabob Airport property limits.

Figure 5B shows the noise contours the Riverside Municipal Airport. The Riverside Municipal Airport's 65 dBA CNEL and 60 dBA CNEL contours are within the Riverside city limits.

Stationary Noise. A stationary noise source is a land use, building, or activity in a relatively fixed location that emits noise. They may be temporary, intermittent, or continuous. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators, and amplified sounds are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Industrial, commercial, and manufacturing facilities can also generate stationary noise that may affect sensitive land uses. Another local source of nuisance noise reported during public meetings on the General Plan is diesel trucks idling in residential neighborhoods, especially late at night or in the early morning, and to a lesser degree diesel truck noise from commercial and industrial areas that are close to residential areas. The emitted noise can usually be reduced to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer. In Jurupa Valley, some of the stationary noise producers include truck transfer stations, construction activities, idling trucks, and a go-kart racetrack. Maximum noise exposure levels from stationary sources for noise-sensitive uses are regulated by the Municipal Code.

Nuisance Noise. Many infrequent sources of noise, such as amplified music from bars and private parties, dogs barking, and illegal firework use, is another type of stationary source noise that has been identified by area residents as creating a problem within the City. The effects or significance of nuisance noise can be compounded by the time of day, volume, and proximity to sensitive receptors. For instance, a loud party might be tolerated by neighbors in the early evening hours but be considered a nuisance after 10:00 p.m. The City's Noise Ordinance contains regulations limiting the allowable noise generated by private parties and other events.

Commercial-industrial and light-industrial land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Chapter 11.10, Sections 010–090, of the City's Municipal Code has established noise level requirements for operations involving stationary noise sources.

Existing Noise Measurements

Existing noise levels in the vicinity of the proposed project are used to establish baseline noise levels in key areas. The noise study conducted by LSA included 19 short-term and 12 long-term noise measurement locations distributed throughout the City based on potential areas of concern regarding noise impacts. Several criteria were used in the site selection process including, but not limited to, the

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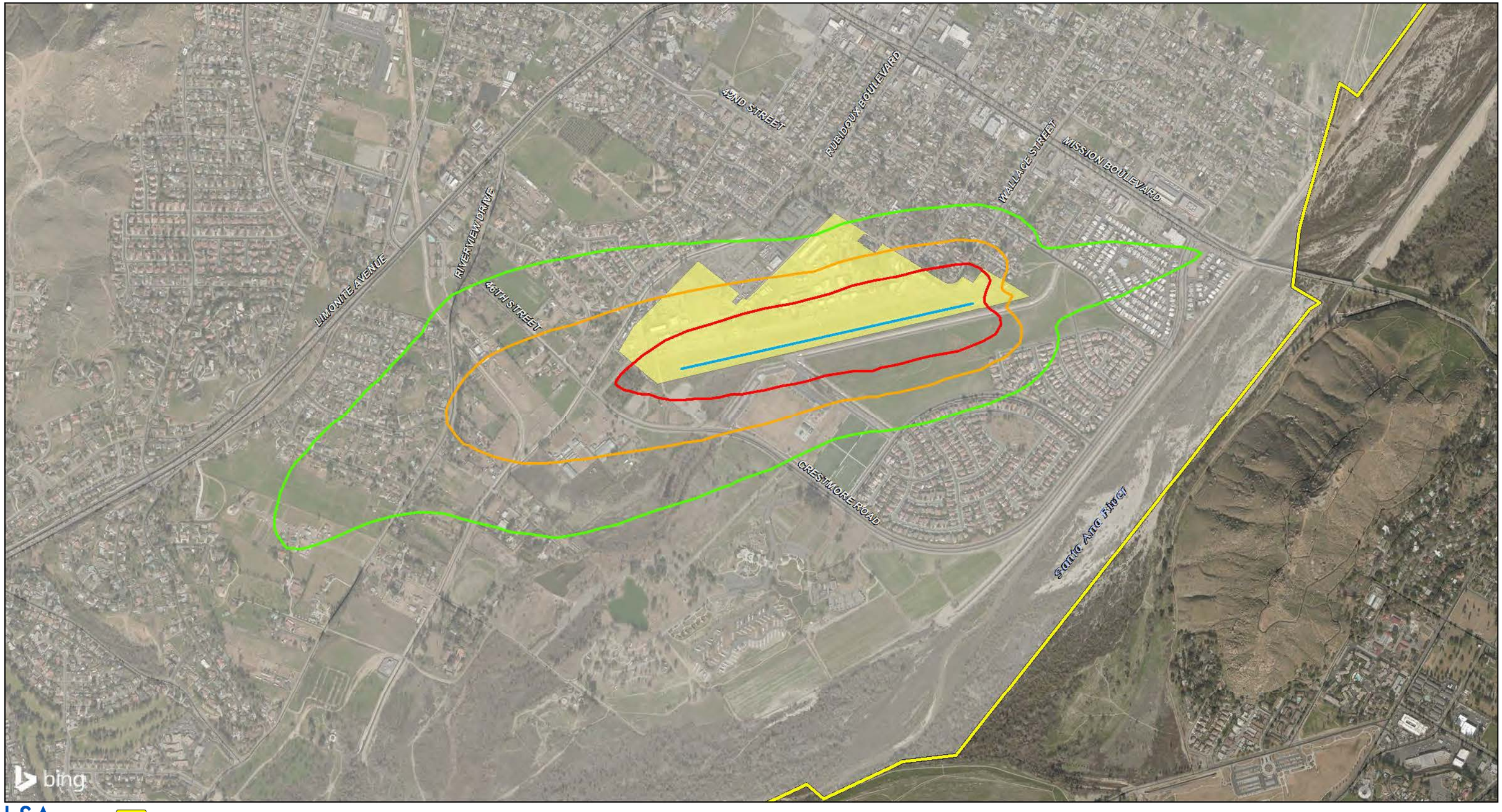

LSA

City of Jurupa Valley

Airports

Flabob Airport

Runway

Airport Noise Contours

55 CNEL

60 CNEL

65 CNEL

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015; Riverside County Airport Land Use Compatibility Plan Policy Document, 2005

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Feet

Jurupa Valley General Plan Noise and Vibration Study

Figure 5A
Flabob Airport Noise Compatibility Contours

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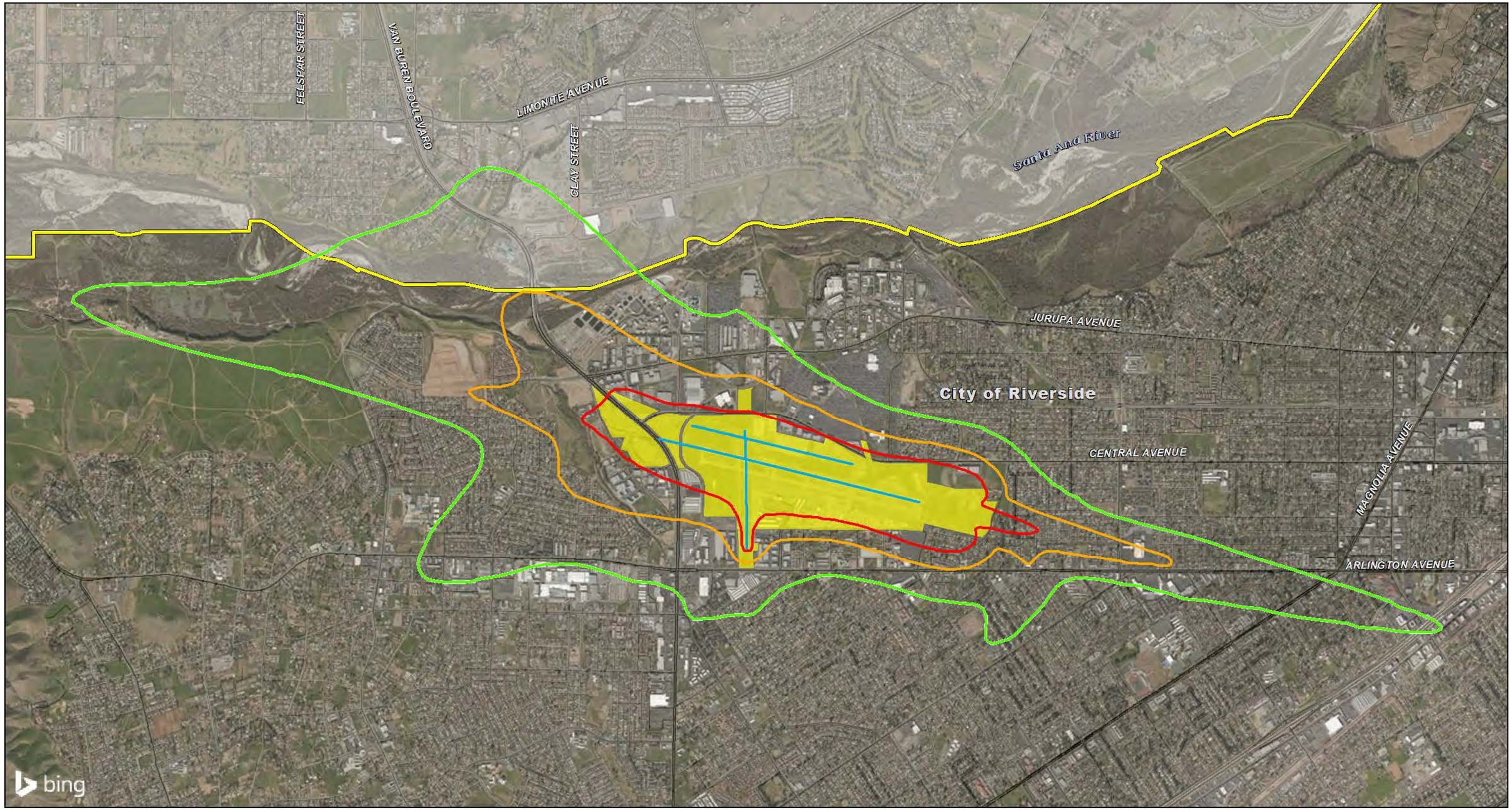

LSA

City of Jurupa Valley

Airports

Riverside Municipal Airport

Runway

Airport Noise Contours

55 CNEL

60 CNEL

65 CNEL

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, Riverside County, 5/2015; Riverside County Airport Land Use Compatibility Plan Policy Document, 2005

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Feet

Jurupa Valley General Plan Noise and Vibration Study

Figure 5B

Riverside Municipal Airport Noise Compatibility Contours

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proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Significant noise generators within the City are SR-60, I-15, Van Buren Boulevard, and Etiwanda Avenue. This was due to the very high volume of automobile and truck traffic on these freeways and roadways. In addition, many houses in the City are adjacent to railroad lines, which generate infrequent but substantial noise as trains pass houses or idle on stacked tracks to allow other trains to pass.

To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was over, a series of long-term 24-hour and short-term noise 15-minute measurements was taken at the chosen sites. The measurement site locations are described in Table G, and their locations are shown in Figure 6, *Noise Measurement Locations*. Previously referenced Figure 3 shows the existing (ambient) noise levels along major roadways in and adjacent to the City, which are summarized in Table H. Many residences (and residents) experience ongoing noise from I-15 but especially from SR-60, which passes through the northern portion of the City in an east/west direction. There are also isolated locations in the City (e.g., in the northwest and northeast portions) where industrial land uses and truck activity raise ambient noise levels in adjacent or surrounding residential neighborhoods. In addition, many residences in the southeastern and eastern portions of the City experience infrequent noise from aircraft overflights from the Flabob and Riverside Municipal Airports.

IMPACTS AND MITIGATION MEASURES

Long-Term Noise Impacts

Vehicular Noise. Future development in the City adds traffic and increased human activity as growth occurs. Table I and Figure 7 show future noise levels and areas of noise impacts based on Year 2035 conditions. The City of Jurupa Valley will experience significant noise impacts if noise generated by traffic or other activities exceeds the City's established noise standards. For example, if exterior noise levels exceed 65 dBA in residential areas where sensitive receptors that would conduct outdoor activity.

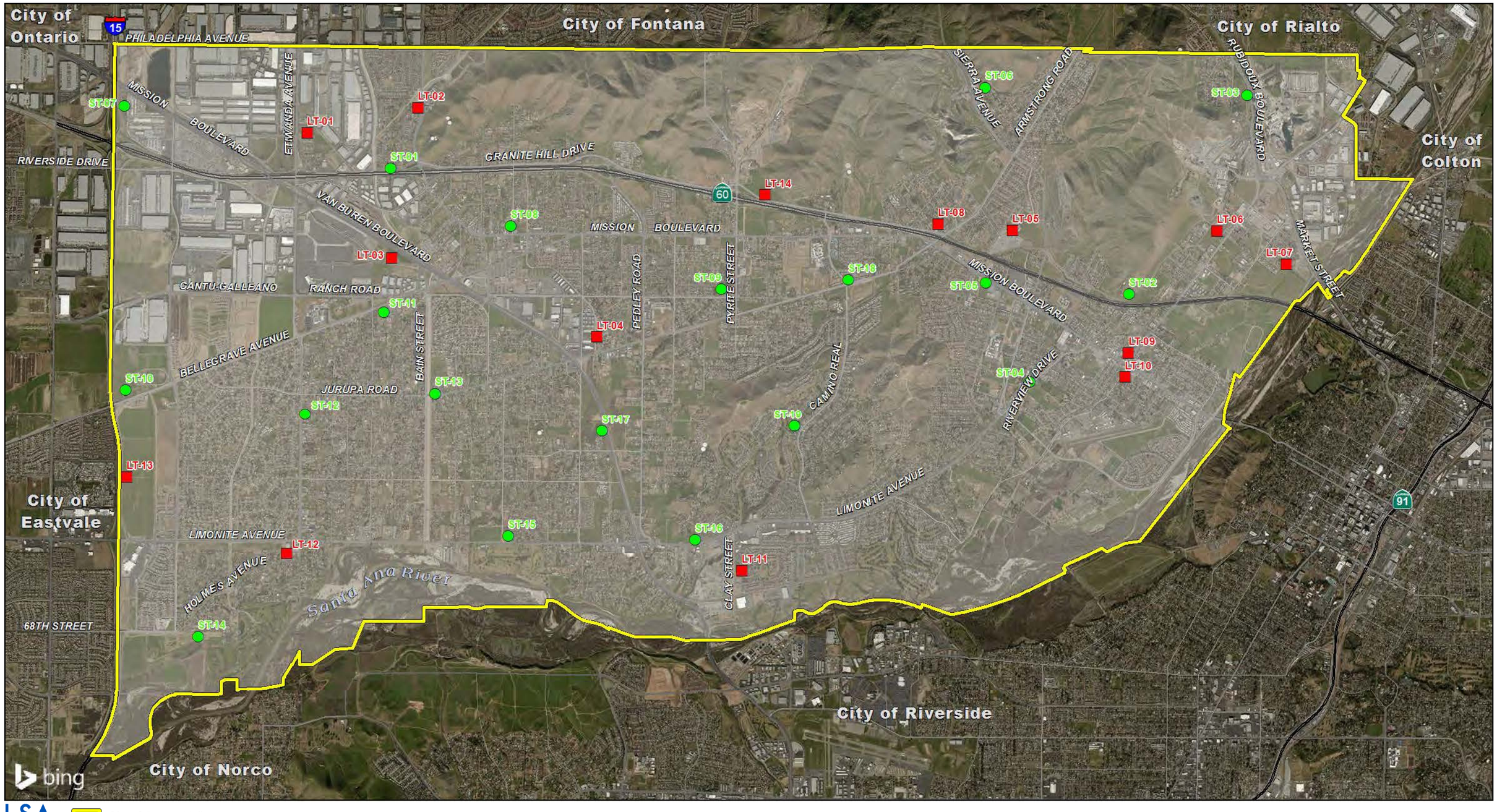
The future traffic noise levels along City arterials were calculated using the FHWA Highway Traffic Noise Prediction Model. Table I lists the calculated Year 2035 traffic noise levels along roadway links within the City. Similar to the existing condition, these traffic noise levels represent the worst-case scenario, which assumes that no shielding is provided between the roadway traffic and where the contours are drawn.

This programmatic analysis is different than project-level determinations. For example, if a specific project's contribution to increases in the ambient noise environment equals 3.0 dBA or more, then it is considered a significant noise impact at a project level. For context, a change of 3.0 dBA is considered "barely perceptible" by the human ear and changes of less than 3.0 dBA generally cannot be perceived except in carefully controlled laboratory environments. Based on available information, it appears future development in the City will generate significant noise impacts along certain major transportation routes.

Table G: Noise Monitoring Locations

Monitoring Locations[1]	Description of Why Location was Selected
LT-01	Potential Industrial/Residential Noise Conflict
LT-02	Potential Industrial/Residential Noise Conflict
LT-03	Train Noise Measurement
LT-04	Potential Industrial/Residential Noise Conflict
LT-05	Potential Industrial/Residential Noise Conflict
LT-06	Potential Industrial/Residential Noise Conflict
LT-07	Potential Race Track/Residential Noise Conflict
LT-08	Potential Commercial/Residential Noise Conflict
LT-09	Potential Commercial/Residential Noise Conflict
LT-10	Potential Commercial/Residential Noise Conflict
LT-11	Potential Industrial/Residential Noise Conflict
LT-12	Potential Commercial/Residential Noise Conflict
LT-13	Reference 24-Hour Measurement of I-15 Freeway
LT-14	Reference 24-Hour Measurement of SR-60 Freeway
ST-01	Traffic Noise on SR-60 Freeway
ST-02	Reference Short-term Measurement of SR-60 Freeway
ST-03	Reference Short-term Measurement of Rubidoux Boulevard
ST-04	Reference Short-term Measurement of Riverview Drive
ST-05	Reference Short-term Measurement of Mission East Boulevard
ST-06	Reference Short-term Measurement of Sierra Avenue
ST-07	Reference Short-term Measurement of I-15 Freeway
ST-08	Reference Short-term Measurement of Mission West Boulevard
ST-09	Reference Short-term Measurement of Pyrite Street
ST-10	Reference Short-term Measurement of I-15 Freeway
ST-11	Reference Short-term Measurement of Belle Grave Avenue
ST-12	Reference Short-term Measurement of Etiwanda Avenue
ST-13	Reference Short-term Measurement of Jurupa Road
ST-14	Reference Short-term Measurement of I-15 Freeway
ST-15	Reference Short-term Measurement of Limonite Avenue
ST-16	Reference Short-term Measurement of Limonite Avenue
ST-17	Reference Short-term Measurement of Van Buren Boulevard
ST-18	Reference Short-term Measurement of Jurupa Road
ST-19	Reference Short-term Measurement of Camino Real

Source: Compiled by LSA Associates, Inc., September 2016.
1 see Figure 6



LSA

City of Jurupa Valley

Noise Monitoring Locations

- Short-Term Noise Monitoring Location
- Long-Term 24-Hour Noise Monitoring Location

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 2016.

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Jurupa Valley General Plan Noise and Vibration Study

Figure 6
Noise Measurement Locations

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Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	4,443	68	139	296	69.4
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	3,995	62	129	276	69.3
Wineville Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	4,326	< 50	60	125	64.2
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	4,340	< 50	106	224	67.5
Wineville Ave. between Limonite Ave. and 68th St.	2,600	< 50	< 50	90	61.9
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB On-Ramp	32,607	272	581	1,251	78.1
Etiwanda Ave. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,196	257	552	1,189	78.5
Etiwanda Ave. between SR-60 EB Off-Ramp and Van Buren Blvd.	22,794	214	458	986	77.2
Etiwanda Ave. between Van Buren Blvd and Riverside Dr.	16,308	172	367	789	75.8
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	12,059	141	300	645	74.5
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	11,130	54	115	246	69.1
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	10,422	102	214	460	72.3
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	11,407	108	228	488	72.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	3,402	< 50	< 50	106	64.2
Bain St. between Jurupa Rd. and Limonite Ave.	2,830	< 50	< 50	94	63.4
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	38,338	237	508	1,095	78.3
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	43,211	256	551	1,185	78.4
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	8,648	88	189	406	72.4
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	14,121	122	262	563	75.1
Pedley Rd. between Mission Blvd. and Jurupa Rd.	11,646	108	230	495	73.2
Pedley Rd. between Jurupa Rd. and Limonite Ave.	10,138	98	210	452	73.6

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Pyrite St. between SR-60 WB Ramps and SR-60 EB Ramps	6,800	< 50	66	141	65.5
Pyrite St. between SR-60 EB Ramps and Mission Blvd.	7,530	< 50	70	151	66.5
Clay St. between Limonite Ave. and Van Buren Blvd.	18,645	111	236	505	72.9
Camino Real between Mission Blvd. and Jurupa Rd.	6,843	< 50	86	179	66.1
Camino Real between Jurupa Rd. and Limonite Ave.	8,114	77	159	339	70.3
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	3,458	< 50	103	221	68.4
Van Buren Blvd.-East Mission Blvd. between Wineville Ave. and SR-60 WB On-Ramp	17,255	178	381	819	76.0
Van Buren Blvd.-East Mission Blvd. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	30,077	257	551	1,186	78.4
Van Buren Bld. East Mission Blvd. between SR-60 EB Off Ramp and Etiwanda Ave.	27,804	244	523	1,125	78.1
Van Buren Blvd.-East Mission Boulevard between Etiwanda Ave. and Bellegrave Ave.	41,999	320	688	1,482	79.9
Van Buren Blvd.-East Mission Blvd. between Bellegrave Ave. and Jurupa Rd.	56,117	388	835	1,797	81.1
Van Buren Blvd.-East Mission Blvd. between Jurupa Rd. and Limonite Ave.	50,795	363	781	1,682	80.7
Van Buren Blvd.-East Mission Blvd. between Limonite Ave. and Clay St.	50,912	364	782	1,684	80.7
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	6,353	83	175	375	71.4
Cantu-Galleano Ranch Rd. between I-15 SB Ramps and I-15 NB Ramps	10,001	115	238	507	72.2
Cantu-Galleano Ranch Rd. between I-15 NB Ramps and Wineville Ave.	10,172	116	240	513	72.3
Cantu-Galleano Ranch Rd. between Wineville Ave. and Etiwanda Ave.	4,843	61	129	276	69.9
Mission Blvd. between SR-60 EB Ramps and Bellegrave Ave.	10,825	90	191	410	71.9
Mission Blvd. between Bellegrave	10,612	78	163	347	70.4

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Ave. and Pedley Rd.					
Mission Bld. between Pedley Rd. and Pyrite St.	8,738	90	190	409	71.9
Mission Blvd. between Pyrite St. and Camino Real	12,372	112	240	515	73.4
Mission Blvd. between Camino Real and SR-60 EB Ramps	10,875	105	221	473	72.4
Mission Blvd. between SR-60 EB Ramps and Valley Way	19,354	151	323	694	75.4
Mission Blvd. between Valley Way and Riverview Dr.	18,752	129	275	592	74.3
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	18,063	126	268	577	74.2
Mission Blvd. between Rubidoux Blvd. and City Limit	19,936	135	287	616	74.2
Bellegrave Ave. between City Limit and Wineville Ave.	11,121	118	253	545	74.3
Bellegrave Ave. between Wineville Ave. and Etiwanda Ave.	8,489	111	237	511	73.9
Bellegrave Ave. between Etiwanda Ave. and Bain St.	10,350	101	214	458	72.2
Bellegrave Ave. between Bain St. and Van Buren Blvd.	7,349	79	169	364	72.2
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	8,022	84	180	386	72.0
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	3,834	< 50	< 50	97	63.0
Jurupa Rd. between Etiwanda Ave. and Bain St.	4,870	< 50	53	113	64.6
Jurupa Rd. between Bain St. and Van Buren Blvd.	10,562	< 50	88	189	67.9
Jurupa Rd. between Van Buren Blvd. and Pedley Rd.	11,584	< 50	94	201	67.8
Jurupa Rd. between Pedley Rd. and Camino Real	8,499	< 50	91	195	67.6
Jurupa Rd. between Camino Real and Valley Way	9,700	< 50	99	213	68.7
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	7,721	< 50	59	126	65.3
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On-Ramp	31,166	154	331	711	75.5
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	30,305	152	325	698	75.0
Valley Way-Armstrong Rd.	27,994	193	413	887	76.5

Table H: Existing (2015) Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
between SR-60 WB Ramps and Sierra Ave.					
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	10,902	69	146	314	70.7
Limonite Ave./Riverview Dr. between I-15 SB Ramps and I-15 NB Ramps	32,893	214	459	988	77.2
Limonite Ave./Riverview Dr. between I-15 NB Ramps. and Wineville Ave.	27,564	190	408	879	76.9
Limonite Ave./Riverview Dr. between Wineville Ave. and Etiwanda Ave.	22,764	190	408	878	76.9
Limonite Ave./Riverview Dr. between Etiwanda Ave. and Bain St.	20,765	178	384	826	77.0
Limonite Ave/Riverview Drive between Bain St. and Collins St.	20,418	176	379	817	77.5
Limonite Ave/Riverview Drive between Collins St. and Van Buren Ave.	26,016	184	393	845	76.2
Limonite Ave./Riverview Dr. between Van Buren Ave. and Pedley Rd.	19,143	150	321	689	74.9
Limonite Ave./Riverview Dr. between Pedley Rd. and Clay St.	19,249	151	322	691	74.9
Limonite Ave./Riverview Dr. between Clay St. and Camino Real	25,339	204	438	942	76.9
Limonite Ave./Riverview Dr. between Riverview Dr. and Mission Blvd.	14,864	68	140	298	69.4
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	18,500	129	273	586	73.8
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	19,432	172	367	789	75.8
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	21,309	182	390	839	76.2
Rubidoux Blvd. between Market St. and City Limit	18,679	167	358	769	75.6
Holmes Ave. between Wineville Ave. and Etiwanda Ave.	1,846	< 50	< 50	59	60.4
Sierra Ave. between Armstrong Rd. and City Limit	22,555	111	237	510	73.4
Market St. between Rubidoux Blvd. and City Limit	17,036	138	296	638	75.3
Agua Mansa Rd. between Market St. and City Limit	13,408	60	124	264	69.1

Source: Compiled by LSA Associates, Inc., September 2016.

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Wineville Ave. between East Mission Blvd. and Riverside Dr.	7,609	94	198	423	71.7	2.3
Wineville Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	8,881	103	218	469	72.8	**3.5**
Wineville Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	7,470	83	172	368	70.8	**6.6**
Wineville Ave. between Bellegrave Ave. and Limonite Ave.	9,621	85	178	380	71.0	**3.5**
Wineville Ave. between Limonite Ave. and 68th St.	3,697	< 50	109	231	67.8	**5.9**
Etiwanda Ave. between Philadelphia Ave. and SR-60 WB Off-Ramp	52,677	373	800	1,721	80.2	2.1
Etiwanda Ave. between SR-60 WB Off-Ramp and SR-60 EB Off-Ramp	51,929	369	792	1,705	80.1	1.6
Etiwanda Ave. between SR-60 EB Off-Ramp and Van Buren Blvd.	45,616	339	727	1,564	79.5	2.3
Etiwanda Ave between Van Buren Blvd. and Riverside Dr.	35,514	287	615	1,324	78.4	2.6
Etiwanda Ave. between Riverside Dr. and Cantu-Galleano Ranch Rd.	24,320	224	479	1,029	76.8	1.7
Etiwanda Ave. between Cantu-Galleano Ranch Rd. and Bellegrave Ave.	18,719	77	162	348	70.9	1.8
Etiwanda Ave. between Bellegrave Ave. and Jurupa Rd.	9,636	97	204	436	71.9	-0.4
Etiwanda Ave. between Jurupa Rd. and Limonite Ave.	12,985	117	248	532	73.2	0.6
Bain St. between Bellegrave Ave. and Jurupa Rd.	4,313	55	119	255	69.9	**5.7**

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Bain St. between Jurupa Rd. and Limonite Ave.	4,335	56	119	256	70.0	**6.6**
Country Village Rd. between Philadelphia Ave. and SR-60 WB Ramps	50,257	284	609	1,310	78.7	0.4
Country Village Rd. between SR-60 WB Ramps and SR-60 EB Ramps	49,255	280	601	1,293	79.0	0.6
Pedley Rd. between SR-60 WB Ramps and SR-60 EB Ramps	12,738	116	245	525	73.1	0.7
Pedley Rd. between SR-60 EB Ramps and Mission Blvd.	21,449	161	346	743	75.8	0.7
Pedley Rd. between Mission Blvd. and Jurupa Rd.	14,176	124	263	564	73.6	0.4
Pedley Rd. between Jurupa Rd. and Limonite Ave.	16,161	133	286	616	75.1	1.5
Pyrite St. between SR-60 WB Ramps and SR-60 EB Ramps	10,303	89	186	397	71.3	**5.8**
Pyrite St. between SR-60 EB Ramps and Mission Blvd.	10,261	87	185	396	71.7	**5.2**
Clay St. between Limonite Ave. and Van Buren Blvd.	26,652	140	298	641	74.4	1.5
Camino Real between Mission Blvd. and Jurupa Rd.	8,922	< 50	101	213	67.2	1.1
Camino Real between Jurupa Rd. and Limonite Ave.	14,825	112	236	506	72.9	2.6
Philadelphia Ave. between Etiwanda Ave. and Country Village Rd.	14,601	126	268	575	73.7	**5.3**
Van Buren Blvd.-East Mission Blvd. between Wineville Ave. and SR-60 WB On-Ramp	26,584	238	508	1,091	77.2	1.2

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Van Buren Blvd.-East Mission Blvd. between SR-60 WB On-Ramp and SR-60 EB Off-Ramp	44,331	333	713	1,534	79.4	1.0
Van Buren Blvd.-East Mission Blvd. between SR-60 EB Off-Ramp and Etiwanda Ave.	42,368	323	692	1,489	79.2	1.1
Van Buren Blvd.-East Mission Blvd. between Etiwanda Ave. and Bellegrave Ave.	59,735	405	870	1,872	80.7	0.8
Van Buren Blvd.-East Mission Blvd. between Bellegrave Ave. and Jurupa Rd.	77,031	479	1,030	2,217	81.8	0.7
Van Buren Blvd.-East Mission Blvd. between Jurupa Rd. and Limonite Ave.	70,714	453	973	2,095	81.4	0.7
Van Buren Blvd.-East Mission Blvd. between Limonite Ave. and Clay St.	83,348	505	1,085	2,337	82.1	1.4
Riverside Dr. between Wineville Ave. and Etiwanda Ave.	14,369	141	301	646	74.5	**3.1**
Cantu-Galleano Rancho Rd. between I-15 SB Ramps and I-15 NB Ramps	34,606	252	539	1,159	77.6	**5.4**
Cantu-Galleano Rancho Rd. between I-15 NB Ramps and Wineville Ave.	29,758	229	487	1,048	76.9	**4.6**
Cantu-Galleano Rancho Rd. between Wineville Ave. and Etiwanda Ave.	21,242	161	343	738	75.3	**5.4**
Cantu-Galleano Rancho Rd. between Etiwanda Ave. and Bellegrave Ave.	15,952	134	284	610	74.1	-
Mission Blvd. between SR-60 EB Ramps and Bellegrave Ave.	13,419	104	220	474	72.9	1.0

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Mission Blvd. between Bellegrave Ave. and Pedley Rd.	14,741	96	202	432	71.9	1.5
Mission Blvd. between Pedley Rd. and Pyrite St.	12,965	116	247	532	73.6	1.7
Mission Blvd. between Pyrite St. and Camino Real	15,671	131	280	603	74.5	1.1
Mission Blvd. between Camino Real and SR-60 EB Ramps	13,856	122	259	556	73.5	1.1
Mission Blvd. between SR-60 EB Ramps and Valley Way	24,733	177	380	817	76.4	1.0
Mission Blvd. between Valley Way and Riverview Dr.	31,944	183	392	844	76.6	2.3
Mission Blvd. between Riverview Dr. and Rubidoux Blvd.	26,406	161	345	743	75.8	1.6
Mission Blvd. between Rubidoux Blvd. and City Limit	28,477	170	363	781	75.7	1.5
Bellegrave Ave. between City Limit and Wineville Ave.	25,589	206	441	948	77.0	2.7
Bellegrave Ave. between Wineville Ave and Etiwanda Ave.	28,633	248	533	1,148	78.2	**4.3**
Bellegrave Ave. between Etiwanda Ave. and Cantu-Galleano Ranch Rd.	13,770	122	258	553	73.5	1.3
Bellegrave Ave. between Cantu-Galleano Ranch Rd. and Van Buren Blvd.	28,632	196	419	901	76.6	**4.4**
Bellegrave Ave. between Van Buren Blvd. and Mission Blvd.	23,430	171	367	788	75.8	**3.8**
Jurupa Rd. between Bellegrave Ave. and Etiwanda Ave.	4,419	< 50	< 50	106	63.6	0.6
Jurupa Rd. between Etiwanda Ave. and Bain St.	6,966	< 50	67	143	66.1	1.5

Table I: Year 2035 Noise Levels in the City

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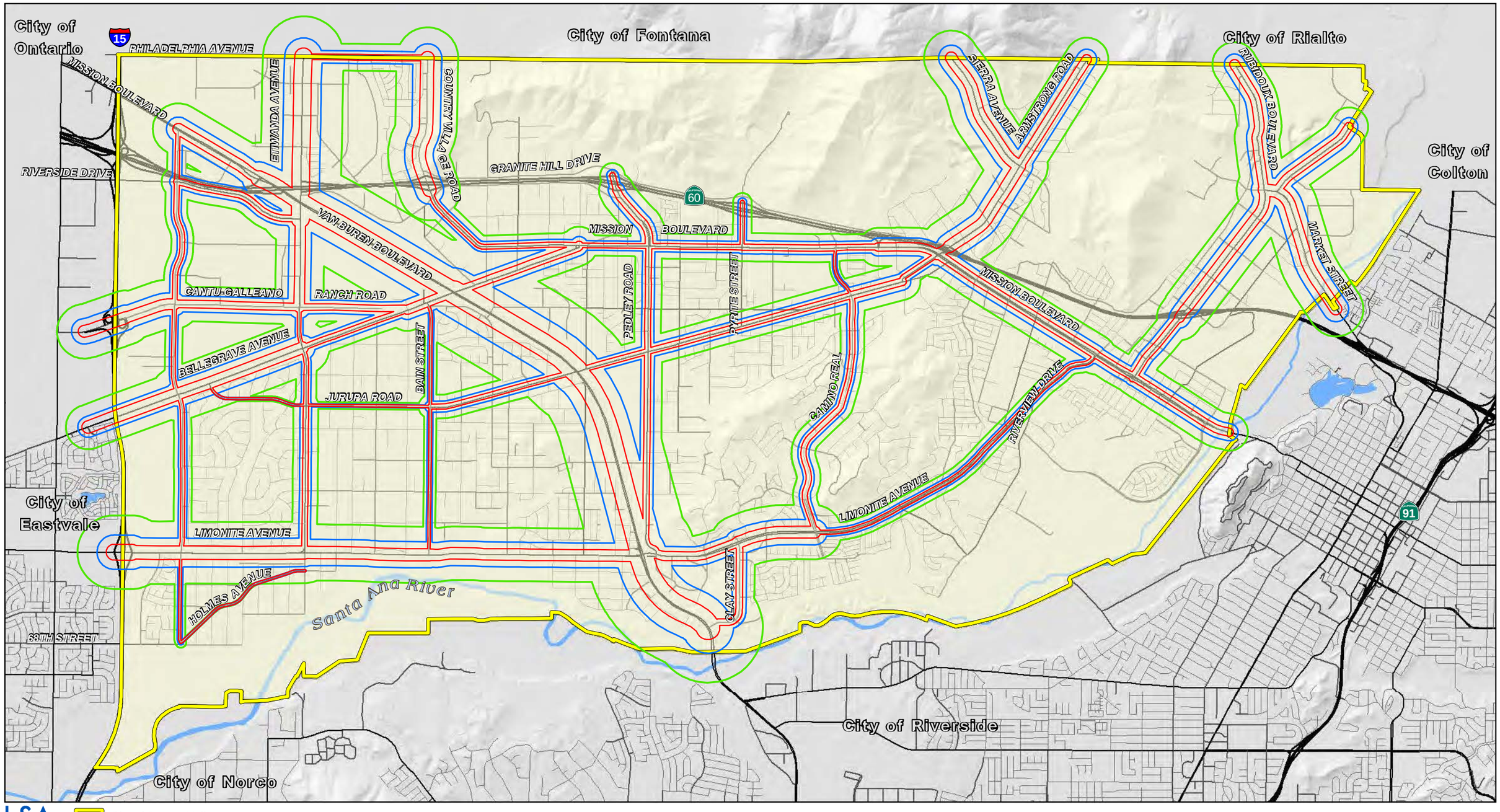
Jurupa Rd. between Bain St. and Van Buren Blvd.	14,671	110	234	503	73.3	**5.4**
Jurupa Rd. between Van Buren Blvd. and Pedley Rd.	16,627	120	254	546	73.4	**5.6**
Jurupa Rd. between Pedley Rd. and Camino Real	15,563	131	279	600	74.0	**6.4**
Jurupa Rd. between Camino Real and Valley Way	22,363	166	355	764	76.0	**7.3**
Valley Way-Armstrong Rd. between Jurupa Rd. and Mission Blvd.	18,244	109	232	498	73.2	**7.9**
Valley Way-Armstrong Rd. between Mission Blvd. and SR-60 EB On Ramp	50,635	213	457	983	77.6	2.1
Valley Way-Armstrong Rd. between SR-60 EB On-Ramp and SR-60 WB Ramps	47,005	203	435	935	76.9	1.9
Valley Way-Armstrong Rd. between SR-60 WB Ramps and Sierra Ave.	44,117	260	558	1,202	78.5	2.0
Valley Way-Armstrong Rd. between Sierra Ave. and City Limit	20,536	200	428	920	76.8	**6.1**
Limonite Ave. between I-15 SB Ramps and I-15 NB Ramps	65,740	339	728	1,566	79.5	2.3
Limonite Ave. between I-15 NB Ramps and Wineville Ave.	51,895	290	622	1,338	78.8	1.9
Limonite Ave. between Wineville Ave. and Etiwanda Ave.	41,570	283	609	1,311	79.5	2.6
Limonite Ave. between Etiwanda Ave. and Bain St.	36,396	260	557	1,199	78.5	1.5
Limonite Ave. between Bain St. and Collins St.	33,503	245	527	1,135	78.6	1.1
Limonite Ave. between Collins St. and Van Buren Blvd.	40,583	246	528	1,136	78.2	2.0

Table I: Year 2035 Noise Levels in the City

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase CNEL (dBA) 50 feet from Centerline of Outermost Lane
Limonite Ave. between Van Buren Blvd. and Pedley Rd.	27,735	192	410	882	76.5	1.6
Limonite Ave. between Pedley Rd. and Clay St.	27,395	190	407	875	76.5	1.6
Limonite Ave. between Clay St. and Camino Real	34,384	251	537	1,154	77.5	1.6
Limonite Ave. between Riverview Dr. and Mission Blvd.	20,709	84	174	372	70.9	1.5
Rubidoux Blvd. between Mission Blvd. and SR-60 EB Ramps	23,376	150	319	685	74.9	1.1
Rubidoux Blvd. between SR-60 EB Ramps and SR-60 WB Ramps	26,240	209	448	964	77.1	1.3
Rubidoux Blvd. between SR-60 WB Ramps and Market St.	28,540	221	474	1,020	77.5	1.3
Rubidoux Blvd. between City Limit and Market St.	25,363	205	438	943	76.9	1.3
Holmes Ave. between Wineville Ave. and Etiwanda Ave.	1,701	< 50	< 50	56	60.0	-0.4
Sierra Ave. between City Limit and Armstrong	29,093	251	539	1,161	78.7	**5.3**
Market St. between City Limit and Rubidoux Blvd.	42,364	253	543	1,169	78.3	**3.0**
Agua Mansa between City Limit and Market St.	24,753	178	380	818	76.0	**6.9**

Source: Compiled by LSA Associates, Inc., September 2016.



LSA

- City of Jurupa Valley
- 60 CNEL Contour, 2035
- 65 CNEL Contour, 2035
- 70 CNEL Contour, 2035

SOURCE: Riverside County 7/2015, 2016.

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Jurupa Valley General Plan Noise and Vibration Study

Figure7
Future Noise Contours (2035)

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Table I shows that increased traffic would add up to 7.9 dBA to area roadway links. Twenty-five of the 82 roadway sections modeled have a projected increase in noise greater than or equal to the 3 dBA threshold of significance. Previously referenced Figure 7 shows the 60, 65, and 70 dBA CNEL contours along all modeled roadways. As can be seen, nearly all of the roadway links analyzed have the 65 dBA CNEL extending outside the roadway right-of-way. The 65 dBA CNEL extends up to 1,085 feet from the centerline of the road. Noise-sensitive uses along the roadway links where the 65 dBA CNEL extends beyond the roadway right-of-way may be exposed to traffic noise exceeding the City's exterior noise standards.

Rail Noise. Although the proposed General Plan would not result in potential measureable project-related increases in railroad noise, there could be new proposed sensitive land uses along and adjacent to the railroads that would be affected by high noise levels from railroad operations. New development, particularly residential uses adjacent to railroad corridors, could be exposed to excessive train-related noise levels. Future increases in rail usage are anticipated as the result of establishment and expansion of commuter rail service. However, it is not possible to quantify impacts as specific plans for commuter operations (e.g., number and size of trains) are not available.

Stationary Noise. New development associated with implementation of the proposed General Plan could expose existing and/or new sensitive uses to stationary noise sources, such as industrial and/or commercial uses. The development of new commercial and industrial uses pursuant to the proposed General Plan may increase noise levels in their vicinity due to the establishment of new stationary noise sources. Although vehicular noise is exempt from local regulation when operating on public streets, cities and counties can regulate vehicular noise operating on private property. The use of heavy trucks on private properties (e.g., making deliveries to commercial and industrial uses) will result in noise levels of 73 dBA at 50 feet from the source of the noise (e.g., truck's engine, idling trucks). The use of multiple trucks on a site, such as might occur at a warehouse, could generate noise levels of about 80 dBA L_{eq} as measured at a distance of 50 feet. Industrial processing equipment and conducting outdoor industrial activities could also generate increased noise levels. New projects developed under the proposed General Plan would be subject to the City's noise ordinance and the provisions of the proposed General Plan.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2016 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the 2016 General Plan goes in that effort:

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.1 Use the Land Use/Noise Compatibility Matrix to determine the compatibility of projects and noise exposure due to transportation sources.

NE 1.1.2 Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.

NE 1.1.3 Stationary source projects must mitigate impacts on noise-sensitive uses.

NE 1.1.4 Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

NE 1.1.5 Discourage noise-sensitive land uses in areas in excess of 65 dBA CNEL.

NE 1.1.6 Protect noise-sensitive land uses from high levels of noise.

NE 1.1.7 Place noise-tolerant land uses in areas with elevated noise levels if possible.

NE 1.1.8 New uses within Airport Influence Areas must comply with airport land use noise compatibility criteria contained in the ALUC plan.

NE 1.1.9 Use acoustic site planning techniques.

NE 1.1.10 Mixed commercial/residential development shall minimize internal noise impacts.

Programs

NE 1.1.1.1 Amend the Municipal Code to require that development comply with the Land Use/ Noise Compatibility Matrix and other requirements of the General Plan.

NE 1.1.1.2 Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.

NE 1.1.1.3 Assist homeowners living in high noise areas to reduce noise levels in their homes.

Goal

NE 2.1 Minimize excessive noise levels and health risks due to mobile noise sources.

Policies

NE 2.1.1 Design and construct new roads to minimize noise impacts on adjacent land uses.

NE 2.1.2 Restrict truck deliveries to the least-sensitive times of the day.

NE 2.1.3 Restrict use of off-road vehicles to allowed areas to minimize noise impacts.

NE 2.1.4 Carefully plan land uses to minimize rail-related noise impacts.

NE 2.1.5 Encourage rail service providers to install noise mitigation features when possible.

NE 2.1.6 Check project location within roadway, railroad, and airport noise contours.

NE 2.1.7 Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

NE 2.1.8 Require noise mitigation for new development in prioritized order.

NE 2.1.9 Limit installation of noise mitigation walls (sound walls) where possible.

Programs

NE 2.1.1.1 Prepare truck route map to direct trucks away from sensitive noise receptors.

NE 2.1.1.2 Implement strategies to reduce significant noise impacts in the community.

Goal

NE 3.1 Minimize excessive noise levels and health risks due to stationary noise sources.

Policies

NE 3.1.1 Require a noise analysis for projects near sensitive receptors.

NE 3.1.2 Design truck loading areas to minimize noise impacts on nearby residential areas.

NE 3.1.3 Stationary noise sources to install noise buffering or reduction mechanisms.

NE 3.1.4 Require all construction equipment use mufflers and engine shrouds.

NE 3.1.5 Limit commercial construction activities near residential uses.

NE 3.1.6 Restrict truck idling near noise sensitive receptors.

NE 3.1.7 Design automobile-oriented uses to minimize potential noise on adjacent land uses.

NE 3.1.8 Minimize excessive noise from entertainment and restaurant/bar establishments.

NE 3.1.9 Support efforts.to curb noise from parties, barking dogs, and illegal firework use.

Program

NE 3.1.1.1 Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs would help reduce vehicular noise levels in the City as future land uses build out; however, due to the level of growth and location of major roadways, there will be significant impacts and no additional feasible mitigation is available to reduce these impacts.

Implementation of the 2016 General Plan goals, policies, and programs would reduce the effect of rail noise on sensitive land uses and include mechanisms to ensure appropriate review and placement of noise reduction requirements into new development. As a result, impacts of railroad noise will be reduced to less than significant levels.

Implementation of the 2016 General Plan goals, policies, and programs would reduce the impacts of stationary noise sources on sensitive land uses, and include mechanisms to ensure appropriate review and placement of noise reduction requirements on new development. As a result, impacts from stationary noise sources will be reduced to less than significant levels.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan would help reduce overall noise levels and impacts in the City, but some areas with identified traffic congestion will result in significant noise impacts over the long term and no additional feasible mitigation is available.

Long-Term Airport Noise Impacts

The noise contours of two public airports affect the City of Jurupa Valley. The Flabob Airport is located in the eastern portion of the City and its noise contours overlap both developed uses and vacant land within the City. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area adjacent to the airport is designated as Estate Density Residential, with most of the developed land designated and used for Medium-Density Residential. The Riverside Municipal Airport (RMA) is south of the eastern portion of the City across the Santa Ana River. Portions of the City are within RMA's Airport Land Use Compatibility (ALUC) Plan Zone E and also within its 65 dBA CNEL noise contour. If future residential land uses were to be located where airport activities exceeded the applicable residential noise standards, which is within 65 dBA CNEL noise contour of either airport, the General Plan might contribute to significant noise impacts in the future.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise and Land Use Elements of the 2016 General Plan address airport-related noise impacts:

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.8 **Airport Noise Compatibility.** Ensure that new land use development within Airport Influence Areas complies with airport land use noise compatibility criteria contained in the applicable Airport Land Use Compatibility (ALUC) plan for the area.

NE 1.1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.

Goal

NE 2.1 Minimize excessive noise levels and community health risks due to mobile noise sources.

Policies

NE 2.1.6 **Noise Contours.** Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.

NE 2.1.7 **Airport Compatibility.** Comply with applicable noise mitigation policies contained in the Airport Land Use Compatibility (ALUC) Plans for Flabob Airport, Riverside Municipal Airport, and the LA/Ontario International Airport.

Land Use Element

Policies

LUE 5.53 **ALUP Compliance.** To provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area, the City will comply

with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0 and as summarized in Table-34, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2016 General Plan, unless the City Council overrides the Plan as provided for in State law.

LUE 5.54 **Development Review.** Until such time as 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action, the City will refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP.

LUE 5.55 **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.

LUE 5.56 **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

LUE 5.57 **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).

LUE 5.58 **General Plan Adoption or Amendment.** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

LUE 5.59 **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land-use compatibility plan.

LUE 5.62 **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (LUCP) or its provisions; or

b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.63 **Airport Referrals.** All development proposals located within an Airport Influence Area will be submitted to the affected airport.

LUE 9.1 **Land Use Compatibility.** Require land to be developed and used in accordance with the General Plan, specific plans and community and village plans to ensure compatibility and minimize impacts.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals and policies of the 2016 General Plan will help protect City residents from future noise impacts related to airport activities. Impacts on this regard will be less than significant.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals and policies of the 2016 General Plan will prevent existing and future land uses from experiencing significant noise impacts from airport operations and no mitigation is required.

Groundborne Vibration Impacts

Future development under the General Plan could generate substantial noise and vibration near construction sites. If sensitive receptors or land uses are adjacent to these sites, there could be significant impacts from noise or vibration. Construction activities can produce vibration that may be felt by adjacent land uses. As long as construction of a particular development does not require the use of equipment known to generate substantial construction vibration levels, such as pile drivers, the primary source of vibration during construction would likely be from bulldozer operation. A small bulldozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet and 0.035 inches per second PPV is considered barely perceptible. It is possible that future development could result in significant vibration impacts if large construction projects are located adjacent to residential or other sensitive uses.

Evaluation of General Plan Goals and Policies. The following summarized goals, policies, and programs of the Noise Element of the 2016 General Plan addresses vibration-related noise impacts:

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

NE 4 Groundborne Vibration

Goal

NE 4.1 Minimize excessive noise levels and community health risks due to groundborne vibration.

Policies

NE 4.1.1 **Sensitive Land Uses.** Avoid the placement of sensitive land uses in proximity to vibration-producing land uses.

NE 4.1.2 **Vibration Producing Land Uses.** Avoid the placement of vibration-producing land uses near sensitive receptors.

NE 4.1.3 **Truck Idling.** Restrict truck idling near sensitive vibration receptors.

NE 4.1.4 **Passing Trains.** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

NE 4.1.5 **Mining Operations.** Require measures to protect properties adjacent to mining or construction sites that will entail blasting as part of the operation when considering land use entitlement applications.

Programs

NE 4.1.1.1 **Rail-related Noise.** Minimize the noise impact of passenger (Metrolink) and freight rail service on sensitive land uses by coordinating with rail authorities to effectively manage train noise and by establishing and enforcing noise mitigation measures that apply to rail uses.

NE 4.1.1.2 **Quiet Zone Crossings.** Require new development in the vicinity of railroad crossings that are within 1,000 feet of existing residential neighborhoods to design and construct Quiet Zone railroad crossing improvements and see to qualify for a Quiet Zone designation.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs will help the City reduce potential noise and vibration impacts, especially to sensitive receptors, to less than significant levels (i.e., within City standards).

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan will reduce potential vibration impacts to less than significant levels and no mitigation is required.

Short-Term Construction Noise Impacts

Short-term noise would occur during the construction of future development projects under the proposed 2016 General Plan. First, construction crew commuting and the transport of construction equipment and materials to a project site in the future would incrementally increase noise levels on access roads in the particular project area. In addition, noise would be generated during excavation, grading, and building construction on various portions of a specific development site.

Each step of the construction process has its own mix of equipment, and consequently, its own noise characteristics. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading of a site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment, which includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers,

and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings.

Figure 8 presents general construction noise levels measured at 50 feet, which are based on FHWA data from typical equipment. The peak noise level for the majority of the equipment that will be used during construction of typical development projects will range from 68 to 105 dBA. Noise levels would diminish rapidly with distance from a particular construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured 50 feet from the source would reduce to 80 dBA at 100 feet. At 200 feet from the source, the noise level would reduce to 74 dBA, and then reduce to 68 dBA at 400 feet. Typical construction noise measurements for urban type development projects demonstrate that the noise levels generated by commonly used grading equipment (e.g., loaders, graders, and trucks) generate noise levels that typically do not exceed the middle of the range shown in Figure 8.

It should be noted the City has an exemption for noise levels created during construction, but limits times of construction activity. Future development projects will be required to provide site-specific noise impact studies when residential land uses are adjacent to demonstrate there will be no project-specific significant noise impacts.

Evaluation of General Plan Goals and Policies. While all of the following goals, policies, and programs of the Noise Element of the 2016 General Plan are intended to help reduce noise impacts to City residents and sensitive receptors, the following summarized goals, policies, and programs are examples of the degree to which the General Plan goes in that effort:

Noise Element

Goal

NE 1.1 Ensure adjacent land uses are compatible and protect sensitive receptors from outside sources of noise and vibration.

Policies

NE 1.1.2 Allow new noise-sensitive land uses near existing stationary noise sources only when the project can be designed to prevent significant noise impacts.

NE 1.1.3 Stationary source projects must mitigate impacts on noise-sensitive uses.

NE 1.1.4 Require acoustical studies for projects that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.

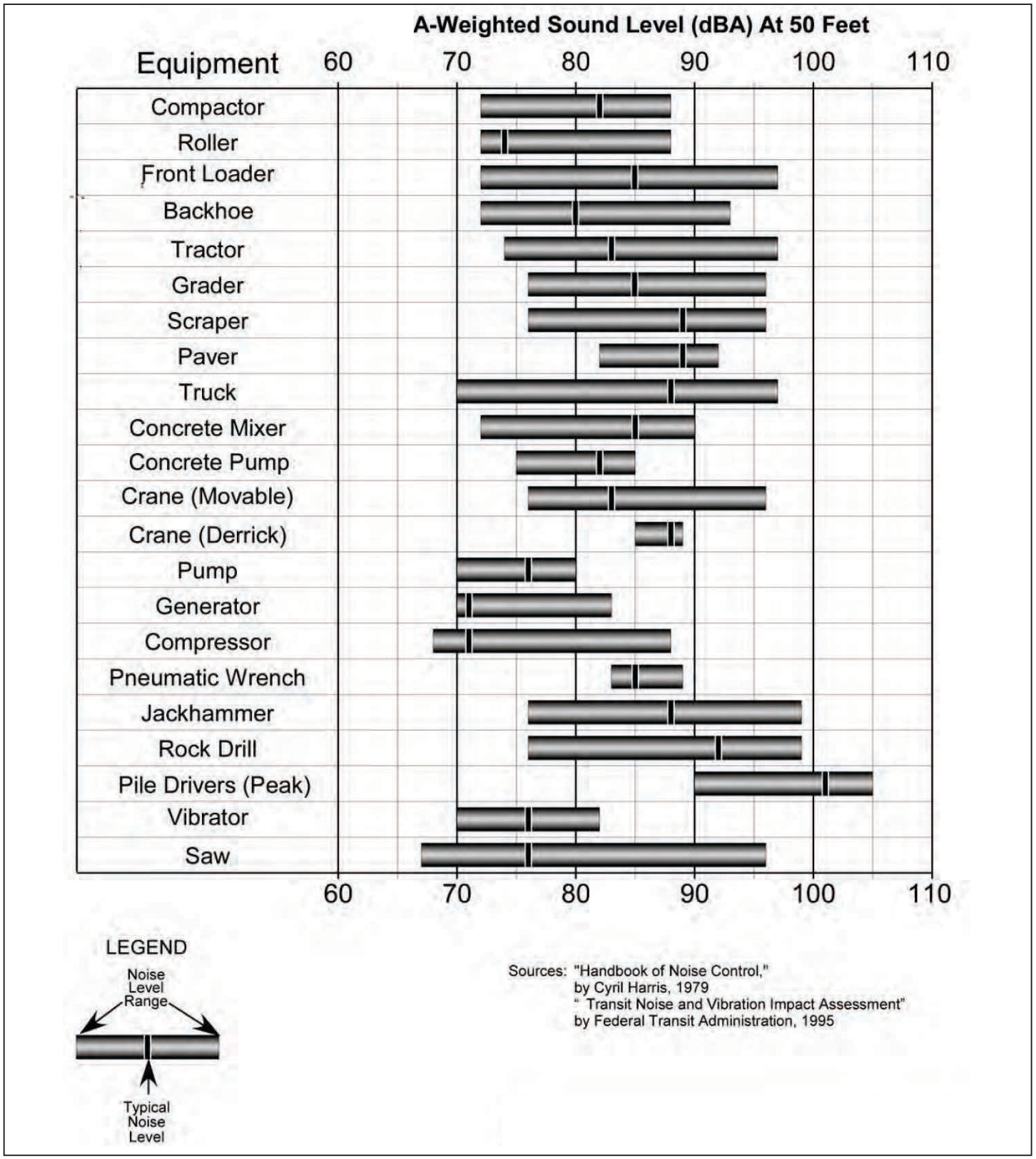
NE 1.1.9 Use acoustic site planning techniques.

NE 1.1.10 Mixed commercial/residential development shall minimize internal noise impacts.

Programs

NE 1.1.1.1 Amend the Municipal Code to require that development comply with the Land Use/ Noise Compatibility Matrix and other requirements of the General Plan.

NE 1.1.1.2 Maintain a Noise Guide containing "Good Neighbor" guidelines and rules for neighborhood noise reduction and procedures for mitigating noise.



LSA

SOURCE: Mestre Greve Associates, Division of Landrum & Brown, 2012

Jurupa Valley General Plan
Noise and Vibration Study

Figure 8
Typical Construction Equipment Noise Levels

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NE 1.1.1.3 Assist homeowners living in high noise areas to reduce noise levels in their homes.

Goal

NE 2.1 Minimize excessive noise levels and health risks due to mobile noise sources.

Policies

NE 2.1.2 Restrict truck deliveries to the least-sensitive times of the day.

NE 2.1.3 Restrict use of off-road vehicles to allowed areas to minimize noise impacts.

NE 2.1.8 Require noise mitigation for new development in prioritized order.

NE 2.1.9 Limit installation of noise mitigation walls (sound walls) where possible.

Programs

NE 2.1.1.2 Implement strategies to reduce significant noise impacts in the community.

Goal

NE 3.1 Minimize excessive noise levels and health risks due to stationary noise sources.

Policies

NE 3.1.1 Require a noise analysis for projects near sensitive receptors.

NE 3.1.2 Design truck loading areas to minimize noise impacts on nearby residential areas.

NE 3.1.3 Stationary noise sources to install noise buffering or reduction mechanisms.

NE 3.1.4 Require all construction equipment use mufflers and engine shrouds.

NE 3.1.5 Limit commercial construction activities near residential uses.

NE 3.1.6 Restrict truck idling near noise-sensitive receptors.

Program

NE 3.1.1.1 Ensure required noise mitigation measures are built and in place.

Level of Programmatic Impact Before Mitigation. Implementation of the 2016 General Plan goals, policies, and programs will help prevent significant noise impacts from construction on adjacent sensitive uses.

Programmatic Mitigation Measures. No mitigation required.

Level of Programmatic Impact After Mitigation. Implementation of the goals, policies, and programs of the 2016 General Plan will effectively reduce potential noise impacts during future construction; therefore, noise impacts will be less than significant and no mitigation is required.

Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. In this case, the proposed project or action is the City's General Plan, which by its very nature is an assessment of various potential cumulative impacts from future development. Under the 2016 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years.

CEQA typically requires a cumulative analysis using a list of cumulative projects or a plan summary of long-term development impacts. In this case, the growth projections of the 2016 General Plan represent the "plan summary" for the purposes of characterizing cumulative impacts related to General Plan implementation. The projected growth conditions in the City by 2035 include conversion of a total of 4,258 acres of vacant land with a mixture of rural and suburban land uses which is 15.3 percent of the total City area. If development occurs at a regular pace, that would equal roughly 224 acres or 5 percent per year for approximately 19 years (2016 to 2035). Future growth is expected to add a maximum of 13,140 new residential units and maximum of 33 million square feet of new non-residential building. (See Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth.*)

The cumulative "universe" for noise impacts is the City of Jurupa Valley and adjacent surrounding communities. As growth occurs, vehicular traffic (passenger cars and various sizes of trucks) will incrementally increase depending on the size, type, and location of future development. Major roadways are expected to experience considerable traffic increases, which will substantially increase noise levels adjacent to these roadways. It should be noted that a significant percentage of the expected traffic increases on local roads and freeways will come from regional sources (i.e., land uses in other jurisdictions). The *Long-term Noise Impacts* section determined there would be significant noise impacts in the City from future traffic along selected roadways; therefore, the 2016 General Plan will make an incremental but significant contribution to cumulatively considerable regional noise impacts in the future.

It is also possible that future residents will experience noise impacts from increased rail and airport activities in the future, as well as stationary noise impacts from new commercial and industrial development, but these are not expected to be significant on a local level, so any contributions of noise by local land uses under the 2016 General Plan would not represent a significant contribution to a cumulatively considerable regional noise impacts related to airport or railroad sources.

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APPENDIX A

FHWA TRAFFIC NOISE MODEL PRINTOUTS

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TABLE Existing (2015)-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Riverside Dr. and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3995 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
61.9	128.9	275.6	592.7

TABLE Existing (2015)-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Cantu-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4326 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	60.4	125.4	268.0

TABLE Existing (2015)-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Bellegrave Ave and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4340 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	106.2	224.2	480.7

TABLE Existing (2015)-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Avenue between Limonite Ave and 68th St.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	90.2	191.3

TABLE Existing (2015)-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Philadelphia Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32607 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
271.8	581.4	1250.5	2692.7

TABLE Existing (2015)-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30196 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
257.4	552.5	1189.1	2560.9

TABLE Existing (2015)-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 EB Off-Ramp and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22794 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
213.8	458.2	985.9	2123.2

TABLE Existing (2015)-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Van Buren Blvd and Riverside Dr
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16308 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.6	366.8	788.8	1698.5

TABLE Existing (2015)-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Riverside Dr and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12059 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
141.0	300.3	645.2	1389.0

TABLE Existing (2015)-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Cantu-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11130 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
54.3	114.7	245.9	529.2

TABLE Existing (2015)-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10422 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
101.8	214.5	459.7	989.2

TABLE Existing (2015)-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11407 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
107.8	227.6	488.2	1050.5

TABLE Existing (2015)-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bain Street between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3402 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	106.1	228.2

TABLE Existing (2015)-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bain Street between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2830 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	93.9	201.9

TABLE Existing (2015)-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between Philadelphia Ave and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38338 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
236.6	508.5	1094.7	2357.8

TABLE Existing (2015)-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43211 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
256.5	550.6	1185.0	2552.1

TABLE Existing (2015)-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8648 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	88.3	188.8	406.1	874.3

TABLE Existing (2015)-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14121 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
121.5	261.5	563.2	1213.1

TABLE Existing (2015)-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11646 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
108.1	230.3	495.0	1065.6

TABLE Existing (2015)-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10138 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
97.5	209.7	451.6	972.7

TABLE Existing (2015)-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite Street between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	66.3	141.0	302.8

TABLE Existing (2015)-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite Street between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7530 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	70.1	150.6	324.1

TABLE Existing (2015)-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Clay Street between Limonite Ave and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18645 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.4	235.5	505.2	1087.2

TABLE Existing (2015)-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6843 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	85.8	179.0	382.9

TABLE Existing (2015)-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8114 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
76.7	158.8	339.0	728.9

TABLE Existing (2015)-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Philadelphia Avenue between Etiwanda Ave and Country Village Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3458 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	103.0	220.7	474.8

TABLE Existing (2015)-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Wineville Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17255 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
178.1	380.8	819.0	1763.6

TABLE Existing (2015)-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30077 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
256.7	551.0	1186.0	2554.2

TABLE Existing (2015)-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between SR-60 EB Off Ramp and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27804 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
243.7	522.9	1125.5	2423.8

TABLE Existing (2015)-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41999 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	320.2	688.1	1481.5	3190.9

TABLE Existing (2015)-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 56117 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
388.1	834.6	1797.2	3870.9

TABLE Existing (2015)-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50795 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
363.2	781.0	1681.7	3622.1

TABLE Existing (2015)-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Boulevard-East Mission Boulevard between Limonite Ave and Clay St.
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50912 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
363.8	782.2	1684.3	3627.7

TABLE Existing (2015)-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Riverside Drive between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6353 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	82.7	174.9	375.1	807.3

TABLE Existing (2015)-36
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10001 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
114.9	237.7	507.5	1091.0

TABLE Existing (2015)-37
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10172 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
116.1	240.4	513.2	1103.4

TABLE Existing (2015)-38
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Ranch Road between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4843 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	60.6	128.6	276.0	594.1

TABLE Existing (2015)-39
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between SR-60 EB Ramps and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10825 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	90.2	191.2	410.5	883.5

TABLE Existing (2015)-40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Bellegrave Ave and Pedley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10612 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
78.5	162.7	347.4	746.9

TABLE Existing (2015)-41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Pedley Rd and Pyrite St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8738 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	89.8	190.5	408.8	879.9

TABLE Existing (2015)-42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Pyrite St and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12372 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
112.4	239.8	515.3	1109.4

TABLE Existing (2015)-43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Camino Real and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10875 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
104.6	220.6	472.9	1017.6

TABLE Existing (2015)-44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between SR-60 EB Ramps and Valley Way
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19354 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
150.7	322.7	694.2	1494.9

TABLE Existing (2015)-45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Valley Way and Riverview Dr
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18752 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
128.7	275.2	591.8	1274.2

TABLE Existing (2015)-46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Riverview Dr and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18063 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
125.6	268.4	577.2	1242.8

TABLE Existing (2015)-47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19936 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
134.9	286.9	616.2	1326.6

TABLE Existing (2015)-48
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between City Limit and Wineville Avenue
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11121 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
118.0	253.1	544.7	1173.0

TABLE Existing (2015)-49
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8489 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	110.7	237.5	511.0	1100.4

TABLE Existing (2015)-50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Etiwanda Ave and Bain St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10350 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
101.4	213.5	457.6	984.6

TABLE Existing (2015)-51
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Bain St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7349 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
78.8	169.3	364.4	784.9

TABLE Existing (2015)-52
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Avenue between Van Buren Blvd and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8022 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	84.1	179.6	386.2	831.6

TABLE Existing (2015)-53
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bellegrave Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3834 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	96.6	206.9

TABLE Existing (2015)-54
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Etiwanda Ave and Bain St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4870 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	52.6	112.7	242.4

TABLE Existing (2015)-55
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bain St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10562 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	87.7	188.6	406.1

TABLE Existing (2015)-56
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Van Buren Blvd and Pedley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11584 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	93.8	200.7	431.7

TABLE Existing (2015)-57
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Pedley Rd and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8499 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	91.2	195.2	419.8

TABLE Existing (2015)-58
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Camino Real and Valley Way
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.0	213.0	458.7

TABLE Existing (2015)-59
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd between Jurupa Rd and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7721 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	58.5	125.6	270.3

TABLE Existing (2015)-60
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd between Mission Blvd and SR-60 EB On-Ramp
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31166 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
154.3	330.6	711.4	1531.9

TABLE Existing (2015)-61
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd between SR-60 EB On-Ramp and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30305 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
152.3	324.7	698.0	1502.8

TABLE Existing (2015)-62
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd between SR-60 WB Ramps and Sierra Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27994 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
192.7	412.5	887.4	1910.9

TABLE Existing (2015)-63
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Rd between Sierra Avenue and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10902 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	68.7	146.2	314.1	676.2

TABLE Existing (2015)-64
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32893 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
214.2	459.2	988.0	2127.7

TABLE Existing (2015)-65
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27564 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	190.2	408.2	878.7	1892.3

TABLE Existing (2015)-66
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22764 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
189.9	407.7	877.5	1889.9

TABLE Existing (2015)-67
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Etiwanda Ave and Bain St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20765 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	178.4	383.5	825.8	1778.6

TABLE Existing (2015)-68
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Bain St and Collins St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20418 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
176.2	379.4	817.1	1759.9

TABLE Existing (2015)-69
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Collins St and Van Buren Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26016 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
183.6	392.9	845.1	1819.8

TABLE Existing (2015)-70
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Van Buren Ave and Pedley Rd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19143 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	150.3	320.6	688.9	1483.3

TABLE Existing (2015)-71
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Pedley Rd and Clay St
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19249 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	150.9	321.7	691.5	1488.8

TABLE Existing (2015)-72
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Clay St and Camino Real
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25339 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
204.4	437.9	942.1	2028.7

TABLE Existing (2015)-73
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave / Riverview Drive between Riverview Dr and Mission Blvd
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14864 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
68.5	140.2	298.5	641.3

TABLE Existing (2015)-74
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between Mission Blvd and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18500 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
128.5	273.0	586.3	1262.1

TABLE Existing (2015)-75
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between SR-60 EB Ramps and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19432 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.7	367.1	789.4	1699.8

TABLE Existing (2015)-76
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between SR-60WB Ramps and Market Street
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21309 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
182.4	390.3	839.4	1807.5

TABLE Existing (2015)-77
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Blvd between Market Street and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18679 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
167.4	357.6	768.9	1655.6

TABLE Existing (2015)-78
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Holmes Ave between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1846 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.2	127.1

TABLE Existing (2015)-79
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Sierra Ave between Armstrong Rd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22555 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.2	237.1	509.6	1097.2

TABLE Existing (2015)-80
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Market St between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17036 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
138.0	296.3	637.9	1373.9

TABLE Existing (2015)-81
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Agua Mansa Rd between Market Street and City Limit
NOTES: Jurupa Valley General Plan - Existing Conditions - Existing (2015)

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13408 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
59.6	123.8	264.4	568.5

TABLE -01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between East Mission Blvd and Riverside Dr
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7609 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
94.1	197.5	423.0	910.0

TABLE -02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Riverside Dr and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8881 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
102.6	218.2	468.8	1009.2

TABLE -03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Cantu-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7470 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
82.8	172.4	368.5	792.4

TABLE -04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Bellegrave Ave and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9621 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
85.1	177.5	379.6	816.4

TABLE -05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Wineville Ave between Limonite Ave and 68th St.
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3697 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	109.5	231.4	496.2

TABLE -06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Philadelphia Ave and SR-60 WB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 52677 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
372.7	799.8	1721.4	3707.2

TABLE -07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 WB Off-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51929 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	369.2	792.2	1705.0	3672.0

TABLE -08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between SR-60 EB Off-Ramp and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45616 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
338.9	726.8	1564.0	3368.1

TABLE -09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Van Buren Blvd and Riverside Dr
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35514 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
287.5	615.4	1323.7	2850.5

TABLE -10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Riverside Dr and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24320 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
224.5	478.6	1028.7	2214.7

TABLE -11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Cantu-Galleano Ranch Rd and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18719 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
77.0	162.2	347.6	748.0

TABLE -12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9636 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.9	203.7	436.4	938.8

TABLE -13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Etiwanda Ave between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12985 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
117.1	247.9	532.1	1145.2

TABLE -14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bain St between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4313 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
55.4	118.7	255.5	550.2

TABLE -15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bain St between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4335 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
55.6	119.1	256.4	552.1

TABLE -16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between Philadelphia Ave and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50257 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
283.8	608.7	1309.9	2821.0

TABLE -17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Country Village Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49255 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	279.7	600.7	1293.1	2784.9

TABLE -18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12738 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
115.6	244.8	525.3	1130.7

TABLE -19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21449 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
161.2	345.5	743.4	1601.0

TABLE -20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14176 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
123.8	262.7	564.1	1214.2

TABLE -21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pedley Road between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16161 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
133.3	286.1	615.9	1326.4

TABLE -22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite St between SR-60 WB Ramps and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10303 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
88.8	185.7	397.3	854.5

TABLE -23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Pyrite St between SR-60 EB Ramps and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10261 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
87.2	184.6	396.1	852.6

TABLE -24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Clay St between Limonite Ave and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26652 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
140.1	298.2	640.8	1379.5

TABLE -25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Mission Blvd and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8922 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	101.2	213.1	456.7

TABLE -26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Camino Real between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14825 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
111.5	235.9	506.0	1089.0

TABLE -27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Philadelphia Ave between Etiwanda Ave and Country Village Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14601 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
126.2	267.9	575.3	1238.3

TABLE -28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Wineville Ave and SR-60 WB On-Ramp
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26584 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
237.9	507.7	1091.5	2350.1

TABLE -29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between SR-60 WB On-Ramp and SR-60 EB Off-Ramp
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44331 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
332.6	713.1	1534.5	3304.5

TABLE -30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between SR-60 EB Off-Ramp and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42368 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	322.8	691.9	1488.9	3206.3

TABLE -31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 59735 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
405.0	869.6	1871.8	4031.3

TABLE -32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Bellegrave Ave and Jurupa Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 77031 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
479.2	1030.0	2217.5	4776.0

TABLE -33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Jurupa Rd and Limonite Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 70714 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
452.8	972.9	2094.6	4511.2

TABLE -34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Van Buren Blvd-East Mission Blvd between Limonite Ave and Clay St.
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 83348 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
504.9	1085.5	2337.1	5033.6

TABLE -35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Riverside Drive between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14369 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
141.1	300.5	645.7	1390.0

TABLE -36
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34606 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
252.2	538.8	1158.6	2494.7

TABLE -37
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29758 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
228.6	487.5	1047.8	2255.9

TABLE -38
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21242 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
160.9	343.5	738.4	1589.8

TABLE -39
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Cantu-Galleano Rancho Road between Etiwanda Ave and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15952 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
133.6	284.1	610.2	1313.6

TABLE -40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between SR-60 EB Ramps and Bellegrave Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13419 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
103.6	220.4	473.6	1019.5

TABLE -41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Bellegrave Ave and Pedley Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14741 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.0	201.7	432.1	929.7

TABLE -42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Pedley Rd and Pyrite St
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12965 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
115.9	247.3	531.6	1144.6

TABLE -43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Pyrite St and Camino Real
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15671 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
131.2	280.5	603.2	1298.7

TABLE -44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Camino Real and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13856 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
122.0	258.8	555.6	1195.9

TABLE -45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between SR-60 EB Ramps and Valley Way
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24733 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
177.1	379.8	817.4	1760.4

TABLE -46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Valley Way and Riverview Dr
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31944 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
182.7	392.1	843.9	1817.3

TABLE -47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Riverview Dr and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26406 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
161.2	345.5	743.3	1600.7

TABLE -48
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Mission Boulevard between Rubidoux Blvd and City Limit
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28477 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
170.0	363.4	781.4	1682.5

TABLE -49
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave between City Limit and Wineville Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25589 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
205.7	440.7	948.3	2042.0

TABLE -50
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28633 SPEED (MPH): 55 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
248.5	533.3	1147.7	2471.8

TABLE -51
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave between Etiwanda Ave and Cantu-Galleano Ranch Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13770 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
121.5	257.7	553.3	1190.9

TABLE -52
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave between Cantu-Galleano Ranch Rd and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28632 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
195.6	418.7	900.8	1939.8

TABLE -53
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Bellegrave Ave between Van Buren Blvd and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23430 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
171.5	366.5	788.2	1697.1

TABLE -54
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bellegrave Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4419 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	106.1	227.4

TABLE -55
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Etiwanda Ave and Bain St
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6966 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	66.6	143.0	307.7

TABLE -56
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Bain St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14671 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
109.7	233.8	502.5	1081.9

TABLE -57
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Van Buren Blvd and Pedley Rd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16627 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
120.0	254.4	546.1	1175.5

TABLE -58
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Pedley Rd and Camino Real
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15563 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
131.5	279.5	600.2	1292.1

TABLE -59
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Jurupa Road between Camino Real and Valley Way
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22363 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
165.7	355.2	764.4	1646.1

TABLE -60
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Jurupa Rd and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18244 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
108.8	231.7	498.0	1072.1

TABLE -61
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Mission Blvd and SR-60 EB On Ramp
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50635 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
212.6	456.6	983.0	2117.0

TABLE -62
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between SR-60 EB On-Ramp and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47005 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES			
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
202.9	434.6	935.0	2013.5

TABLE -63
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between SR-60 WB Ramps and Sierra Ave
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44117 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
260.0	558.2	1201.5	2587.7

TABLE -64
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Valley Way-Armstrong Road between Sierra Ave and City Limit
NOTES: Jurupa Valley General Plan - Future -

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20536 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
199.6	427.5	919.7	1980.6

TABLE -65
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between I-15 SB Ramps and I-15 NB Ramps
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 65740 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
339.3	727.7	1566.0	3372.4

TABLE -66
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between I-15 NB Ramps and Wineville Ave
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51895 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
289.9	621.8	1338.2	2882.0

TABLE -67
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41570 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
283.1	608.8	1310.9	2823.4

TABLE -68
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Etiwanda Ave and Bain St
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36396 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
259.5	557.1	1199.1	2582.5

TABLE -69
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Bain St and Collins St
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33503 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
245.3	527.3	1135.3	2445.2

TABLE -70
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Collins St and Van Buren Blvd
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40583 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
246.1	528.0	1136.5	2447.6

TABLE -71
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Van Buren Blvd and Pedley Rd
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27735 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
191.5	410.0	881.9	1899.1

TABLE -72
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Pedley Rd and Clay St
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27395 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
190.0	406.6	874.7	1883.5

TABLE -73
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Clay St and Camino Real
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34384 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
251.1	536.5	1153.6	2484.0

TABLE -74
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Limonite Ave between Riverview Dr and Mission Blvd
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20709 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
83.5	174.0	371.9	799.7

TABLE -75
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between Mission Blvd and SR-60 EB Ramps
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23376 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
149.5	318.8	685.1	1475.1

TABLE -76
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between SR-60 EB Ramps and SR-60 WB Ramps
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26240 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
209.1	448.2	964.3	2076.5

TABLE -77
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between SR-60 WB Ramps and Market Street
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28540 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
221.0	473.9	1019.8	2196.1

TABLE -78
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Rubidoux Boulevard between City Limit and Market Street
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25363 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
204.5	438.2	942.7	2030.0

TABLE -79
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Holmes Avenue between Wineville Ave and Etiwanda Ave
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1701 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	73.60	13.60	10.22
M-TRUCKS	0.90	0.04	0.90
H-TRUCKS	0.35	0.04	0.35

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.1	120.4

TABLE -80
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Sierra Avenue between City Limit and Armstrong
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29093 SPEED (MPH): 55 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
250.7	539.0	1160.5	2499.6

TABLE -81
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Market St between City Limit and Rubidoux Blvd
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42364 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
253.1	543.4	1169.5	2518.7

TABLE -82
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 08/19/2016
ROADWAY SEGMENT: Agua Mansa between City Limit and Market Street
NOTES: Jurupa Valley General Plan - Future -

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24753 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	69.50	12.90	9.60
M-TRUCKS	1.44	0.06	1.50
H-TRUCKS	2.40	0.10	2.50

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
177.8	380.1	817.6	1760.4

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RIVERSIDE ROCKLIN SAN LUIS OBISPO

M E M O R A N D U M

DATE: October 15, 2015

TO: Project Team

FROM: J.T. Stephens, LSA Associates, Inc.

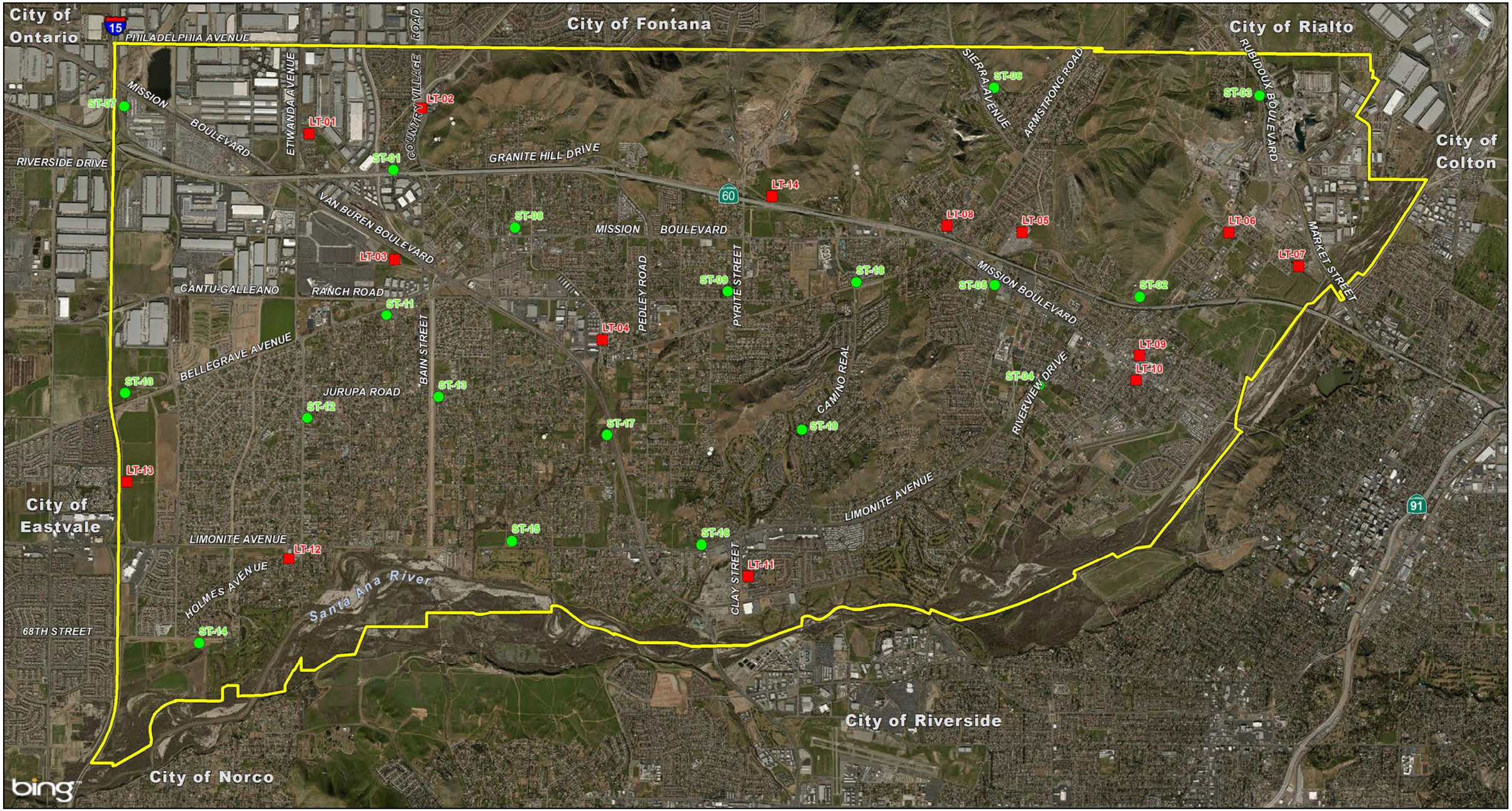
SUBJECT: City of Jurupa Valley General Plan Update – Noise Element Existing Conditions Memo

LSA Associates, Inc. (LSA) is assisting in preparation of the City of Jurupa Valley (City) General Plan Update. One portion of the General Plan that is in the process of being updated is the Noise Element. The first step in establishing a Noise Element within a City's General Plan that will provide standards, goals and policies to insure that development and operations within the City are in compliance with the desired environment, is the existing noise conditions must be analyzed and documented. The results of the noise monitoring will provide the project team guidance on goals and policies as well as set reasonable standards.

Existing noise sources in City today include transportation or traffic related impacts, rail noise, aircraft noise and noise impacts associated with operations at commercial and industrial uses. Currently, one of the main issues in the City related to noise is the existence of incompatible land uses. Typically, when commercial or industrial operations are located in close proximity of residential or other noise-sensitive uses, complaints from residents are more likely to occur.

In coordination with current City staff, specific locations at which incompatible uses exist today were identified. These locations were chosen to represent some of the noise monitoring locations presented in the attached figure. In addition to the incompatible use locations, noise monitoring locations, both long-term 24-hour and short term 15-minute, were chosen to assess noise impacts from the existing rail operations and traffic noise impacts from major roadways within the City limits. Figure 1 below shows the location of the proposed measurements and Table 1 provides a description of the measurement type and purpose.

Upon completion of the noise monitoring, the information will be utilized along with the modeling results of the existing traffic noise contours to determine the existing noise conditions throughout the City. Once the existing conditions are established, future conditions can be modeled and compared to the current General Plan. The future conditions will include future airport operation, proposed haul routes along the City streets, future rail activities, and expected continued/future incompatible land use noise issue. The policies, goals and standards will then be revised, where necessary to comply with the vision of the City.



LSA

City of Jurupa Valley

Noise Monitoring Locations

- Short-Term Noise Monitoring Location
- Long-Term 24-Hour Noise Monitoring Location

SOURCE: Bing Aerial, 2015; Riverside County 7/2015

0 2,000 4,000
Feet

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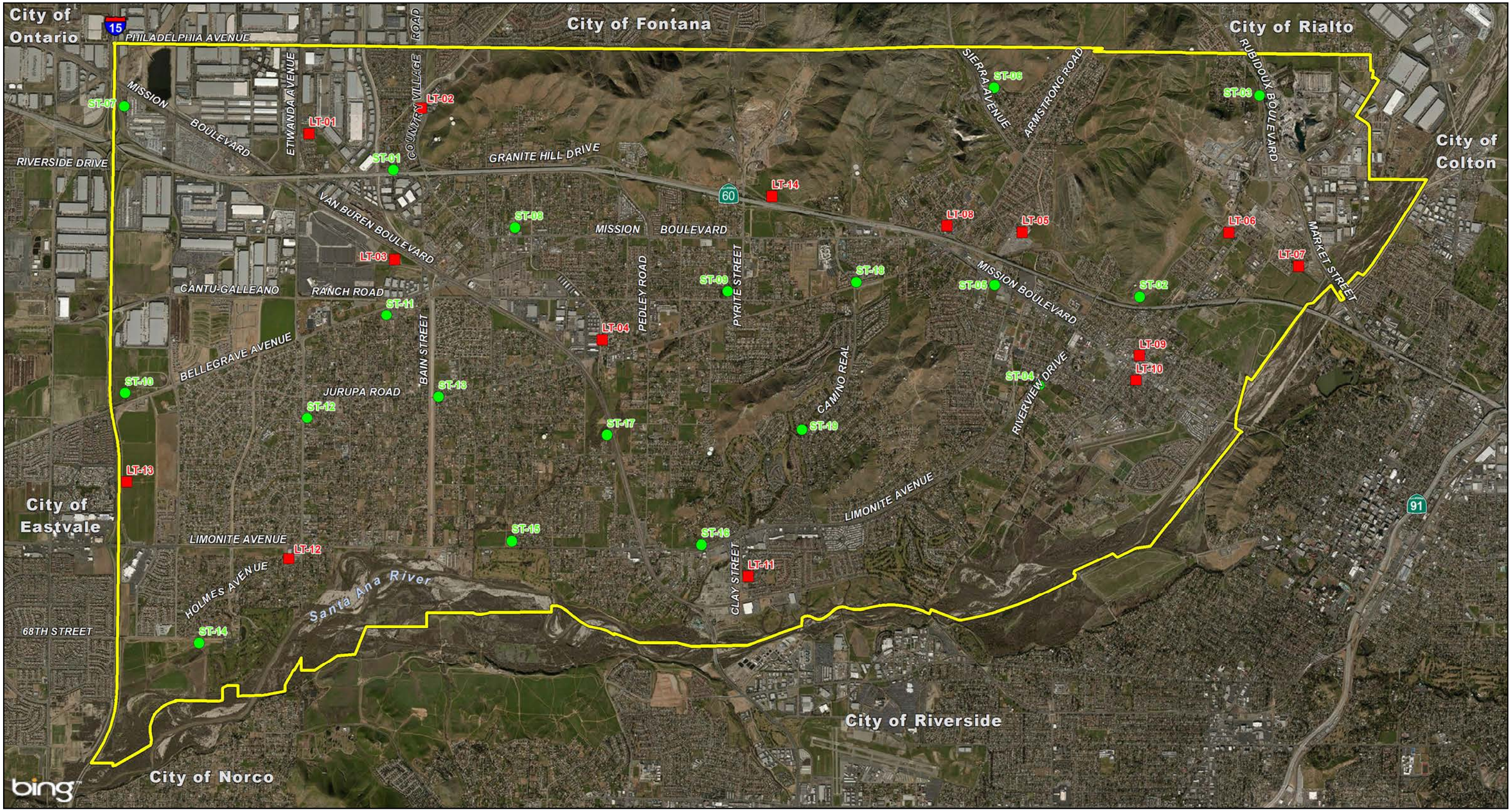
Jurupa Valley Interim General Plan

Figure 1

Noise Monitoring Locations

Table 1: Proposed Noise Monitoring Locations

Noise Monitoring Location	Description
LT-01	Potential Industrial/Residential Noise Conflict
LT-02	Potential Industrial/Residential Noise Conflict
LT-03	Train Noise Measurement
LT-04	Potential Industrial/Residential Noise Conflict
LT-05	Potential Industrial/Residential Noise Conflict
LT-06	Potential Industrial/Residential Noise Conflict
LT-07	Potential Race Track/Residential Noise Conflict
LT-08	Potential Commercial/Residential Noise Conflict
LT-09	Potential Commercial/Residential Noise Conflict
LT-10	Potential Commercial/Residential Noise Conflict
LT-11	Potential Industrial/Residential Noise Conflict
LT-12	Potential Commercial/Residential Noise Conflict
LT-13	Reference 24-Hour Measurement of I-15 Freeway
LT-14	Reference 24-Hour Measurement of SR-60 Freeway
ST-01	Traffic Noise on SR-60 Freeway
ST-02	Reference Short-term Measurement of SR-60 Freeway
ST-03	Reference Short-term Measurement of Rubidoux Boulevard
ST-04	Reference Short-term Measurement of Riverview Drive
ST-05	Reference Short-term Measurement of Mission East Boulevard
ST-06	Reference Short-term Measurement of Sierra Avenue
ST-07	Reference Short-term Measurement of I-15 Freeway
ST-08	Reference Short-term Measurement of Mission West Boulevard
ST-09	Reference Short-term Measurement of Pyrite Street
ST-10	Reference Short-term Measurement of I-15 Freeway
ST-11	Reference Short-term Measurement of Belle Grave Avenue
ST-12	Reference Short-term Measurement of Etiwanda Avenue
ST-13	Reference Short-term Measurement of Jurupa Road
ST-14	Reference Short-term Measurement of I-15 Freeway
ST-15	Reference Short-term Measurement of Limonite Avenue
ST-16	Reference Short-term Measurement of Limonite Avenue
ST-17	Reference Short-term Measurement of Van Buren Boulevard
ST-18	Reference Short-term Measurement of Jurupa Road
ST-19	Reference Short-term Measurement of Camino Real



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City of Jurupa Valley

Noise Monitoring Locations

- Short-Term Noise Monitoring Location
- Long-Term 24-Hour Noise Monitoring Location

SOURCE: Bing Aerial, 2015; Riverside County 7/2015

0 2,000 4,000
Feet

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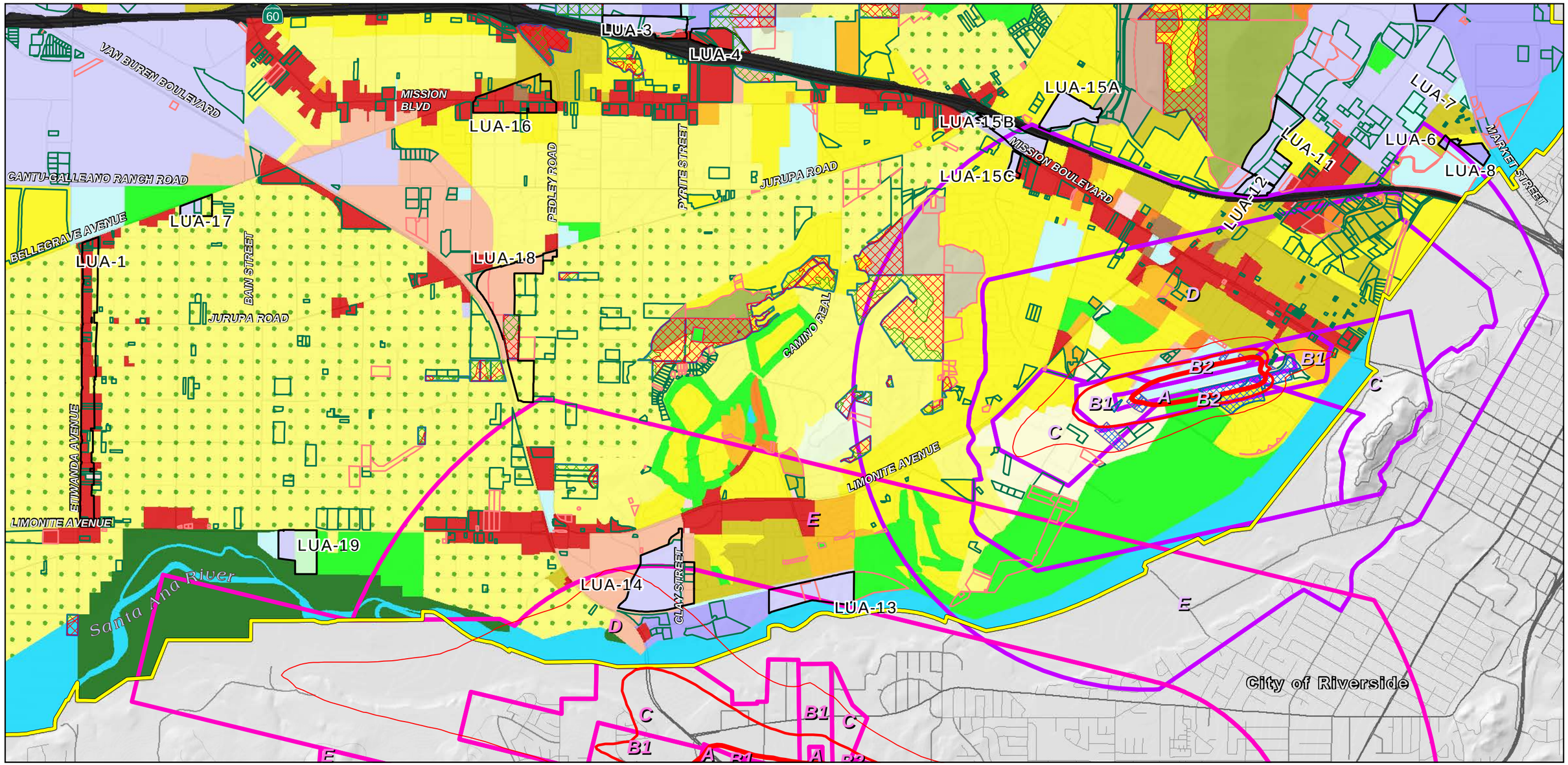
Jurupa Valley Interim General Plan

Figure _

Noise Monitoring Locations



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Land Use Amendment Areas

LUA-#

Parcels

Constrained Parcels

Partially Constrained Parcels

Opportunity Parcels

Partially Constrained Parcels

Constrained Portion

Opportunity Portion

Airport Compatibility Zones

Flabob

Riverside Municipal

Airport Noise Contours

55 db CNEL

60 db CNEL

65 db CNEL

Parcels Impacted by 60+ db CNEL

Existing GP Land Use

Estate Residential (<2 du/ac)

Low Density Residential (1-2 du/ac)

RC-LDR (2-5 du/ac)

Medium Density Residential (2-5 du/ac)

Medium High Density Residential (5-8 du/ac)

High Density Residential (<14 du/ac)

Very High Density Residential (<20 du/ac)

Highest Density Residential (20+ du/ac)

Commercial Retail

Commercial Office

Light Industrial

Heavy Industrial

Business Park

Public Facilities

Rural Residential

Agriculture

Conservation

Conservation Habitat

Open Space Recreation

Open Space Rural (< .05 du/ac)

Water

Mineral Resources

CITY

Freeway

0 1,500 3,000

Feet

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

Jurupa Valley Interim General Plan

Attachment B

Vacant Land Analysis with Airport Impacts

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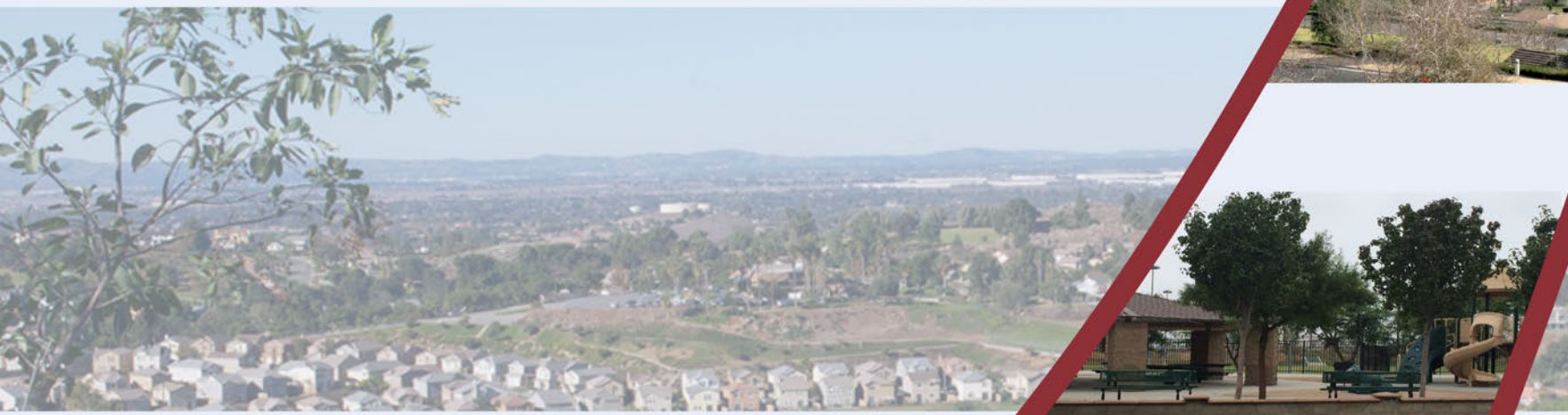
City of Jurupa Valley General Plan Traffic Study











LSA

City of Jurupa Valley General Plan Traffic Study

Prepared for:

City of Jurupa Valley

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Prepared by:

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November 4, 2016

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Appendix C: Level of Service Calculation Worksheets

CHAPTER 1 – INTRODUCTION

The City of Jurupa Valley (City) is located in Riverside County and is generally bounded by Interstate 15 (I-15) to the west, Philadelphia Street/El Rivino Road to the north, and the Santa Ana River to the east and south. Figure 1.1 illustrates the regional location of the City of Jurupa Valley.

The ability to move people and goods throughout Jurupa Valley and beyond is important to residents and businesses. Local roadways are the most important element for mobility in Jurupa Valley, but transit, the trail system, and bicycle facilities provide opportunities for alternative modes of travel that could relieve pressure on roadways. Furthermore, alternative modes, such as bicycles and pedestrians, have valuable secondary benefits that enhance the overall setting of Jurupa Valley. These benefits include traffic calming, walkability, health gains, air quality improvement and community cohesion. The Circulation Element governs the long-term mobility system of the City. The goals and policies in the Circulation Element are closely correlated with the Land Use Element and are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, bicycle and pedestrian amenities, transit opportunities and community character.

This Traffic Study will aid in determining existing circulation deficiencies within the City of Jurupa Valley and act as a benchmark for future improvements to the City's circulation network. The Traffic Study includes a level of service analysis at study area intersections and roadway segments, and a summary of existing transit service, truck routes, and bicycle and pedestrian facilities and trails within the City of Jurupa Valley.





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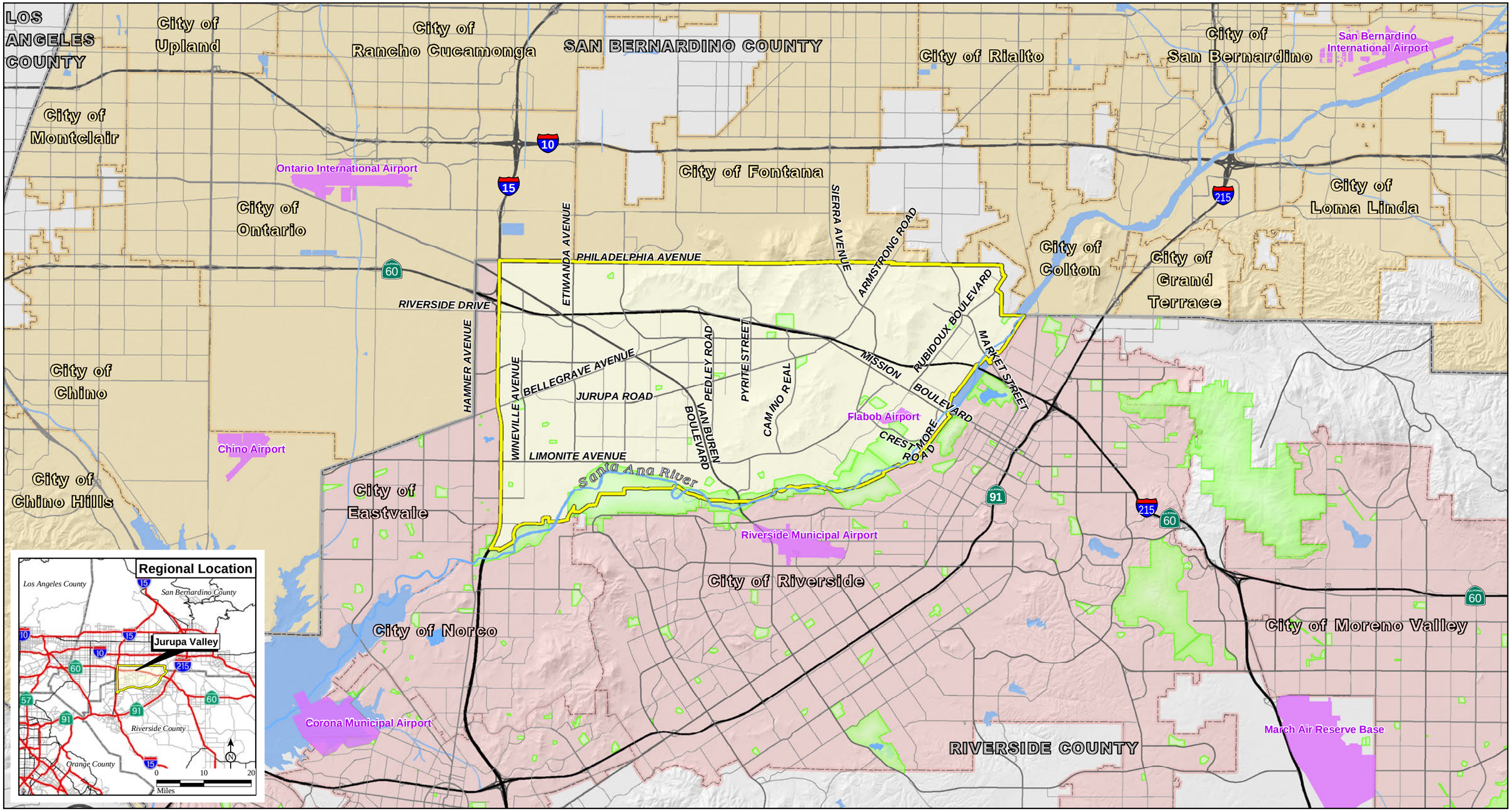

LSA

- City of Jurupa Valley
- San Bernardino County Cities
- Riverside County Cities
- County Boundary
- Parks
- Airports

SOURCE: Riverside County 7/2015

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Jurupa Valley General Plan
Traffic Study

Figure 1.1
Regional Location

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CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM

The transportation system in the City of Jurupa Valley includes motorized and non-motorized travel modes. This circulation system is considered multi-modal, which provides alternatives to the automobile such as bicycle facilities, pedestrian facilities, rail, trails, and transit. These systems, along with streets and highways, all provide for the movement of people and goods throughout the City and region. How these systems complement one another and interact with each other represents the complete transportation system.

This chapter presents the existing setting for vehicles, as well as bicycle, transit, and pedestrian facilities in the City of Jurupa Valley.

CHAPTER CONTENTS

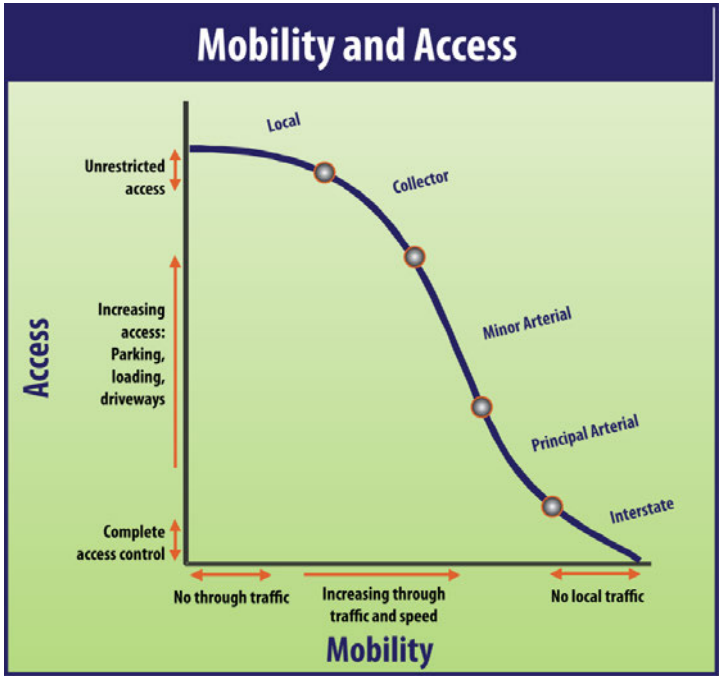
- Street Network
- Functional Classification
- Study Area Intersections
- Study Area Roadways
- Congestion
- Level of Service Definitions
- Level of Service Standard
- Existing Intersection Traffic Volumes
- Existing Roaday Segment Trarffic Volumes
- Existing Intersection Levels of Service
- Existing Roadway Segment Levels of Service
- Truck Restrictions
- Bicycle Facilities
- Trails
- Freight
- Pedestrian Facilities
- Transit
- Airports

Street Network

A well laid-out and well-designed roadway network is essential for safe and efficient surface transportation. Such a network can cut down travel times, reduce accidents on certain facilities, assist in emergency operations, and help in allocating roadway funding. These facilities also serve as the primary thoroughfares for freight and goods movement that supply the local and regional economies.

The functionality of a street is related to traffic mobility and land access. Higher level facilities, such as freeways and expressways, have lower access, which allows for higher speeds and capacities. Conversely, lower level facilities, such as local streets and minor arterials, allow for greater access, but have reduced mobility due to lower speeds and capacities. The relationship can be seen in Figure 2.1.

FIGURE 2.1: RELATIONSHIP BETWEEN MOBILITY AND ACCESS ON ROADWAYS



Source: Federal Highway Administration

Functional Classification

Functional classification groups roadways into classes according to the type of service they are intended to provide. The eight basic roadway classifications are briefly described below:

Freeway

A highway upon which the abutter's rights of access are controlled and that provides separated grades at intersecting streets. The minimum right-of-way width and number of lanes is determined by the California Department of Transportation (Caltrans). Figure 2.2 illustrates the existing functional classification of roadways. Roadway cross-sections are illustrated in Figure 2.3.

Expressway

An Expressway is a multimodal roadway corridor for through traffic. Access from abutting property is restricted. Intersections with other streets or roadways are limited to approximately one-half mile intervals. The minimum right-of-way is 184 feet to 220 feet. The number of lanes is 6 or 8 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 1 illustrates the cross-section for an Expressway. Segments of Van Buren Boulevard are currently designated as an Expressway.

Urban Arterial

An Urban Arterial is a roadway primarily for through traffic where access from other streets or roadways is limited to approximately one-quarter mile intervals. The minimum right-of-way is 152 feet. The number of lanes is 6 or 8 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 2 illustrates the cross-section for an Urban Arterial roadway. Segments of Limonite Avenue are currently designated as an Urban Arterial roadway.

Arterial

An Arterial is a divided roadway primarily for through traffic to which access from abutting property is kept at a minimum. Intersections with other streets or roadways are limited to approximately one-quarter mile intervals. The minimum right-of-way is 128 feet. The number of lanes is 4 or 6 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 3 shows the cross-section for an Arterial roadway. Segments of Etiwanda Avenue are currently designated as an Arterial roadway.

Major

A Major roadway serves property zoned for major industrial and commercial uses or serves through traffic. Intersections with other streets or roadways may be limited to approximately 660-foot intervals. The minimum right-of-way is 118 feet. The number of lanes is 4 and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 4 illustrates the cross-section for a Major roadway. Segments on Pedley Road are currently designated as a Major roadway.

Secondary

A Secondary roadway serves through traffic along longer routes between major traffic-generating areas or serves property zoned for multiple residential, secondary industrial, or commercial uses. Intersections with other streets and roadways may be limited to 330-foot intervals. The minimum right-of-way is 100 feet. The number of lanes is 4 with no turn lanes and additional right-of-way may be needed at intersections. Figure 2.3, Exhibit 5 shows the cross-section for a Secondary roadway. Segments on Pacific Avenue are currently designated as a secondary roadway.

Collector Street

Collector streets are intended to serve intensive residential land uses, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. A Collector street may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used. The minimum right-of-way is 74 feet and the number of lanes is 2. Figure 2.3, Exhibit 6 shows the cross-section for a Collector roadway. Segments on 58th Street are currently designated as a Collector roadway.

City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
SAN SEVAINE WAY
GRANITE HILL DRIVE
VAN BUREN BOULEVARD
CAMPBELL STREET
AVON STREET
SIERRA AVENUE
ARMSTRONG ROAD
PACIFIC AVENUE
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
HALL AVENUE
28TH STREET
CANTU-GALLEANO
RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
MISSION BOULEVARD
HAMNER AVENUE
BELLEGRAVE AVENUE
RUTILE STREET
FELDSPAR ROAD
CAMINO REAL
34TH STREET
RIVERVIEW DRIVE
46TH ST
CRESTMORE ROAD
WINEVILLE AVENUE
BEACH STREET
56TH STREET
BAIN STREET
58TH STREET
LIMONITE AVENUE
PERALTA PLACE
CLAY STREET
68TH STREET
91
60

LSA

City of Jurupa Valley
Parks
Urban Arterial (152' ROW)
Arterial (128' ROW)
Major (118" ROW)
Secondary (100' ROW)
Collector (74' ROW)

SOURCE: Riverside County 7/2015

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Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.2
Existing Functional Classification of Roadways

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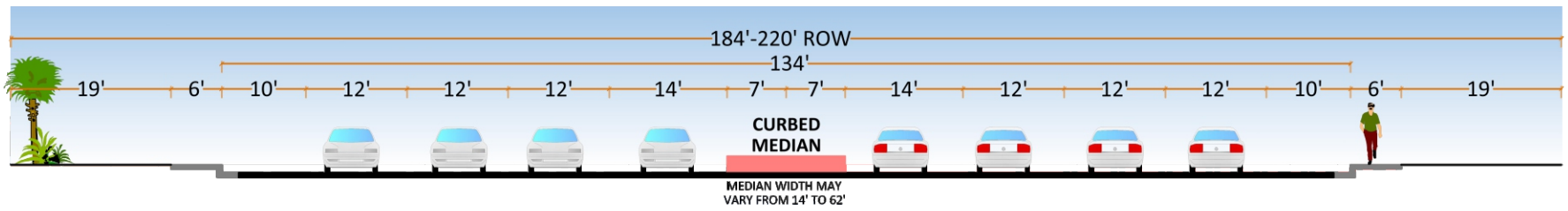

EXHIBIT 1: EXPRESSWAY- 6 TO 8 LANES

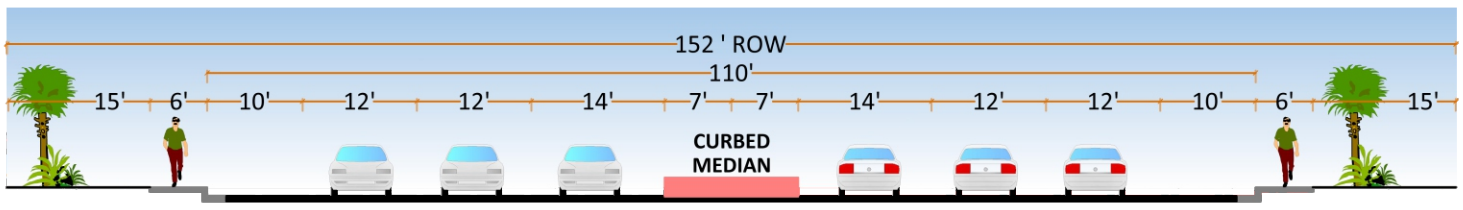

EXHIBIT 2: URBAN ARTERIAL

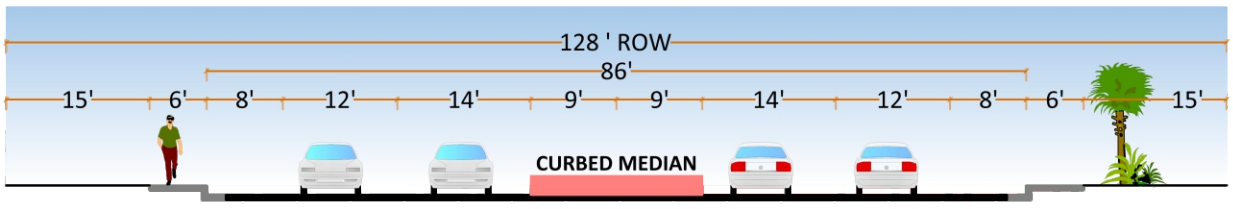

EXHIBIT 3: ARTERIAL

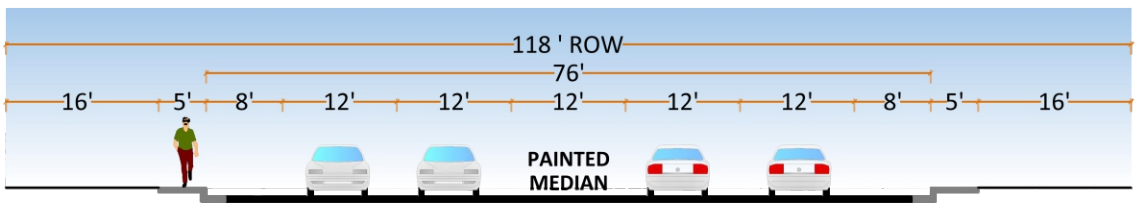

EXHIBIT 4: MAJOR - 4 LANES

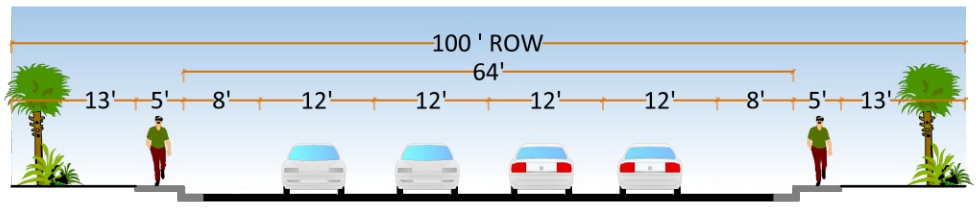

EXHIBIT 5: SECONDARY

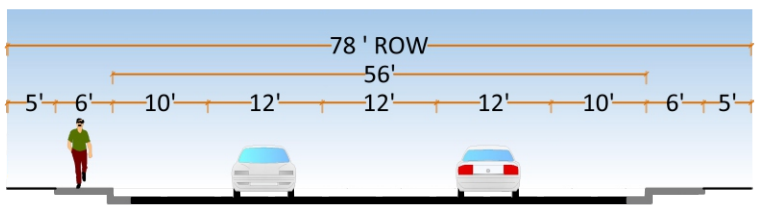

EXHIBIT 6: INDUSTRIAL COLLECTOR

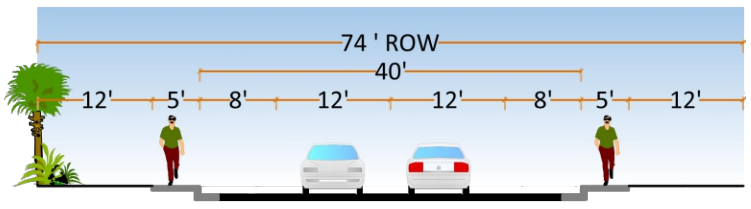

EXHIBIT 7: COLLECTOR

LSA

SOURCE: County of Riverside General Plan, Circulation Element, 2003

Jurupa Valley 2016 General Plan
Traffic Study
Figure 2.3
Roadway Cross Sections

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Industrial Collector

An Industrial Collector is a circulatory street with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification. The minimum right-of-way is 78 feet and the number of lanes is 2. Figure 2.3, Exhibit 7 shows the cross-section for an Industrial Collector roadway.

Study Area Intersections

The study area includes all roadway segments and intersections that would be necessary to analyze the impacts of the City's future Land Use plan and was defined through collaboration between LSA and City staff. As Figure 2.4 shows, the study area includes the following intersections:

Intersections

1. Interstate 15 (I-15) Southbound Ramps/Cantu-Galleano Ranch Road;
2. I-15 Northbound Ramps/Cantu-Galleano Ranch Road;
3. I-15 Southbound Ramps/Limonite Avenue;
4. I-15 Northbound Ramps/Limonite Avenue;
5. Wineville Road/E. Mission Boulevard;
6. Wineville Road/Riverside Drive;
7. Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road;
8. Wineville Avenue/Bellegrave Avenue;
9. Wineville Avenue/Limonite Avenue;
10. Wineville Avenue/68th Street;
11. E. Mission Boulevard/State Route 60 (SR-60) Westbound On-Ramp;
12. E. Mission Boulevard/SR-60 Eastbound Off-Ramp;
13. Etiwanda Avenue/Philadelphia Avenue;
14. Etiwanda Avenue/SR-60 Westbound Off-Ramp;
15. Etiwanda Avenue/SR-60 Eastbound On-Ramp;
16. Etiwanda Avenue/Van Buren Boulevard;
17. Etiwanda Avenue/Riverside Drive;
18. Etiwanda Avenue/Cantu-Galleano Ranch Road;
19. Etiwanda Avenue/Bellegrave Avenue;
20. Etiwanda Avenue/Jurupa Road;
21. Etiwanda Avenue/Limonite Avenue;
22. Country Village Road/Philadelphia Avenue;
23. Country Village Road/SR-60 Westbound Ramps;
24. Mission Boulevard/SR-60 Eastbound Ramps;
25. Bain Street/Bellegrave Avenue;
26. Van Buren Boulevard/Bellegrave Avenue;
27. Van Buren Boulveard/Van Buren-Bellegrave Connector;
28. Bain Street/Jurupa Road;
29. Bain Street/Limonite Avenue;
30. Pedley Road/SR-60 Westbound Ramps;
31. Pedley Road/SR-60 Eastbound Ramps;
32. Bellegrave Avenue/Mission Boulevard;
33. Pedley Road/Mission Boulevard;
34. Van Buren Boulevard/Jurupa Road;
35. Van Buren Boulevard/Van Buren-Jurupa Connector;
36. Pedley Road/Jurupa Road;
37. Collins Street/Limonite Avenue;
38. Van Buren Boulevard/Limonite Avenue;
39. Pedley Road-Morton Avenue/Limonite Avenue;
40. Pyrite Street/SR-60 Westbound Ramps;
41. Pyrite Street/SR-60 Eastbound Ramps;
42. Pyrite Street/Mission Boulevard;
43. Clay Street/Limonite Avenue;
44. Van Buren Boulevard/Clay Street;
45. Camino Real/Mission Boulevard;
46. Camino Real/Jurupa Road;
47. Camino Real/Limonite Avenue;
48. Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard;
49. Valley Way/Jurupa Road;
50. Armstrong Road/Sierra Avenue;
51. Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive;
52. Valley Way/SR-60 Westbound On Ramp;
53. Valley Way/Mission Boulevard;
54. Pacific Avenue/Mission Boulevard;
55. Pacific Avenue/Limonite Avenue;

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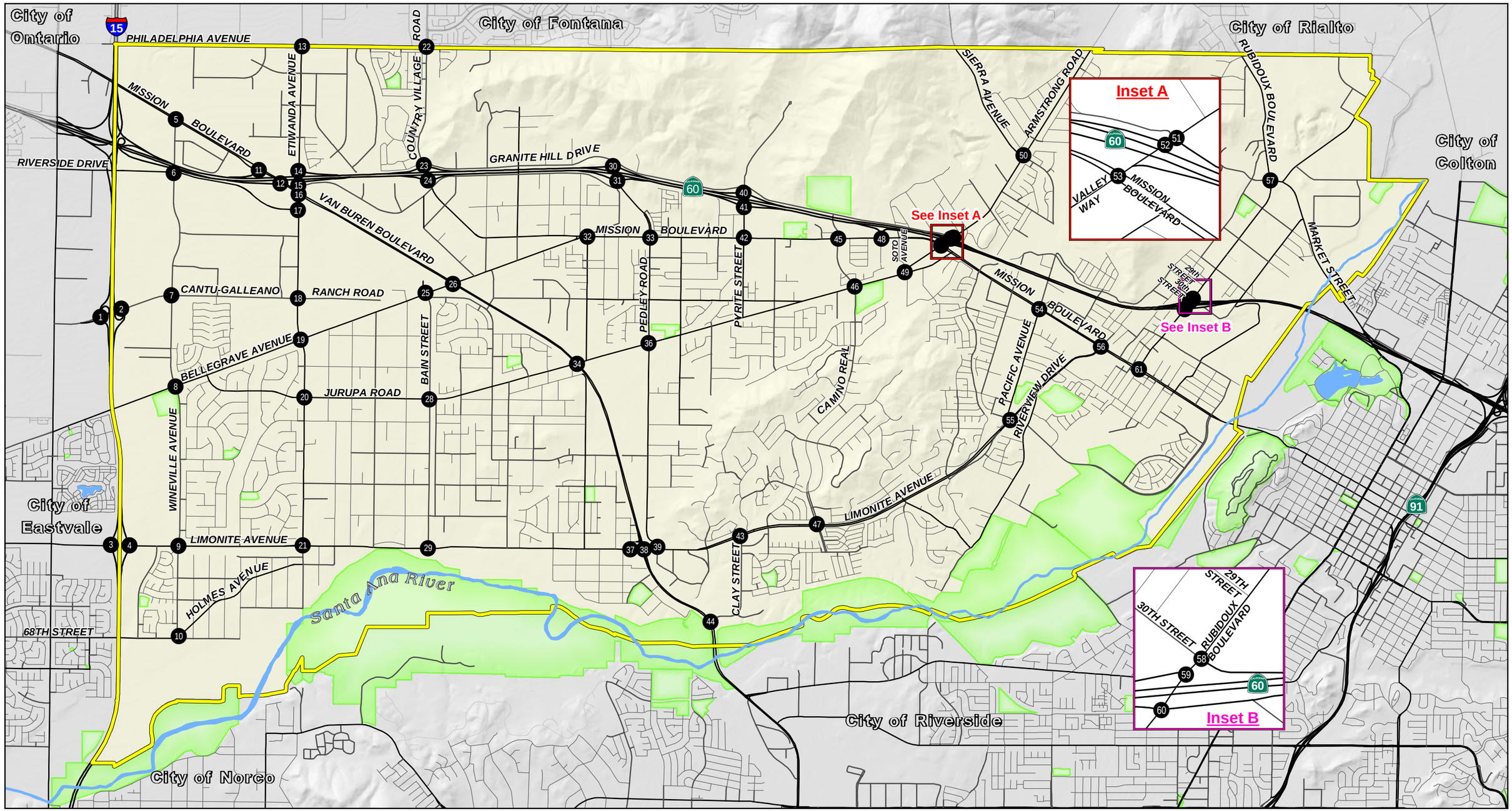

LSA

City of Jurupa Valley
Parks
Study Area Intersections
Existing Intersection

SOURCE: Riverside County 7/2015

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Jurupa Valley General Plan
Traffic Study
Figure 2.4
Study Area Intersections

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56. Riverview Drive/Mission Boulevard;
57. Rubidoux Boulevard/Market Street;
58. Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street;
59. Rubidoux Boulevard/SR-60 Westbound On-Ramp;
60. Rubidoux Boulevard/SR-60 Eastbound Ramps; and
61. Rubidoux Boulevard/Mission Boulevard.

Study Area Roadways

The major roadways within the City of Jurupa Valley are described below:

Wineville Avenue is oriented in a north-south direction and from Mission Boulevard to Riverside Drive is a four-lane Major, from Riverside Drive to Cantu-Galleano Ranch Road is a four-lane Secondary, from Cantu-Galleano Ranch Road to Bellegrave Avenue is a three-lane Secondary, from Bellegrave Avenue to Elba Drive is a four-lane Major, from Elba Drive to Boca Place is a two-lane Collector, from Boca Place to Limonite Avenue is a four-lane Major, and from Limonite Avenue to 68th street is a three-lane Major. The speed limit on Wineville Avenue varies from 45–50 miles per hour.

Etiwanda Avenue is oriented in a north-south direction and is a six-lane Urban Arterial from the northern City limits to State Route 60 (SR-60) and transitions to a four-lane Arterial from SR-60 to Van Buren Boulevard. The segment from Van Buren Boulevard to Cantu-Galleano Ranch Road is a four-lane Major, from Cantu-Galleano to Bellegrave Avenue is a three-lane Major, from Bellegrave Avenue to Limonite Avenue is a four-lane Major, and from Limonite Avenue Holmes Avenue is a two-lane Secondary. Etiwanda Avenue has a speed limit of 45–55 miles per hour.

Bain Street is oriented in a north-south direction and is a two-lane Collector. Additional right-of-way is available for a four-lane Major. The speed limit on Bain Street is 45 miles per hour.

Country Village Road is oriented in a north-south direction and is a three-lane Major from Philadelphia Avenue to Country Club Drive. The segment from Country Club Drive to Ben Nevis Boulevard is a four-lane Major. The speed limit on Country Village Road is 45 miles per hour.

Pedley Road is oriented in a north-south direction and is a two-lane Major from Granite Hill Drive to Francisco Junior Avenue. The segment from Francisco Junior Avenue to Mission Boulevard is a four-lane Major, from Mission Boulevard to Jurupa Road is a three-lane Major, from Jurupa Road to 60th Street is a two-lane Collector, and from 60th Street to Limonite Avenue is a two-lane Major. The speed limit on Pedley Road is 45 miles per hour.

Pyrite Street is oriented in a north-south direction and is a two-lane Collector north of Granite Hill Drive. The segment from Granite Hill Drive to SR-60 EB Ramps is a two-lane Secondary, from SR-60 WB Ramps to Mission Boulevard is a two-lane Collector, from Mission Boulevard to Galena Street is a two-lane Major, and from Galena Street to Jurupa Road is a two-lane Collector. The speed limit on Pyrite Street is 40 miles per hour.

Clay Street is oriented in a north-south direction from Limonite Avenue to General Road and transitions to an east-west direction from General Road to Van Buren Boulevard. Clay Street is a four-lane Major with a speed limit of 35 miles per hour.

Camino Real is oriented in a north-south direction and is a two-lane Secondary from Granite Hill Drive to Mission Boulevard. The segment from Mission Boulevard to Jurupa Road is a four-lane Arterial, from Jurupa Road to Whitney Drive is a two-lane Collector, from Whitney Drive to Limonite Avenue is a four-lane Major. The speed limit on Camino Real is 25–40 miles per hour.

Philadelphia Avenue is oriented in an east-west direction from the western City limits to Rochester Avenue, from Rochester Avenue to Wineville Avenue is a two-lane Major, from Wineville Avenue to Etiwanda Avenue is a three-lane Major, and from Etiwanda Avenue to Country Village Road is a two-lane Major. The speed limit on Philadelphia Avenue is 45 miles per hour.

Van Buren Boulevard is oriented in a north-south direction and is a four-lane Arterial from the western City limits to the southern City limits. The speed limit on Van Buren Boulevard is generally 55 miles per hour.

Riverside Drive is oriented in an east-west direction and is a three-lane Major. The speed limit on Riverside Drive is 50 miles per hour.

Cantu-Galleano Ranch Road is oriented in an east-west direction and is a six-lane Urban Arterial from the I-15 northbound ramps to Wineville Avenue/Road. The segment from Wineville Avenue/Road to Etiwanda Avenue is a two-lane Arterial, and from Etiwanda Avenue to west of Dodd Street is a four-lane Major. The speed limit on Cantu-Galleano Ranch Road is 45 miles per hour.

Mission Boulevard is oriented an east-west direction and is a four-lane Secondary from SR-60 EB Ramps to Bellegrave Avenue, from Bellegrave Avenue to Pedley Road is a four-lane Major, from Pedley Road to Pyrite Street is a four-lane Secondary, from Pyrite Street to SR-60 EB Ramps is a four-lane Major, from SR-60 EB Ramps to Valley Way is a four-lane Secondary, and from Valley Way to east of Rubidoux Boulevard is a four-lane Arterial. The speed limit on Mission Boulevard is generally 35–45 miles per hour.

Bellegrave Avenue is oriented in an east-west direction and is a three to four-lane Major from Wineville Avenue to Bain Street, and transitions to a two-lane Major east of Bain Street. Bellegrave Avenue has a speed limit of 25–45 miles per hour.

Jurupa Road is oriented in an east-west direction and is two-lane Secondary roadway from Bellegrave Avenue to Etiwanda Avenue and from Etiwanda Avenue to Valley is a two-lane Collector. The speed limit on Jurupa Road is 40–45 miles per hour.

Valley Way is oriented in a north-south direction and is two-lane Collector from Jurupa Road to Mission Boulevard, from Mission Boulevard to SR-60 is a four-lane Arterial, from SR-60 to Sierra Avenue is a four-lane Major, and north of Sierra Avenue is a two-lane Major. The speed limit on Valley Way is 30–45 miles per hour.

Limonite Avenue is oriented in an east-west direction and is a four-lane Major from I-15 SB Ramps to I-15 NB Ramps, from I-15 NB Ramps to Wineville Avenue is a four-lane Arterial, from Wineville Avenue to Etiwanda Avenue is a four-lane Major, from Etiwanda Avenue to Collings Street is a two-lane Major, from Collins Street to Pedley Road is a four-lane Major, from Pedley Road to Clay Street is a four-lane Arterial, from Clay Street to Riverview Drive is a five-lane Urban Arterial, and from Riverview Drive to Mission Boulevard is a four-lane Major. The speed limit on Limonite Avenue is generally 45–50 miles per hour.

Rubidoux Boulevard is oriented in a north-south direction and is a two-lane Collector from Tilton Avenue to Mission Boulevard, a four-lane Major from Mission Boulevard to 20th Street, a four-lane arterial from 20th Street to Production Circle, and a four-lane Major from Production Circle to the northern City limits. The speed limit on Rubidoux Boulevard is 40–50 miles per hour.

Congestion

Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity can change because of weather, work zones, traffic incidents, or special events.

Congestion can be classified as either recurring or non-recurring. Recurring congestion most often occurs when the volume of traffic on a facility becomes more than that facility can handle. Non-recurring congestion is usually short in duration and is caused by such things as weather, construction, or special events. One way to gauge the level of congestion is grading a facility on its level of service.

Level of Service Definitions

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual 2010* (HCM 2010). For both roadway segments and intersections, the HCM establishes levels of service A through F as shown in Table 2.A and Figure 2.5.

Table 2.A: Level of Service Definitions

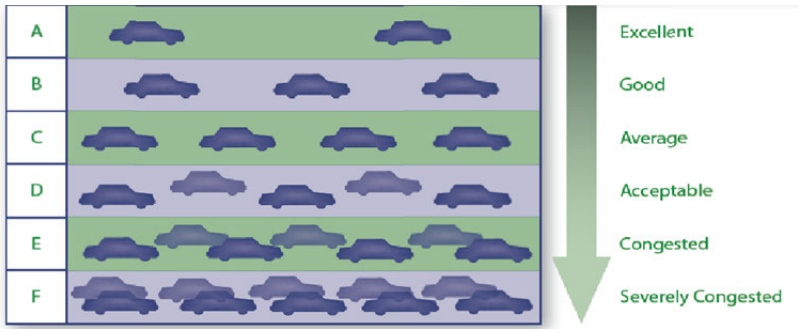
LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

Table 2.A: Level of Service Definitions

LOS	Description
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual 2010

FIGURE 2.5: LEVEL OF SERVICE



Source: FHWA

The LOS criteria used to evaluate signalized and unsignalized intersections are based on HCM 2010 methodologies and are shown in

Table 2.B. All levels of service were calculated using Synchro 9 software, which uses HCM 2010 methodologies.

Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual, 2010.

The level of service criteria used to evaluate roadway segments is based on the daily capacity for each functional classification and is shown in Table 2.C. The daily traffic volume represents the total vehicles (both directions) traveling on a roadway segment within 24 hours.

Table 2.C: Roadway Segment Capacity and Levels of Service

Functional Classification	Number of Lanes	Maximum Two-Way Daily Traffic Volume		
		Level of Service C	Level of Service D	Level of Service E
Collector Street	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	28,700	32,300	35,900
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	6	94,000	105,800	200,600
Freeway	8	128,400	144,500	160,500

Source: Riverside County Congestion Management Program, 2011

Level of Service Standard

With the development of this General Plan Circulation Element, the City of Jurupa Valley will establish an LOS standard for intersections and roadways. This set of standards will balance the need for safe and efficient mobility with key quality of life and community standards. Many cities within the County maintain LOS D as their minimum threshold for their roadway systems. The County of Riverside maintains an LOS standard of D; therefore, for this particular analysis, LOS D was used for the intersection and roadway segment LOS analysis. Intersections or roadway segments operating at LOS E or F exceed the minimum LOS standard D. This threshold may be revisited and modified based on a balancing of overall community objectives.

Caltrans endeavors to maintain levels of service between C and D at all intersections under its jurisdiction; this has been interpreted to mean that a maximum average delay at a Caltrans intersection exceeding 45 seconds is considered to exceed the minimum LOS standard.

Existing Intersection Traffic Volumes

Existing intersection traffic volumes are based on a.m. and p.m. peak hour intersection turn movement counts within the City collected by Counts Unlimited in June 2015 and National Data and Surveying Services in September 2015. For several intersections, counts were conducted between 2012 and 2014. For these intersections, a growth rate of 1

percent per year was applied to develop 2015 volumes at these locations. Count sheets are contained in Appendix A. Classification counts separate vehicle types into passenger cars, two-axle trucks, three-axle trucks, and trucks with four or more axles. The concept of passenger car equivalents (PCEs), accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. For example, trucks with four or more axles have been assigned a PCE factor of 3.0, indicating that three passenger vehicles could travel through an intersection in the same amount of time required for a single truck with four or more axles. PCE volumes for study area locations with classification counts were computed using a PCE factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined from classification counts at nearby intersections. PCE volumes for these intersections were computed using a PCE factor of 2.0 for all trucks. Detailed volume development worksheets are included in Appendix B. Figures 2.6-1 and 2.6-2 illustrate the existing intersection geometrics and stop control at the study intersections. The existing a.m. and p.m. peak hour traffic volumes for the study intersections are illustrated in Figures 2.7-1 and 2.7-2.

Existing Roadway Segment Traffic Volumes

The existing daily traffic volumes at study area roadway segments are based on traffic counts conducted by the City of Jurupa Valley between 2012 and 2014. A growth rate of one percent per year was then applied to the counts. Table 2.D shows the existing daily traffic volumes at study area roadway segments.

Existing Intersection Levels of Service

A site survey was conducted at the study area intersections to observe the intersection geometrics, turn pocket lengths, and existing signal cycle lengths. The results of the survey were included as input parameters into the Synchro 9 software. A level of service analysis was conducted at study area intersections to determine current intersection performance and is shown in Table 2.E, which shows all intersections are currently operating at satisfactory levels of service, with the exception of the following 12 intersections:

- Wineville Road/Mission Boulevard (p.m. peak hour);
- Mission Boulevard/SR-60 EB Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/SR-60 WB Ramps (a.m. peak hour);
- Pedley Road/SR-60 WB Ramps (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. peak hour);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (p.m. peak hour);
- Rubidoux Boulevard/Market Street (p.m. peak hour); and
- Rubidoux Boulevard/Mission Boulevard (p.m. peak hour).

Figures 2.8-1 and 2.8-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service.

Existing Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine current roadway segment performance. As shown in Table 2.D, all roadway segments are currently operating at

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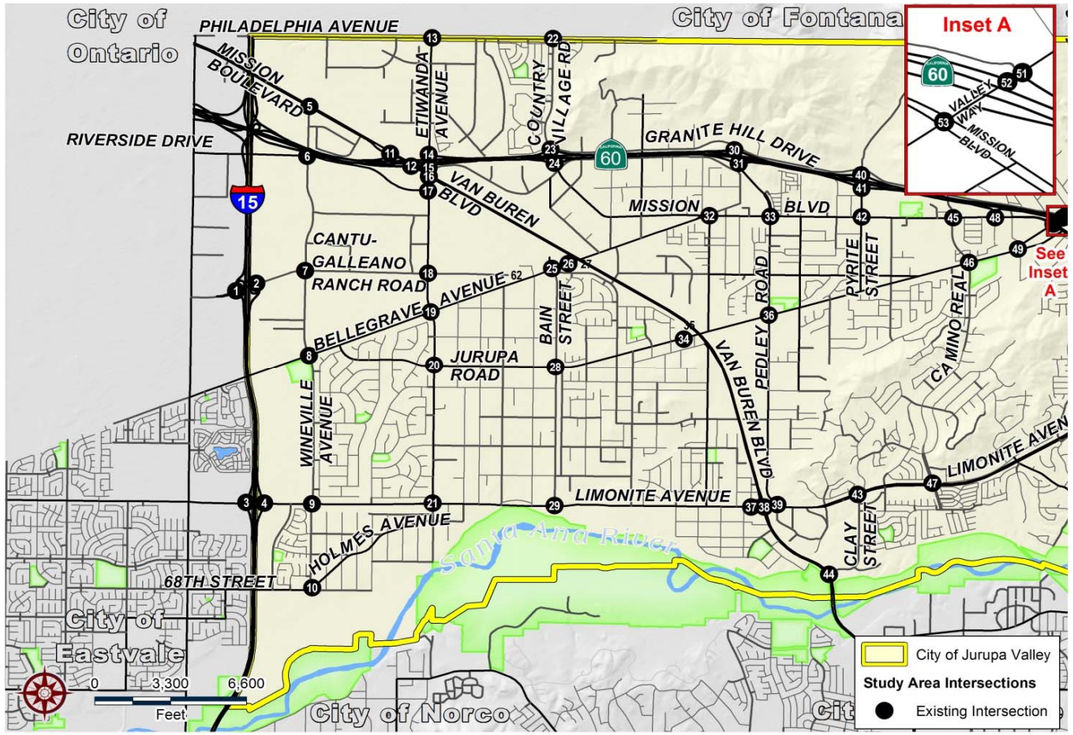

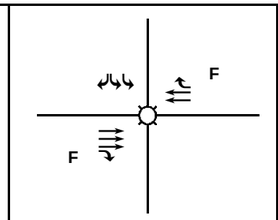

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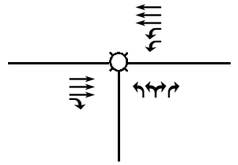

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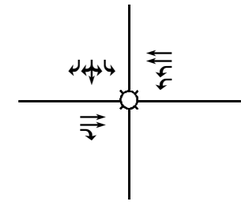
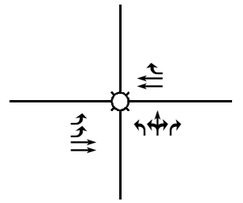


3 I-15 SB Ramps/Limonite Avenue



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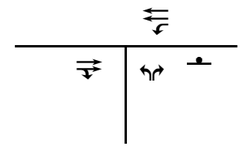
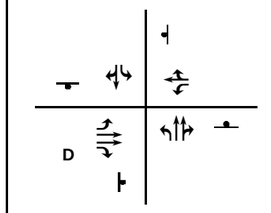


5 Wineville Avenue/E Mission Boulevard



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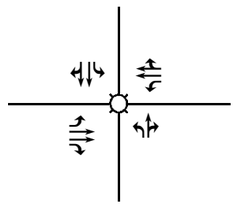
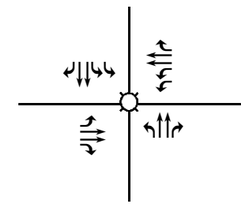


7 Wineville Avenue/Cantu-Galleano Ranch Rd



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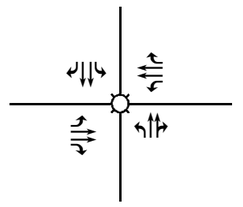

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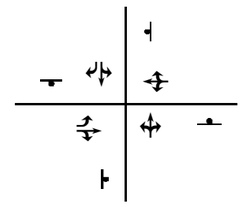
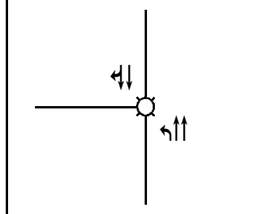


10 Wineville Avenue/68th Street



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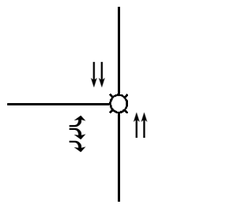

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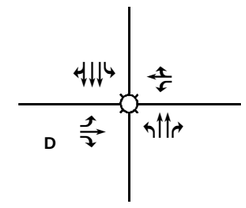
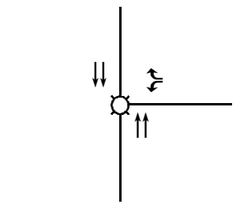


13 Etiwanda Avenue/Philadelphia Avenue



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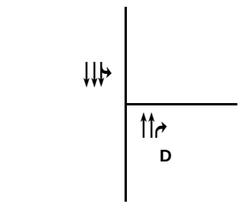

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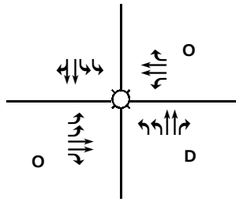
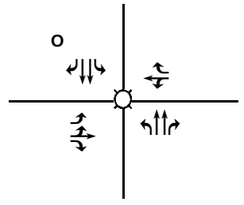


16 Etiwanda Avenue/Van Buren Boulevard



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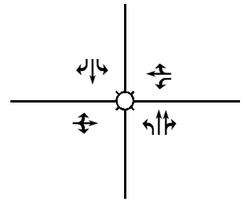

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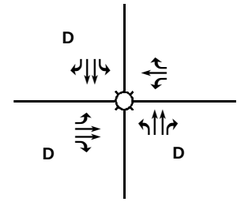
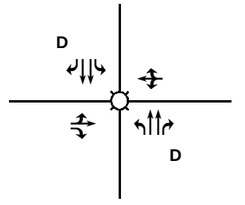


19 Etiwanda Avenue/Bellegrave Avenue



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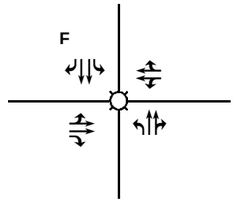

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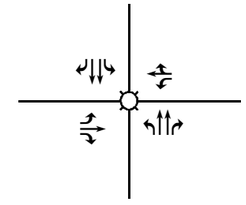

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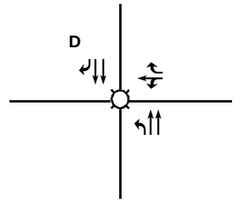
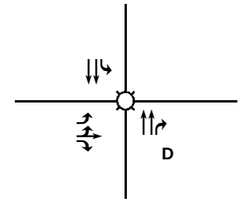
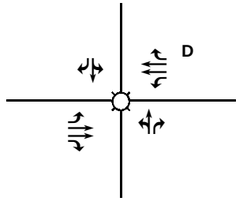


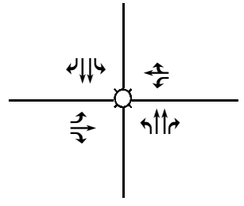
23 Country Village Road/SR-60 Westbound Ramps



24 Mission Boulevard/SR-60 Eastbound Ramps



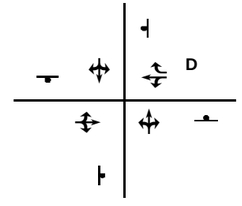
25 Bain Street/Bellegrave Avenue



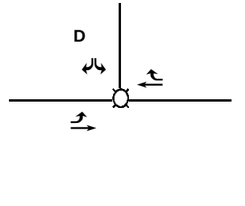
26 Van Buren Boulevard /Bellegrave Avenue

Future Intersection

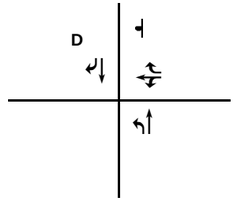
27 Future Bellegrave Ave Intersection @ Van Buren Boulevard



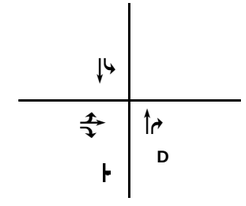
28 Bain Street/Jurupa Road



29 Bain Street/Limonite Avenue



30 Pedley Road/SR-60 Westbound Ramps



31 Pedley Road/SR-60 Eastbound Ramps

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study
Figure 2.6-1
Existing Intersection Geometrics & Stop Control

R:\CJV1502_Jurupa GP\Traffic\z45_Geo_Existing 11/2/2016

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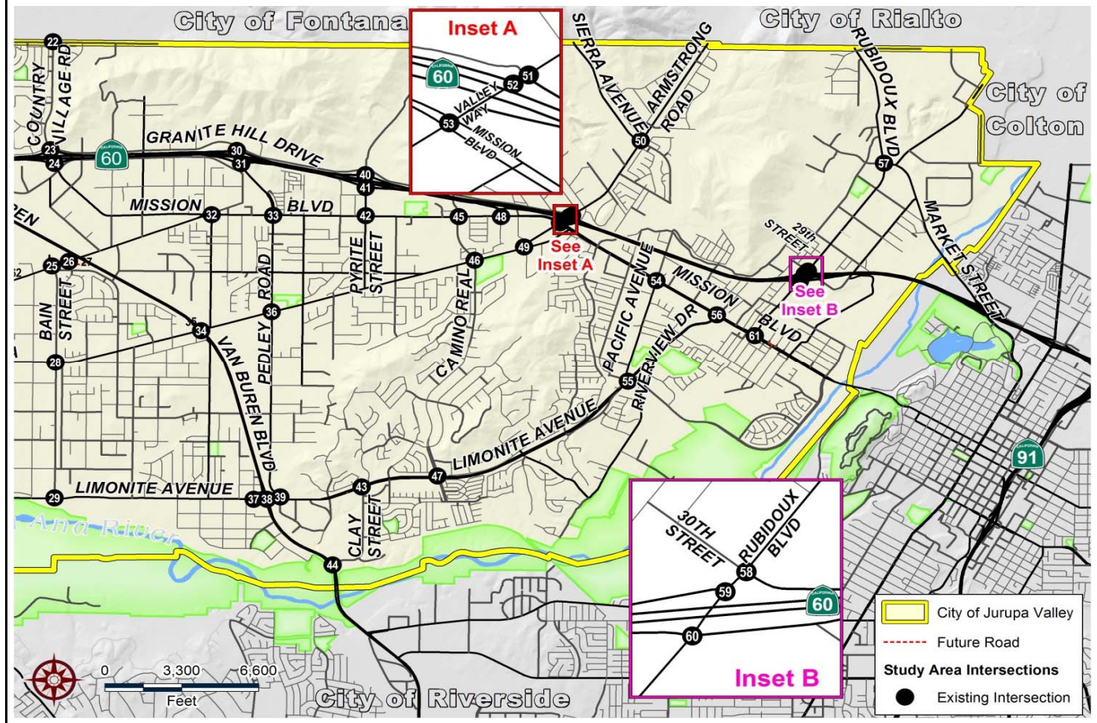

32 Bellegrave Avenue/Mission Boulevard

33 Pedley Road/Mission Boulevard

34 Van Buren Boulevard /Jurupa Road

35 Future Jurupa Rd Intersection @ Van Buren Boulevard

Future Intersection

36 Pedley Road/Jurupa Road

37 Collins Street/Limonite Avenue

38 Van Buren Boulevard /Limonite Avenue

39 Pedley Road-Morton Avenue/Limonite Avenue

40 Pyrite Street/SR-60 Westbound Ramps

41 Pyrite Street/SR-60 Eastbound Ramps

42 Pyrite Street/Mission Boulevard

43 Clay Street/Limonite Avenue

44 Van Buren Boulevard /Clay Street

45 Camino Real /Mission Boulevard

46 Camino Real /Jurupa Road

47 Camino Real /Limonite Avenue

48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard

49 Valley Way/Jurupa Road

50 Armstrong Road/Sierra Avenue

51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive

52 Valley Way/SR-60 Westbound On Ramp

53 Valley Way/Mission Boulevard

54 Pacific Avenue/Mission Boulevard

55 Pacific Avenue/Limonite Avenue

56 Riverview Drive/Mission Boulevard

57 Rubidoux Boulevard/Market Street

58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street

59 Rubidoux Boulevard/SR-60 Westbound On-Ramp

60 Rubidoux Boulevard/SR-60 Eastbound Ramps

61 Rubidoux Boulevard/Mission Boulevard

62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

Future Intersection

LSA

Legend

Signal

Stop Sign

D De-Facto Right-Turn Lane

F Free Right-Turn Lane

O Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study

Figure 2.6-2
Existing Intersection Geometrics & Stop Control

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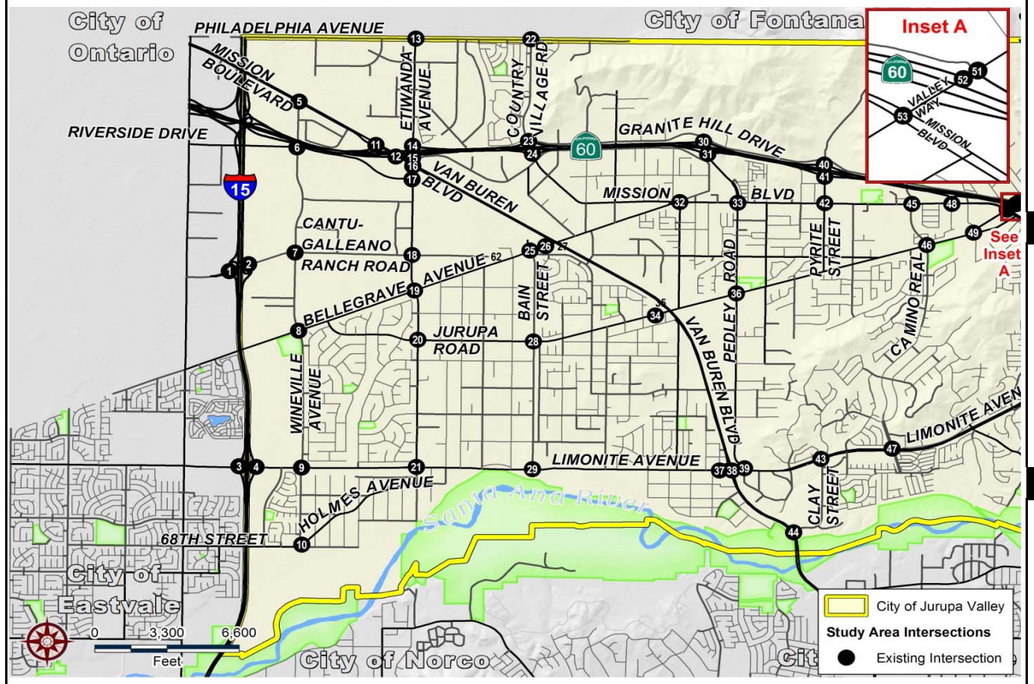

1 I-15 SB Ramps/Cantu-Galleano Ranch Rd

	268 / 547	284 / 335
	↰	↱
529 / 305 →		← 101 / 222
79 / 263 ↴		↖ 136 / 105
		↰ 0 / 2

2 I-15 NB Ramps/Cantu-Galleano Ranch Rd

		← 173 / 257
305 / 409 →		↖ 236 / 333
507 / 231 ↴	66 / 71 ↰	175 / 124 ↱

3 I-15 SB Ramps/Limonite Avenue

499 / 568	1 / 0	154 / 188
↰	↓	↳
1175 / 1128 →		← 565 / 1006
409 / 399 ↴		↖ 576 / 442

4 I-15 NB Ramps/Limonite Avenue

		↱ 378 / 260
811 / 497 ↱		← 978 / 1069
518 / 819 →	163 / 379 ↰	1 / 2 → 359 / 752 ↱

5 Wineville Avenue/E Mission Boulevard

		← 642 / 295
		↖ 108 / 168
196 / 725 →	120 / 111 ↰	203 / 151 ↱
86 / 211 ↴		

6 Wineville Avenue/Riverside Drive

46 / 40	34 / 183	38 / 49
↰	↓	↳
26 / 31 ↱		↱ 13 / 28
152 / 219 →		← 159 / 144
50 / 98 ↴	101 / 64 ↰	↖ 23 / 43 126 / 57 → 69 / 30 ↱

7 Wineville Avenue/Cantu-Galleano Ranch Rd

55 / 204	50 / 174	6 / 22
↰	↓	↳
135 / 80 ↱		↱ 18 / 13
158 / 144 →		← 142 / 196
199 / 280 ↴	165 / 178 ↰	↖ 26 / 33 162 / 78 → 24 / 10 ↱

8 Wineville Avenue/Bellegrave Avenue

30 / 53	182 / 317	67 / 14
↰	↓	↳
24 / 57 ↱		↱ 14 / 150
110 / 49 →		← 62 / 284
60 / 55 ↴	57 / 120 ↰	↖ 35 / 103 142 / 138 → 92 / 24 ↱

9 Wineville Avenue/Limonite Avenue

156 / 226	52 / 117	46 / 77
↰	↓	↳
108 / 181 ↱		↱ 30 / 42
554 / 981 →		← 760 / 776
65 / 52 ↴	64 / 64 ↰	↖ 33 / 37 53 / 49 → 46 / 24 ↱

10 Wineville Avenue/68th Street

91 / 75	12 / 9	8 / 4
↰	↓	↳
46 / 52 ↱		↱ 8 / 3
97 / 118 →		← 131 / 101
22 / 19 ↴	34 / 20 ↰	↖ 1 / 1 10 / 7 → 4 / 1 ↱

11 E Mission Boulevard/SR-60 Westbound On-Ramp

	158 / 49	208 / 538
	↰	↓
		1245 / 1253 ↱
		666 / 338 →

12 E Mission Boulevard/SR-60 Eastbound Off-Ramp

		208 / 538
		↓
65 / 49 ↱		
1530 / 1390 ↴		1846 / 1542 →

13 Etiwanda Avenue/Philadelphia Avenue

118 / 95	776 / 733	81 / 36
↰	↓	↳
120 / 192 ↱		↱ 58 / 110
6 / 14 →		← 3 / 23
98 / 228 ↴	233 / 77 ↰	↖ 12 / 38 1047 / 940 → 46 / 21 ↱

14 Etiwanda Avenue/SR-60 Westbound Off-Ramp

	879 / 1486	
	↓	
		↱ 469 / 215
		↖ 349 / 292
	1343 / 901 →	

15 Etiwanda Avenue/SR-60 Eastbound On-Ramp

	1010 / 1451	
	↓	
		↳ 206 / 350
	1352 / 876 →	286 / 422 ↱

16 Etiwanda Avenue/Van Buren Boulevard

280 / 442	490 / 652	95 / 289
↰	↓	↳
486 / 512 ↱		↱ 382 / 198
749 / 1173 →		← 1005 / 621
335 / 321 ↴	275 / 167 ↰	↖ 73 / 47 682 / 643 → 60 / 72 ↱

17 Etiwanda Avenue/Riverside Drive

387 / 163	485 / 812	27 / 45
↰	↓	↳
305 / 312 ↱		↱ 33 / 53
32 / 12 →		← 19 / 6
31 / 90 ↴	44 / 37 ↰	↖ 9 / 18 678 / 517 → 9 / 20 ↱

18 Etiwanda Avenue/Cantu-Galleano Ranch Rd

82 / 62	186 / 707	29 / 49
↰	↓	↳
63 / 60 ↱		↱ 9 / 34
9 / 24 →		← 4 / 10
43 / 120 ↴	141 / 73 ↰	↖ 7 / 24 572 / 301 → 18 / 32 ↱

19 Etiwanda Avenue/Bellegrave Avenue

15 / 81	152 / 521	68 / 183
↰	↓	↳
57 / 28 ↱		↱ 208 / 155
141 / 197 →		← 108 / 242
10 / 19 ↴	17 / 29 ↰	↖ 86 / 253 405 / 206 → 47 / 71 ↱

20 Etiwanda Avenue/Jurupa Road

24 / 38	180 / 428	49 / 88
↰	↓	↳
42 / 31 ↱		↱ 54 / 47
69 / 74 →		← 67 / 70
56 / 71 ↴	41 / 55 ↰	↖ 108 / 97 229 / 251 → 74 / 111 ↱

21 Etiwanda Avenue/Limonite Avenue

107 / 189	91 / 164	84 / 128
↰	↓	↳
125 / 183 ↱		↱ 108 / 52
457 / 760 →		← 610 / 533
18 / 24 ↴	43 / 45 ↰	↖ 61 / 88 108 / 129 → 104 / 135 ↱

22 Country Village Road/Philadelphia Avenue

32 / 31	990 / 1426	2 / 15
↰	↓	↳
20 / 55 ↱		↱ 22 / 16
2 / 2 →		← 6 / 0
53 / 149 ↴	112 / 56 ↰	↖ 56 / 34 983 / 1290 → 25 / 65 ↱

23 Country Village Road/SR-60 Westbound Ramps

787 / 840	516 / 768	
↰	↓	
		↱ 319 / 283
		↖ 0 / 1
	413 / 358 ↰	↖ 117 / 136 731 / 1277 →

24 Mission Boulevard/SR-60 Eastbound Ramps

0 / 1	387 / 574	246 / 329
↰	↓	↳
531 / 891 ↱		
9 / 7 →		
276 / 421 ↴	1 / 0 ↰	↖ 613 / 744 → 124 / 196 ↱

25 Bain Street/Bellegrave Avenue

3 / 2	2 / 1	7 / 21
↰	↓	↳
7 / 0 ↱		↱ 55 / 4
233 / 302 →		← 264 / 344
112 / 172 ↴	147 / 121 ↰	↖ 37 / 155 11 / 0 → 93 / 83 ↱

26 Van Buren Boulevard /Bellegrave Avenue

54 / 160	873 / 1310	25 / 46
↰	↓	↳
89 / 68 ↱		↱ 28 / 22
207 / 237 →		← 212 / 300
83 / 89 ↴	108 / 117 ↰	↖ 45 / 54 1386 / 840 → 34 / 21 ↱

27 Future Bellegrave Ave Intersection @ Van Buren Boulevard

Future Intersection

28 Bain Street/Jurupa Road

11 / 14	35 / 118	30 / 69
↰	↓	↳
18 / 7 ↱		↱ 43 / 38
171 / 144 →		← 205 / 109
16 / 26 ↴	14 / 13 ↰	↖ 78 / 39 42 / 56 → 82 / 63 ↱

29 Bain Street/Limonite Avenue

79 / 92	88 / 146	
↰	↓	
45 / 94 ↱		↱ 45 / 62
588 / 864 →		← 736 / 728

30 Pedley Road/SR-60 Westbound Ramps

40 / 38	185 / 161	
↰	↓	
		↱ 45 / 36
		← 2 / 0
	384 / 221 ↰	↖ 218 / 275 158 / 97 ↑

31 Pedley Road/SR-60 Eastbound Ramps

338 / 352	65 / 84	
↓	↳	
25 / 40 ↱		
6 / 10 →		
153 / 382 ↴	517 / 278 ↑	283 / 274 ↱

LSA

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

Jurupa Valley General Plan
Traffic Study
Figure 2.7-1
Existing Peak Hour Traffic Volumes

R:\CJV1502_Jurupa GP\Traffic\z45_Vol_Existing_NP 11/2/2016

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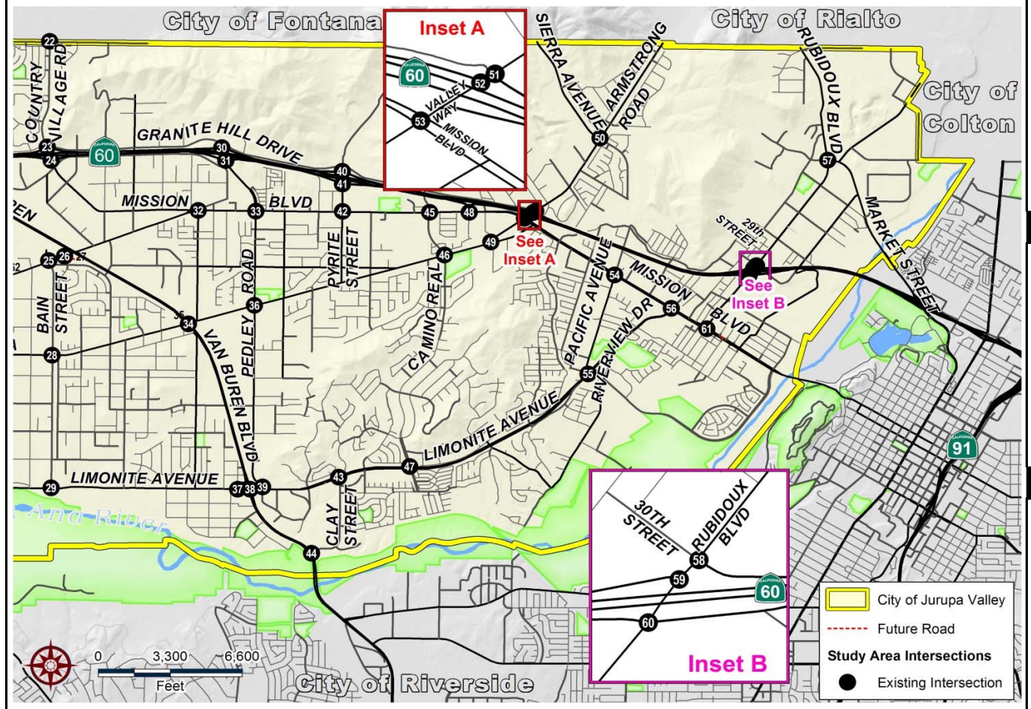

32 Bellegrave Avenue/Mission Boulevard

4 / 5	10 / 18	39 / 40
1 / 4		4 / 4
192 / 349		10 / 20
5 / 8		109 / 182
		28 / 54
		222 / 227
		131 / 176

33 Pedley Road/Mission Boulevard

120 / 175	277 / 391	60 / 104
109 / 142		27 / 59
159 / 335		452 / 330
31 / 55		57 / 45
		104 / 53
		204 / 199
		40 / 28

34 Van Buren Boulevard /Jurupa Road

23 / 44	939 / 1523	22 / 33
84 / 44		65 / 83
213 / 204		1447 / 887
63 / 76		266 / 273
		25 / 25
		154 / 162
		207 / 230

35 Future Jurupa Rd Intersection @ Van Buren Boulevard

Future Intersection

36 Pedley Road/Jurupa Road

56 / 56	175 / 356	62 / 15
83 / 50		44 / 37
281 / 286		291 / 205
29 / 50		60 / 90
		60 / 23
		241 / 210
		75 / 94

37 Collins Street/Limonite Avenue

40 / 40	28 / 34	169 / 187
20 / 29		22 / 81
618 / 860		1 / 12
24 / 54		37 / 103
		108 / 117
		617 / 738
		51 / 106

38 Van Buren Boulevard /Limonite Avenue

68 / 80		
444 / 769		279 / 330
		2 / 1
		115 / 100
		113 / 122
		549 / 631

39 Pedley Road-Morton Avenue/Limonite Avenue

89 / 86	10 / 5	91 / 96
86 / 91		10 / 15
460 / 766		5 / 5
10 / 10		5 / 5
		51 / 40
		562 / 651
		10 / 10

40 Pyrite Street/SR-60 Westbound Ramps

175 / 98	82 / 192	
		258 / 146
		130 / 231
		79 / 71
		1 / 3
		78 / 121

41 Pyrite Street/SR-60 Eastbound Ramps

118 / 193	42 / 120	
72 / 182		316 / 195
5 / 1		101 / 64
72 / 300		

42 Pyrite Street/Mission Boulevard

54 / 48	108 / 181	59 / 210
50 / 40		61 / 23
216 / 348		154 / 65
60 / 37		74 / 35
		196 / 120
		220 / 197
		63 / 31

43 Clay Street/Limonite Avenue

38 / 39	49 / 40	21 / 11
22 / 36		117 / 126
379 / 693		29 / 59
73 / 178		323 / 483
		17 / 18
		464 / 535
		356 / 428

44 Van Buren Boulevard /Clay Street

29 / 31	1425 / 1872	32 / 49
7 / 20		63 / 33
3 / 15		1961 / 1560
8 / 31		447 / 688
		25 / 39
		14 / 16
		559 / 612

45 Camino Real /Mission Boulevard

44 / 29	73 / 53	35 / 31
43 / 20		124 / 104
208 / 371		67 / 31
62 / 147		104 / 56
		30 / 10
		251 / 266
		44 / 82

46 Camino Real /Jurupa Road

59 / 42	130 / 198	42 / 25
78 / 37		25 / 30
302 / 355		223 / 104
34 / 56		162 / 126
		73 / 28
		271 / 272
		81 / 162

47 Camino Real /Limonite Avenue

157 / 142	74 / 97	89 / 80
80 / 139		135 / 86
394 / 762		75 / 92
89 / 151		140 / 170
		65 / 71
		493 / 609
		108 / 141

48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard

24 / 56	5 / 5	267 / 701
80 / 60		15 / 10
334 / 342		3 / 2
12 / 7		4 / 4
		198 / 174
		303 / 300
		6 / 6

49 Valley Way/Jurupa Road

249 / 322	5 / 21	
306 / 269		
222 / 178		
		23 / 14
		223 / 106

50 Armstrong Road/Sierra Avenue

31 / 22	277 / 196	3 / 13
7 / 36		767 / 784
12 / 39		148 / 290
605 / 774		18 / 35
		10 / 12
		22 / 19
		42 / 24

51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive

20 / 29	1121 / 1019	
54 / 60		93 / 32
95 / 69		589 / 789
		457 / 439
		69 / 20
		187 / 294

52 Valley Way/SR-60 Westbound On Ramp

383 / 258	1011 / 1123	
		274 / 169
		675 / 813

53 Valley Way/Mission Boulevard

372 / 286	271 / 354	369 / 471
306 / 512		10 / 8
282 / 517		321 / 255
19 / 39		39 / 40
		644 / 460
		134 / 194
		37 / 58

54 Pacific Avenue/Mission Boulevard

64 / 62	35 / 48	20 / 27
55 / 82		73 / 90
547 / 531		35 / 37
52 / 527		106 / 37
		45 / 15
		458 / 472
		105 / 122

55 Pacific Avenue/Limonite Avenue

88 / 103	83 / 63	
111 / 123		
552 / 567		
		97 / 57
		285 / 588

56 Riverview Drive/Mission Boulevard

36 / 27	60 / 46	16 / 29
42 / 101		205 / 84
560 / 750		93 / 67
117 / 137		372 / 339
		31 / 39
		479 / 486
		410 / 458

57 Rubidoux Boulevard/Market Street

14 / 25	508 / 519	273 / 263
23 / 17		3 / 11
35 / 34		261 / 441
8 / 7		213 / 312
		285 / 26
		23 / 543
		198 / 275

58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street

16 / 18	584 / 754	
7 / 31		68 / 101
164 / 168		461 / 722
		88 / 78
		89 / 91
		328 / 445

59 Rubidoux Boulevard/SR-60 Westbound On-Ramp

352 / 413	723 / 954	
		263 / 177
		529 / 823

60 Rubidoux Boulevard/SR-60 Eastbound Ramps

549 / 830	174 / 124	
283 / 478		497 / 518
15 / 29		499 / 299
159 / 275		
		10 / 4
		7 / 14

61 Rubidoux Boulevard/Mission Boulevard

269 / 447	85 / 148	273 / 242
377 / 335		18 / 27
406 / 468		157 / 115
4 / 11		10 / 21
		182 / 147
		351 / 512
		90 / 202

LSA

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

Jurupa Valley General Plan
Traffic Study

Figure 2.7-2
Existing Peak Hour Traffic Volumes

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Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	4,443	0.13	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	3,995	0.15	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Secondary	4,326	0.22	C
4	Bellegrave Avenue to Limonite Avenue	3-Lane Major	4,340	0.17	C
5	Limonite Avenue to 68th Street	3-Lane Major	2,600	0.10	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	32,607	0.60	C
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	30,196	0.84	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	22,794	0.63	C
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	16,803	0.49	C
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	12,059	0.35	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane Major	11,130	0.44	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	10,422	0.29	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	11,407	0.32	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	8,175	0.63	C
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	3,402	0.26	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	2,830	0.22	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	3-Lane Major	38,338	1.50	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	43,211	1.27	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	8,646	0.51	C
20	SR-60 EB Ramps to Mission Boulevard	2-Lane Major	14,121	0.83	D
21	Mission Boulevard to Jurupa Road	3-Lane Major	11,646	0.46	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	10,138	0.59	C

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	6,800	0.40	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	7,530	0.58	C
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	18,645	0.55	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	6,843	0.19	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	8,114	0.24	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	3,458	0.20	C
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Road to SR-60 WB On-Ramp	4-Lane Arterial	17,255	0.48	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	30,077	0.84	D
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	27,804	0.77	C
32	Etiwanda Avenue to Bellegrave Avenue	4-Lane Arterial	41,999	1.17	F
33	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	56,117	1.56	F
34	Jurupa Road to Limonite Avenue	4-Lane Arterial	50,795	1.41	F
35	Limonite Avenue to Clay Street	4-Lane Arterial	50,912	1.42	F
Segments on Riverside Drive					
36	Wineville Road to Etiwanda Avenue	3-Lane Major	6,353	0.25	C
Segments on Cantu-Galleano Rancho Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	10,001	0.19	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	10,172	0.19	C
39	Wineville Avenue/Road to Etiwanda Avenue	2-Lane Arterial	4,843	0.27	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	10,825	0.42	C
41	Bellegrave Avenue to Pedley Road	4-Lane Major	10,612	0.31	C

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
42	Pedley Road to Pyrite Street	4-Lane Secondary	8,738	0.34	C
43	Pyrite Street to Camino Real	4-Lane Major	12,372	0.36	C
44	Camino Real to SR-60 EB Ramps	4-Lane Major	10,875	0.32	C
45	SR-60 EB Ramps to Valley Way	4-Lane Secondary	19,354	0.75	C
46	Valley Way to Riverview Drive	4-Lane Arterial	18,752	0.52	C
47	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	18,063	0.50	C
48	East of Rubidoux Boulevard	4-Lane Arterial	19,936	0.56	C
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	3-Lane Major	16,747	0.65	C
50	Wineville Avenue to Etiwanda Avenue	3-Lane Major	8,489	0.33	C
51	Etiwanda Avenue to Bain Street	4-Lane Major	10,350	0.30	C
52	Bain Street to Van Buren Boulevard	2-Lane Major	7,679	0.45	C
53	Van Buren Boulevard to Mission Boulevard	2-Lane Major	8,022	0.47	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,514	0.35	C
55	Etiwanda Avenue to Bain Street	2-Lane Collector	4,870	0.37	C
56	Bain Street to Van Buren Boulevard	2-Lane Collector	10,562	0.81	D
57	Van Buren Boulevard to Pedley Road	2-Lane Collector	11,584	0.89	D
58	Pedley Road to Camino Real	2-Lane Collector	8,499	0.65	C
59	Camino Real to Valley Way	2-Lane Collector	9,700	0.75	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	2-Lane Collector	7,721	0.59	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	31,166	0.87	D
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	30,305	0.84	D
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	27,994	0.82	D
64	North of Sierra Avenue	2-Lane Major	10,902	0.64	C

Table 2.D: Existing Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	32,893	0.96	E
66	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	27,564	0.77	C
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	22,764	0.67	C
68	Etiwanda Avenue to Bain Street	2-Lane Major	20,765	1.22	F
69	Bain Street to Collins Street	2-Lane Major	20,418	1.20	F
70	Collins Street to Van Buren Boulevard	4-Lane Major	26,016	0.76	C
71	Van Buren Boulevard to Pedley Road	4-Lane Major	19,143	0.56	C
72	Pedley Road to Clay Street	4-Lane Arterial	19,249	0.54	C
73	Clay Street to Riverview Drive	5-Lane Urban Arterial	25,339	0.74	C
74	Riverview Drive to Mission Boulevard	4-Lane Major	14,864	0.44	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	18,500	0.54	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	19,432	0.57	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	21,309	0.62	C
78	North of Market Street	4-Lane Major	18,679	0.55	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	1,846	0.14	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Secondary	22,555	0.87	D
Segments on Market Street					
81	East of Rubidoux Boulevard	2-Lane Secondary	17,036	1.32	F
Segments on Agua Mansa Road					
82	North of Market Street	3-Lane Secondary	13,408	0.69	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	16.0	16.0	B	17.6	17.6	B
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	16.4	16.4	B	21.9	21.9	C
3	I-15 SB Ramps/Limonite Avenue	Signal	30.6	30.6	C	22.6	22.6	C
4	I-15 NB Ramps/Limonite Avenue	Signal	32.5	32.5	C	29.9	29.9	C
5	Wineville Road/E Mission Boulevard	TWSC	28.9	28.9	D	>100	190.1	F
6	Wineville Road/Riverside Drive	AWSC	11.7	11.7	B	13.0	13.0	B
7	Wineville Avenue/Wineville Road/Cantu-Galleano Ranch Road	Signal	39.2	39.2	D	42.3	42.3	D
8	Wineville Avenue/Bellegrave Avenue	Signal	41.8	41.8	D	42.8	42.8	D
9	Wineville Avenue/Limonite Avenue	Signal	30.8	30.8	C	34.9	34.9	C
10	Wineville Avenue/68th Street	AWSC	9.4	9.4	A	8.7	8.7	A
11	E Mission Boulevard/SR-60 WB On-Ramp	Signal	21.7	21.7	C	21.7	21.7	C
12	E Mission Boulevard/SR-60 EB Off-Ramp	Signal	>100	164.4	F	57.4	57.4	E
13	Etiwanda Avenue/Philadelphia Avenue	Signal	26.1	26.1	C	27.4	27.4	C
14	Etiwanda Avenue/SR-60 WB Off-Ramp	Signal	21.4	21.4	C	13.7	13.7	B
15	Etiwanda Avenue/SR-60 EB On-Ramp	TWSC	22.2	22.2	C	13.9	13.9	B
16	Etiwanda Avenue/Van Buren Boulevard	Signal	45.3	45.3	D	53.7	53.7	D
17	Etiwanda Avenue/Riverside Drive	Signal	35.1	35.1	D	33.6	33.6	C
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	52.2	52.2	D	42.8	42.8	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	40.8	40.8	D	46.3	46.3	D
20	Etiwanda Avenue/Jurupa Road	Signal	26.0	26.0	C	24.9	24.9	C
21	Etiwanda Avenue/Limonite Avenue	Signal	65.3	65.3	E	64.8	64.8	E
22	Country Village Road/Philadelphia Avenue	Signal	13.9	13.9	B	38.9	38.9	D
23	Country Village Road/SR-60 WB Ramps	Signal	75.9	75.9	E	45.0	45.0	D
24	Mission Boulevard/SR-60 EB Ramps	Signal	26.2	26.2	C	29.3	29.3	C
25	Bain Street/Bellegrave Avenue	Signal	30.8	30.8	C	47.9	47.9	D
26	Van Buren Boulevard /Bellegrave Avenue	Signal	44.9	44.9	D	43.9	43.9	D

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
28	Bain Street/Jurupa Road	AWSC	13.0	13.0	B	10.1	10.1	B
29	Bain Street/Limonite Avenue	Signal	12.6	12.6	B	17.8	17.8	B
30	Pedley Road/SR-60 WB Ramps	TWSC	>100	416.2	F	78.3	78.3	F
31	Pedley Road/SR-60 EB Ramps	TWSC	22.5	22.5	C	18.9	18.9	C
32	Bellegrave Avenue/Mission Boulevard	Signal	20.0	20.0	B	21.4	21.4	C
33	Pedley Road/Mission Boulevard	Signal	42.3	42.3	D	43.1	43.1	D
34	Van Buren Boulevard/Jurupa Road	Signal	>100	123.9	F	>100	124.6	F
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Future Intersection*			*Future Intersection*		
36	Pedley Road/Jurupa Road	AWSC	>100	138.6	F	62.4	62.4	F
37	Collins Street/Limonite Avenue	Signal	28.4	28.4	C	33.3	33.3	C
38	Van Buren Boulevard /Limonite Avenue	Signal	24.2	24.2	C	24.5	24.5	C
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	40.1	40.1	D	41.6	41.6	D
40	Pyrite Street/SR-60 WB Ramps	TWSC	21.4	21.4	C	23.1	23.1	C
41	Pyrite Street/SR-60 EB Ramps	TWSC	15.2	15.2	C	24.7	24.7	C
42	Pyrite Street/Mission Boulevard	Signal	36.0	36.0	D	43.3	43.3	D
43	Clay Street/Limonite Avenue	Signal	52.0	52.0	D	54.9	54.9	D
44	Van Buren Boulevard/Clay Street	Signal	42.9	42.9	D	70.6	70.6	E
45	Camino Real/Mission Boulevard	Signal	44.3	44.3	D	46.7	46.7	D
46	Camino Real/Jurupa Road	Signal	74.1	74.1	E	51.8	51.8	D
47	Camino Real /Limonite Avenue	Signal	50.4	50.4	D	50.5	50.5	D
48	Byrne Road-SR-60 EB Ramps/Mission Boulevard	Signal	34.3	34.3	C	38.0	38.0	D
49	Valley Way/Jurupa Road	AWSC	19.3	19.3	C	16.0	16.0	C
50	Armstrong Road/Sierra Avenue	Signal	60.0	60.0	E	64.6	64.6	E
51	Valley Way/SR-60 WB Off-Ramp-Granite Hill Drive	Signal	42.5	42.5	D	43.4	43.4	D
52	Valley Way/SR-60 WB On Ramp	TWSC	22.0	22.0	C	17.5	17.5	C

Table 2.E: Existing Intersection Levels of Service

	Intersection	Control	Existing Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	38.3	38.3	D	38.9	38.9	D
54	Pacific Avenue/Mission Boulevard	Signal	25.0	25.0	C	26.7	26.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.8	19.8	B	18.5	18.5	B
56	Riverview Drive/Mission Boulevard	Signal	52.0	52.0	D	61.4	61.4	E
57	Rubidoux Boulevard/Market Street	Signal	39.4	39.4	D	>100	217.7	F
58	Rubidoux Boulevard/SR-60 WB Off-Ramp-30th Street	Signal	19.2	19.2	B	20.6	20.6	C
59	Rubidoux Boulevard/SR-60 WB On-Ramp	TWSC	16.5	16.5	C	16.9	16.9	C
60	Rubidoux Boulevard/SR-60 EB Ramps	Signal	42.9	42.9	D	32.5	32.5	C
61	Rubidoux Boulevard/Mission Boulevard	Signal	54.7	54.7	D	76.4	76.4	E

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

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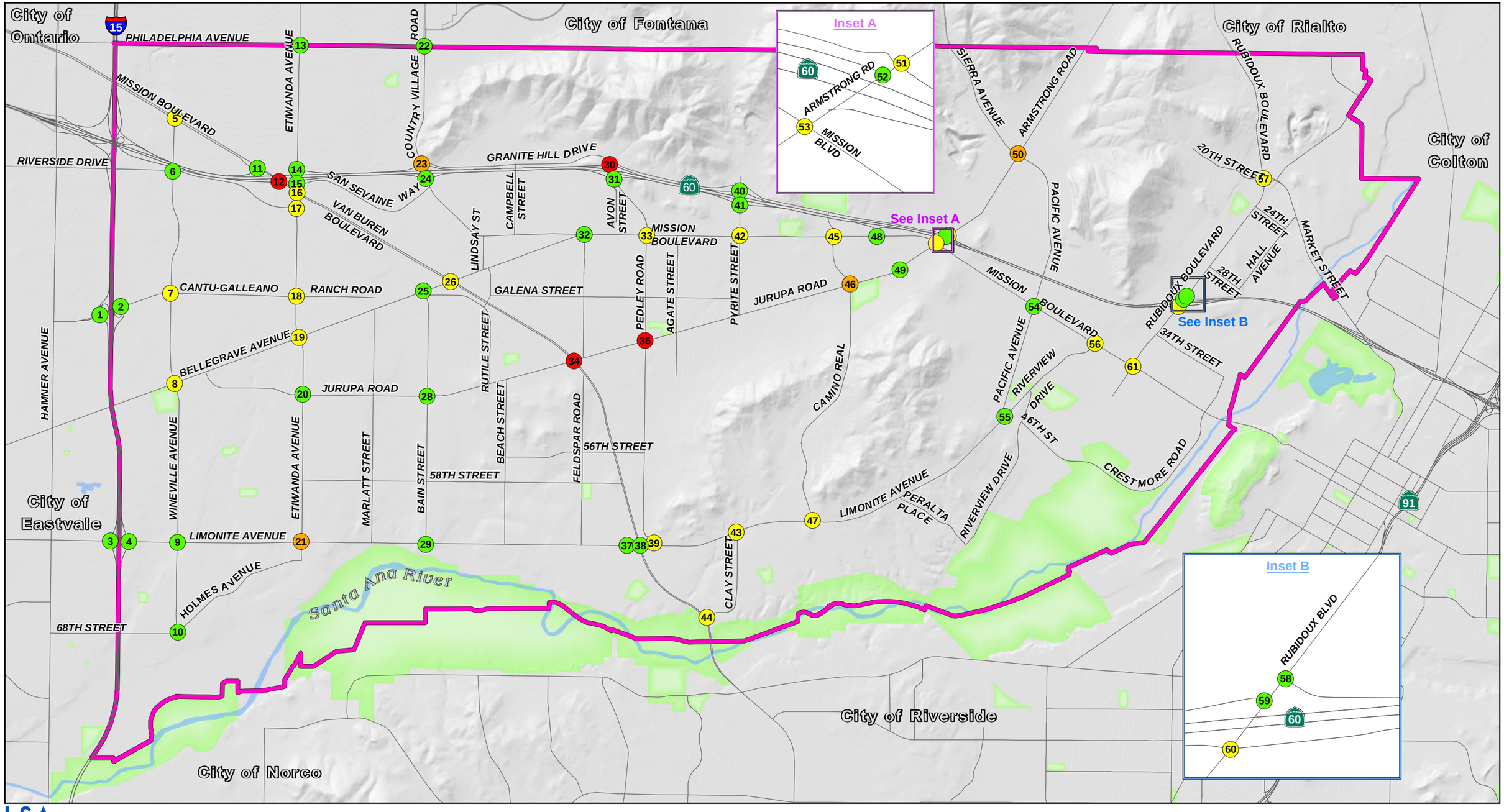

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.8-1
Existing A.M. Peak Hour Intersection Levels of Service

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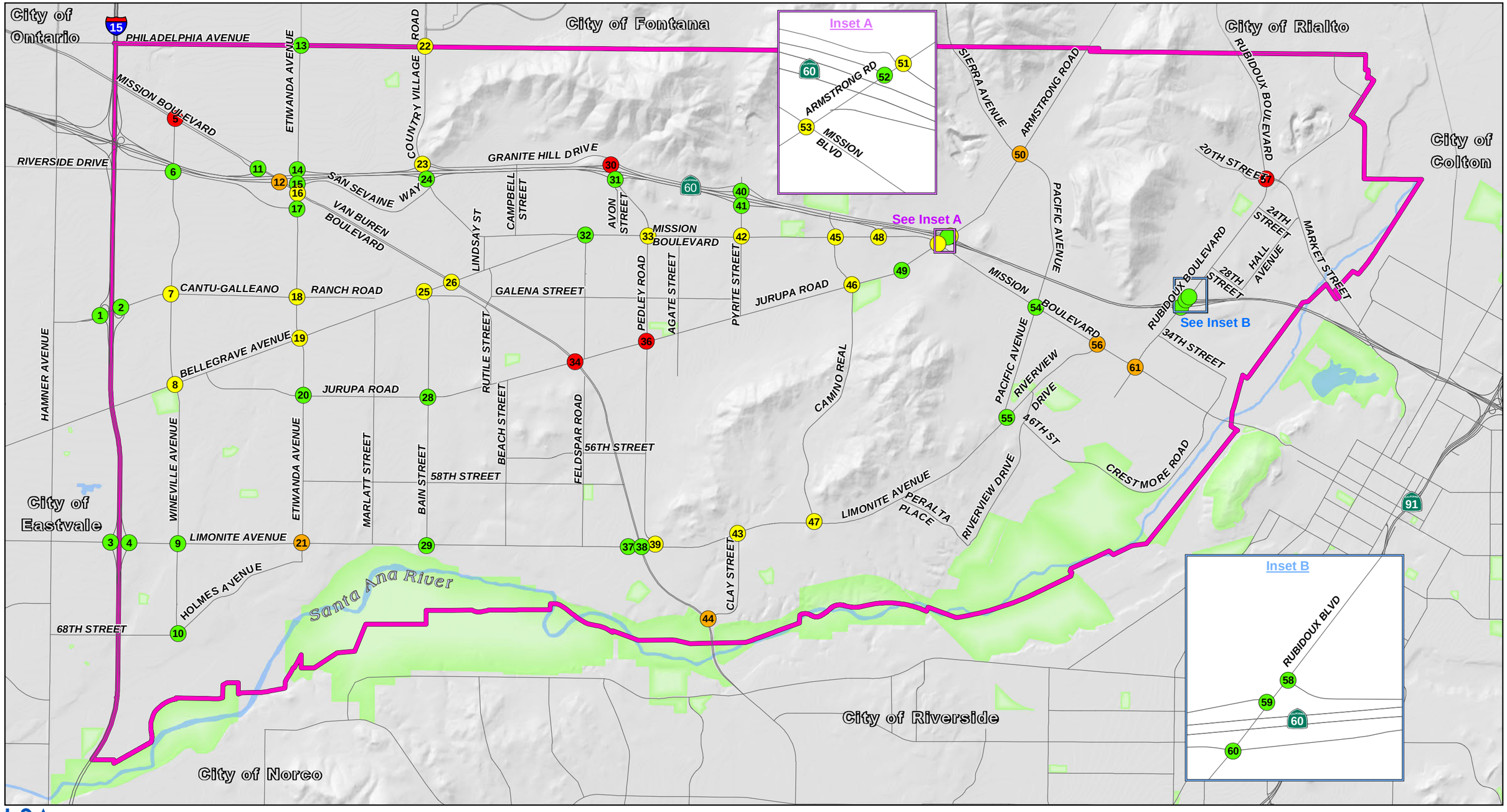

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.8-2
Existing P.M. Peak Hour Intersection Levels of Service

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satisfactory levels of service, with the exception of the following nine roadway segments:

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Bain Street to Collins Streets; and
- Market Street east of Rubidoux Boulevard.

Figure 2.9 illustrates the locations of the roadway segments and corresponding existing levels of service.

Truck Restrictions

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City streets. Connectivity with truck routes within the City to regional truck routes and access to freeways provides for an efficient, safe movement of goods.

Most commercial truck traffic is concentrated in the northern and eastern areas of the City, near the SR-60 corridor. The City does not currently have designated truck routes, per se; however, based on information received from the City's Engineering Staff, there are truck restrictions on some of the roadways within the City. Figure 2.10 illustrates truck restrictions and shows the following roadway segments restrict truck access:

- Etiwanda Avenue from Riverside Drive to Cantu-Galleano Ranch Road;
- Etiwanda Avenue from Cantu-Galleano Ranch Road to Bellegrave Avenue;
- Jurupa Road from Camino Real to Valley Way;
- Valley Way-Armstrong Road from Jurupa Road to Mission Boulevard;
- Holmes Avenue from Wineville Avenue to Etiwanda Avenue. Etiwanda Avenue between Riverside Drive to Cantu-Galleano Ranch Road; and
- Between Riverside Drive and Cantu-Galleano Ranch Road

Bicycle Facilities

The City of Jurupa Valley has expressed a vision that encourages choice in travel modes and accommodates those without automobiles for safe mobility and healthy outcomes. A planned bicycle route system within the City of Jurupa Valley provides an important alternative to driving an automobile. A planned system guides the City and development on the orderly and planned implementation of the City's multi-modal transportation system.

The key to successful bicycle mobility is connectivity. Bicyclists need to be able to travel seamlessly on the bicycle network and get to where they need to go. They also need to feel secure and safe when using the facilities by having sufficient separation from vehicles. The "Three Feet for Safety Act," which was incorporated into the California Vehicle Code

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SAN SEVAINE WAY
VAN BUREN BOULEVARD
CAMPBELL STREET
LINDSAY ST
AVON STREET
MISSION BOULEVARD
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
PACIFIC AVENUE
HALL AVENUE
28TH STREET
CANTU-GALLEANO RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
MISSION BOULEVARD
RUBIDOUX BOULEVARD
34TH STREET
HAMNER AVENUE
BELLEGRAVE AVENUE
RUTILE STREET
CAMINO REAL
PACIFIC AVENUE
RIVERVIEW DRIVE
46TH ST
WINEVILLE AVENUE
ETIWANDA AVENUE
MARLATT STREET
BAIN STREET
BEACH STREET
FELDSPAR ROAD
56TH STREET
58TH STREET
LIMONITE AVENUE
PERALTA PLACE
RIVERVIEW DRIVE
CRESTMORE ROAD
CLAY STREET
HOLMES AVENUE
68TH STREET
60
91

LSA

City of Jurupa Valley
Parks

Level of Service
Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

Daily Volume
45,000
30,000
10,000
20,000 Daily Volume

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.9
Existing Roadway Segment Levels of Service

CITY OF JURUPA VALLEY
A COMMUNITY OF COMMUNITIES

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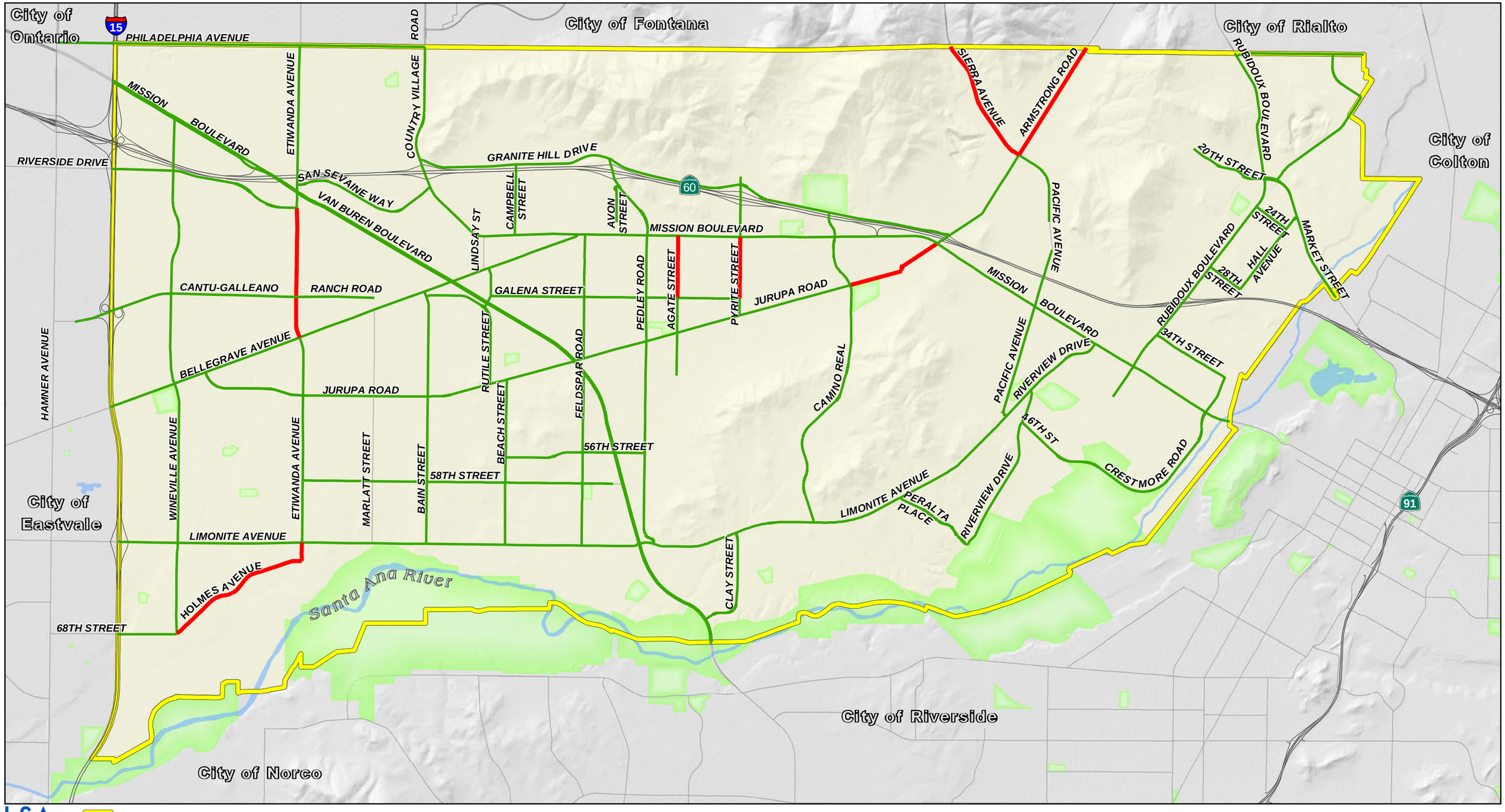

LSA

- City of Jurupa Valley
- Parks
- Trucks Not Allowed
- Trucks Allowed

SOURCE: City of Jurupa Valley 11/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.10
Truck Restrictions

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in September 2014, requires motorists overtaking or passing a bicycle in the same direction to leave a minimum distance of three feet between the motor vehicle and bicyclist.

Bicycle classifications include Class 1 bike paths, Class 2 bike paths, and Combination Trails (Regional/Class 1 bike paths). These facilities are described below. Each type of facility has certain characteristics and offers varying levels of safety, perceived or otherwise.

- Class 1: Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. The right-of-way for Class 1 bikeways may be substantial, separated from roadways by landscaped strips or other barriers. They may also be designed and signed to also permit golf carts.
- Class 2: Intended for preferential use by bicycles and are provided for within the paved areas of roadways. Bike lane pavement striping and other markings and bikeway signs are intended to promote an orderly flow of traffic by establishing demarcations between lanes designated for bicycles and lanes designated for motor vehicles.
- Combination Class 1 Bikeway/Regional Trails: Regional collectors linking the urban and rural communities and major water bodies and regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips. These facilities may also include pedestrian and equestrian uses.

Based on a survey of major City streets, no designated bicycle facilities currently exist within the City. This existing deficiency of bicycle facilities poses a safety concern for bicyclists because they share the road with motor vehicles without the proper separation to feel secure. Bicyclists also use sidewalks, which can increase the risk of accidents with pedestrians. The County of Riverside General Plan has a proposed network of bicycle facilities. As part of this General Plan, a comprehensive bicycle network will be proposed that promotes a safe and efficient network that provides connectivity within the City and to the networks of adjacent jurisdictions. This connectivity may be developed with nodes connected by paths. These nodes may include bike stations, water facilities, and other desirable amenities for bicyclists. Safety can also be considered in the General Plan context based on design of facilities that may include 3-foot buffers in the striping plan. Safety will also be a consideration of this General Plan in the development of policies related to education and enforcement. The purpose of this development via addition of intermediate rest points and destinations is to encourage commuter travel by bicycle. Development of General Plan policies may consider following the 5 E's as described by The League of American Bicyclists (Engineering, Education, Enforcement, Encouragement, and Evaluation) as a guide to the City's successful implementation of a bicycle plan.

Trails

The City of Jurupa Valley has a strong equestrian heritage that dates back hundreds of years. In 1742, the Anza Party traveled on trails through Jurupa Valley on its historic journey to Alta California, prior to the development of California's 21 missions. Trails continue to be an important part of both the heritage and the transportation system of Jurupa Valley. They are part of what gives the City its unique character and help promote its casual, healthy equestrian lifestyle.

Jurupa Valley offers pedestrian, bicycle, equestrian and multi-purpose trails that link urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrians and others as an integral part of the County's circulation system. These trails serve both as a means of connecting the unique communities and activity centers within the City to adjacent communities, and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

The City's trail network is currently planned and implemented through the City's development review process by the Jurupa Valley Community

Recreation and Parks District. Jurupa Valley can be found in the following locations:

- On the east side of Bain Street, between Bellegrave Avenue and Limonite Avenue.
- On the west side Etiwanda Avenue between Bellegrave Avenue and Limonite Avenue.
- On the north and south sides of Bellegrave Avenue, from Etiwanda Avenue to Wineville Avenue.
- On the east side of Wineville Avenue, between Limonite Avenue and 68th Street.
- On the east side of Wineville Avenue between Bellegrave Avenue and Redbud Street.
- On the south side of Cantu-Galleano Ranch Road between Calle Del Sol and Etiwanda.
- On the north side of Limonite Avenue, between Wineville Street and Etiwanda Avenue.
- On the south side of 68th Street between I-15 and Lucretia Street.
- On the east side of Lucretia Street between 66th and 68th Streets.
- On the south side of 66th Street between Lucretia Street and Etiwanda Avenue.

The City currently has one developed trail that it maintains, the Santa Ana River Trail. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails built and maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between City trails and between County trails and state and federal trails, historic trails, and trails in other jurisdictions will be instrumental in creating a usable trail system. The City has four general types of multi-use, recreational trails:

- **Parkway Trails** are located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.
- **Regional Trails** are the main trails within the County, generally maintained and operated by the County of Riverside's Parks and Open Space District. They are designed to eventually provide linkages between areas that could be quite distant from each other. They are also designed to connect with state and federal trails as well as trails within Jurupa Valley, other cities, and unincorporated areas. Regional trails will have an easement of 14 to 20 feet wide and a trail width of 10 feet.
- **Community Trails** are designed to link areas of a community to the regional trail system and to link areas of a community with each other, as further described below. Such trails are typically maintained and operated by a local parks and recreation district. Typically, community trails have an easement width of 10 to 14 feet wide and a trail width of 4 to 8 feet.
- **Historic Trails** are designated historic routes that recognize the rich history of Jurupa Valley and Riverside County. In Jurupa Valley, the Juan Bautista de Anza National Historic Trail is one segment of a planned 1,200-mile trail connecting historic, cultural, and recreation sites from Nogales, Arizona to the San Francisco Bay Area. Historic trail route designations are graphical representations of the general locations of these historic routes and do not necessarily represent a planned regional or community trail. In some case, the trails have more detailed planning documents that describe interpretive routes for autos and/or non-motorized modes of transportation. There generally are regional or community trail designations that either follow or parallel these routes, thus providing opportunities to

recognize the historic significance of these routes and allowing the possibility of developing interpretive signage and visitor facilities.

Freight

Commercial rail operations, while not as prevalent as they once were, are still common in Jurupa Valley. The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east. A railroad spur track traverses several large areas of Jurupa Valley and still provides valuable railroad access for a wide variety of commercial and industrial uses, thereby reducing dependence on trucking and air transport. With the increase in residential development in Jurupa Valley, railroad compatibility with adjacent uses is a key land use issue. Stack and rail noise, vibration, and the potential for derailing calls for special planning and design considerations where development is proposed adjacent to or near railroads.

Pedestrian Facilities

Walking is a form of non-motorized transportation that provides health benefits, enhances air quality, reduces traffic congestion, and increases community cohesion by keeping a pedestrian level of activity. Walking is often a primary form of transportation for children, the elderly, and those who cannot afford other transportation modes.

Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

The typical pedestrian system could be described as a grid system of streets with sidewalks on both sides that provide easy and direct connections between the trip origin and destination. It should also provide for convenient and safe street crossings and include sidewalks separated from streets and provide shade from trees.

The existing pedestrian facilities were evaluated using five pedestrian measurements described below.

- **Directness:** The directness measure represents the actual pedestrian distance from trip origin to destination. Since pedestrian trips are highly dependent on trip length, the pedestrian infrastructure's ability to provide the shortest and most direct route is critical. The ideal pedestrian network is the grid system, since curved street patterns add distance to the potential trip. Barriers can also affect pedestrian travel. Freeways, rivers, and railroads can divide a community and restrict direct connections between one another except at a limited number of street over/under crossings.
- **Continuity:** Continuity measures the completeness of the pedestrian system. A continuous sidewalk system not only allows the pedestrian to make an uninterrupted trip, it may also be required for a stroller or wheelchair user to utilize the sidewalks. Gaps in continuity can come in the form of missing segments, broken or overgrown vegetation, or physical barriers such discontinuous streets or fences. Continuity is measured by the completeness of the sidewalk/walkway system and by identifying whether or not gaps exist. Other aspects of continuity are whether there are sidewalks along one or both sides of the street and whether there exists an overall continuity of sidewalk that provides a line of sight from block to block.
- **Street Crossings:** The Achilles heel of pedestrian and equestrian systems is the intersections where they must cross streets. Intersections are where the pedestrian and equestrian must interface with automobiles, which can be especially dangerous for equestrians, since response times may be slower, which can result

in safety concerns. As streets get wider and carry higher volumes of traffic, potential uses by pedestrians are avoided as safety becomes a concern. There are many factors that affect the pedestrian's real and perceived comfort and safety in crossing the street ranging from traffic control, crosswalks, number and width of travel lanes, travel speeds, and traffic volumes. Major arterial roadways can significantly affect a pedestrian's safety in crossing a street.

- **Visual Interest and Amenity:** This measure of the pedestrian system's attractiveness and appeal is the most difficult to quantify and compare, and the most likely to change as an area matures. Some aspects of this measure are related to facilities that enhance the comfort of the user. These include elements such as shade trees, street lighting, benches, distance from sidewalk or trail to traffic lanes, relationship to buildings and street furniture, existence of curbside parking, and speed of traffic. The latter may be particularly important to pedestrians with mobility or visual impairments. Other elements are important to the visual appeal such as landscaping, planter boxes, trash receptacles, and public art.
- **Pedestrian Security:** The pedestrian environment must feel like a safe place for people to walk. The key pedestrian security facility element is whether the pedestrian is clearly visible to other pedestrians or activities. Whereas this measurement is more appropriate at a site level, one can begin to identify areas where security might be an issue at the neighborhood level. Pedestrians require a sense of security, both through visual line of sight with others and separation from vehicles. Pedestrians feel safer if there is adequate distance from adjacent travel lanes, curbside parking, and minimal conflicts with vehicles exiting driveways. They also require well-lighted pathways and sidewalks for night use.

Figure 2.11 illustrates the existing sidewalks within the City of Jurupa Valley and Table 2.F lists the roadway segments without and with pedestrian facilities. As shown in Figure 2.11, there are many gaps in continuity of sidewalks that would prevent pedestrians from making uninterrupted trips within the City. Also, Van Buren Boulevard, Jurupa Road, Camino Real, Limonite Avenue, and Mission Boulevard have curves that add distance to potential pedestrian trips. Amenities such as shade trees, street lighting, and benches, occur on few segments and have many gaps in continuity. Therefore, the City lacks a comprehensive pedestrian network that connects all areas of the City to parks, libraries, schools, and other local destinations.

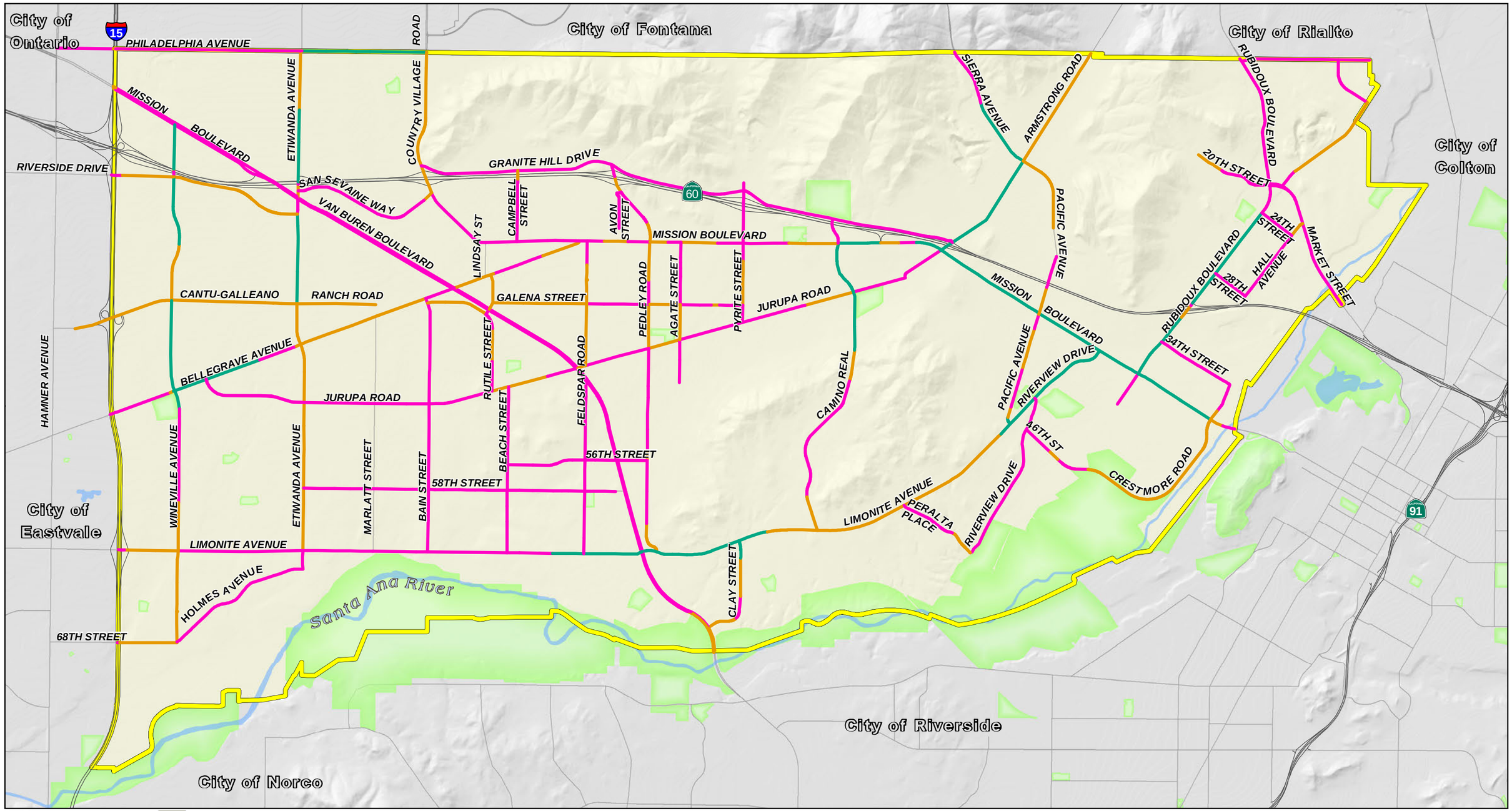
Transit

The Riverside Transit Agency (RTA) provides numerous public transportation opportunities for residents and visitors in Jurupa Valley. These public transportation opportunities include fixed-route transit, intercity transit, paratransit, senior transit, rural transit, and private transit services.

Fixed-Route and Demand-Response Services

Transit, paratransit, and private provider services are characterized as being either a fixed-route or demand-response systems. The Community Transit Association of America (CTAA) defines fixed-route service to include any transit service in which vehicles run along an established path at preset times. Demand-response service is any non-fixed-route system of transporting individuals that requires advanced scheduling by the customer including services provided by public entities, non-profits, and private providers.

RTA operates fixed routes providing public transit service throughout western Riverside County and coordinates transit services throughout a 2,500-square mile service area. RTA provides local and regional services throughout the region with 35 fixed routes, eight CommuterLink routes, and Dial-A-Ride services.



LSA

City of Jurupa Valley
Parks
Sidewalks on Both Sides
Sidewalks on One Side
No Existing Sidewalks

SOURCE: LSA Associates 11/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 2.11
Existing Sidewalks

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Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes			
			Vehicular LOS	Pedestrian Facilities	Bicycle Facilities	Transit Routes
Segments on Wineville Avenue/Road						
East Mission Boulevard to Riverside Drive	4-Lane	Major	C	YES	NO	NO
Riverside Drive to Cantu-Galleano Ranch Road	4-Lane	Secondary	C	YES	NO	NO
Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane	Secondary	C	YES	NO	NO
Bellegrave Avenue to Limonite Avenue	3-Lane	Major	C	NO	NO	NO
Limonite Avenue to 68th Street	3-Lane	Major	C	YES	NO	NO
Segments on Etiwanda Avenue						
Philadelphia Avenue to SR-60 WB On-Ramp	6-Lane	Urban Arterial	C	YES	NO	NO
SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane	Arterial	C	YES	NO	NO
SR-60 EB Off-Ramp to Van Buren Boulevard	4-Lane	Arterial	C	YES	NO	NO
Van Buren Boulevard to Riverside Drive	4-Lane	Major	C	NO	NO	NO
Riverside Drive to Cantu-Galleano Ranch Road	4-Lane	Major	C	YES	NO	NO
Cantu-Galleano Ranch Road to Bellegrave Avenue	3-Lane	Major	C	YES	NO	NO
Bellegrave Avenue to Jurupa Road	4-Lane	Arterial	C	YES	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Arterial	C	YES	NO	NO
Segments on Bain Street						
Bellegrave Avenue to Jurupa Road	2-Lane	Collector	C	NO	NO	NO
Jurupa Road to Limonite Avenue	2-Lane	Collector	C	NO	NO	NO
Segments on Country Village Road						
Philadelphia Avenue to SR-60 WB Ramps	3-Lane	Major	F	YES	NO	YES
SR-60 WB Ramps to SR-60 EB Ramps	4-Lane	Major	F	YES	NO	YES
Segments on Pedley Road						
SR-60 WB Ramps to SR-60 EB Ramps	2-Lane	Major	C	NO	NO	NO
SR-60 EB Ramps to Mission Boulevard	2-Lane	Major	D	NO	NO	NO
Mission Boulevard to Jurupa Road	3-Lane	Major	C	YES	NO	NO
Jurupa Road to Limonite Avenue	2-Lane	Major	C	NO	NO	NO

Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes			
			Vehicular LOS	Pedestrian Facilities	Bicycle Facilities	Transit Routes
Segments on Pyrite Street						
SR-60 WB Ramps to SR-60 EB Ramps	2-Lane	Major	C	NO	NO	NO
SR-60 EB Ramps to Mission Boulevard	2-Lane	Collector	C	NO	NO	NO
Segments on Clay Street						
Limonite Avenue to Van Buren Boulevard	4-Lane	Major	C	YES	NO	NO
Segments on Camino Real						
Mission Boulevard to Jurupa Road	4-Lane	Arterial	C	YES	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Major	C	NO	NO	NO
Segments on Philadelphia Avenue						
Etiwanda Avenue to Country Village Road	2-Lane	Major	C	YES	NO	NO
Segments on Van Buren Boulevard-East Mission Boulevard						
Wineville Road to SR-60 WB On-Ramp	4-Lane	Arterial	C	NO	NO	NO
SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane	Arterial	D	NO	NO	NO
SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane	Arterial	C	NO	NO	NO
Etiwanda Avenue to Bellegrave Avenue	4-Lane	Arterial	F	NO	NO	NO
Bellegrave Avenue to Jurupa Road	4-Lane	Arterial	F	NO	NO	NO
Jurupa Road to Limonite Avenue	4-Lane	Arterial	F	NO	NO	NO
Limonite Avenue to Clay Street	4-Lane	Arterial	F	NO	NO	YES
Segments on Riverside Drive						
Wineville Road to Etiwanda Avenue	3-Lane	Major	C	YES	NO	NO
Segments on Cantu-Galleano Rancho Road						
I-15 Southbound Ramps to I-15 Northbound Ramps	6-Lane	Urban Arterial	C	YES	NO	NO
I-15 Northbound Ramps to Wineville Avenue/Road	6-Lane	Urban Arterial	C	YES	NO	NO
Wineville Avenue/Road to Etiwanda Avenue	2-Lane	Arterial	C	YES	NO	NO
Segments on Mission Boulevard						
SR-60 EB Ramps to Bellegrave Avenue	4-Lane	Secondary	C	NO	NO	YES

Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes			
			Vehicular LOS	Pedestrian Facilities	Bicycle Facilities	Transit Routes
Bellegrave Avenue to Pedley Road	4-Lane	Major	C	NO	NO	YES
Pedley Road to Pyrite Street	4-Lane	Secondary	C	YES	NO	YES
Pyrite Street to Camino Real	4-Lane	Major	C	YES	NO	YES
Camino Real to SR-60 EB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60 EB Ramps to Valley Way	4-Lane	Secondary	C	NO	NO	YES
Valley Way to Riverview Drive	4-Lane	Arterial	C	YES	NO	YES
Riverview Drive to Rubidoux Boulevard	4-Lane	Arterial	C	YES	NO	YES
Segments on Bellegrave Avenue						
Wineville Avenue to Etiwanda Avenue	3-Lane	Major	C	YES	NO	NO
Etiwanda Avenue to Bain Street	4-Lane	Major	C	YES	NO	NO
Bain Street to Van Buren Boulevard	2-Lane	Major	C	NO	NO	NO
Van Buren Boulevard to Mission Boulevard	2-Lane	Major	C	YES	NO	NO
Segments on Jurupa Road						
Etiwanda Avenue to Bain Street	2-Lane	Collector	C	NO	NO	YES
Bain Street to Van Buren Boulevard	2-Lane	Collector	D	NO	NO	YES
Van Buren Boulevard to Pedley Road	2-Lane	Collector	D	YES	NO	YES
Pedley Road to Camino Real	2-Lane	Collector	C	NO	NO	NO
Camino Real to Valley Way	2-Lane	Collector	C	NO	NO	NO
Segments on Valley Way-Armstrong Road						
Jurupa Road to Mission Boulevard	2-Lane	Collector	C	NO	NO	NO
Mission Boulevard to SR-60 EB On-Ramp	4-Lane	Arterial	D	YES	NO	NO
SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane	Arterial	D		NO	NO
SR-60 WB Ramps to Sierra Avenue	4-Lane	Major	D	YES	NO	NO
Segments on Limonite Avenue						
I-15 Southbound Ramps to I-15 Northbound Ramps	4-Lane	Major	E	NO	NO	YES
I-15 Northbound Ramps to Wineville Avenue	4-Lane	Arterial	D	YES	NO	YES

Table 2.F: Existing Conditions of Major Roadway Segments

Segments	No of Lanes	Existing Functional Classification	Modes			
			Vehicular LOS	Pedestrian Facilities	Bicycle Facilities	Transit Routes
Wineville Avenue to Etiwanda Avenue	4-Lane	Major	C	NO	NO	YES
Etiwanda Avenue to Bain Street	2-Lane	Major	F	NO	NO	YES
Bain Street to Collins Street	2-Lane	Major	F	NO	NO	YES
Collins Street to Van Buren Boulevard	4-Lane	Major	C	YES	NO	YES
Van Buren Boulevard to Pedley Road	4-Lane	Major	C	YES	NO	YES
Pedley Road to Clay Street	4-Lane	Arterial	C	YES	NO	YES
Clay Street to Riverview Drive	5-Lane	Arterial	C	YES	NO	YES
Riverview Drive to Mission Boulevard	4-Lane	Major	C	YES	NO	YES
Segments on Rubidoux Boulevard						
Mission Boulevard to SR-60 EB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60 EB Ramps to SR-60 WB Ramps	4-Lane	Major	C	YES	NO	YES
SR-60WB Ramps to Market Street	4-Lane	Major	C	YES	NO	YES
Segments on Holmes Avenue						
Wineville Avenue to Etiwanda Avenue	2-Lane	Collector	C	NO	NO	NO

LOS = Level of Service
Shaded Rows Exceed LOS Standard

CommuterLink routes provide express bus routes to Riverside, Orange, San Diego, and San Bernardino Counties and include RTA's newest generation of express buses.

Dial-A-Ride is an origin to destination reservation transportation service for seniors and persons with disabilities. Dial-A-Ride vehicles travel to areas within three-quarters of a mile of an RTA local fixed-route.

Figure 2.12 illustrates the fixed-route transit services and previously referenced Table 2.F lists the roadway segments without and with transit services in the City. As shown in Figure 2.12, RTA currently provides five fixed routes that operate within and through the City on most major roadways. Adequate connectivity exists on most major roadways; however, there are existing deficiencies on Van Buren Boulevard from Limonite Avenue to the northwestern City limits, Bellegrave Avenue from the western City limits to Mission Boulevard, Jurupa Road from Van Buren Boulevard to Mission Boulevard, Camino Real from Mission Boulevard to Limonite Avenue, and Etiwanda Avenue from Jurupa Road to the northern City limits.

The composition of the existing transit facilities will require change over time due to existing deficiencies and changes in demographics, land use, and population. Because transit facilities within the City are currently operated by RTA, the City should develop goals and policies in the General Plan that encourages more coordination and collaboration with RTA to provide residents with additional mode choices including an expanded transit system.

Commuter Rail

Although railroads are independent operations, the interaction between rail and other modes of transportation does affect the transportation system. Motorized vehicles, pedestrians, and freight movement are all affected by delay caused by trains at at-grade crossings.

Commuter rail service through the City of Jurupa Valley is provided by Metrolink and is illustrated in Figure 2.13. The Pedley Metrolink Station is located on Pedley Road in Jurupa Valley and connects to the Riverside-Downtown station to the east and the East Ontario station to the west. RTA fixed route 29 provides a transit connection to the Pedley Metrolink station.

The Pedley Metrolink Station is served by Metrolink's Riverside Line, which provides rail service from Riverside to Downtown Los Angeles. The Riverside line includes stops at Downtown Riverside, Pedley, East Ontario, Downtown Pomona, City of Industry, Montebello, and Downtown Los Angeles. Figure 2.13 illustrates Metrolink's Riverside Line.

Airports

There is one airport located within the City of Jurupa Valley and six regional airports in the vicinity. Previously referenced Figure 2.1 illustrates the airports. Flabob Airport and Riverside Municipal Airport offer general aviation facilities and Ontario International Airport provides scheduled commercial service.

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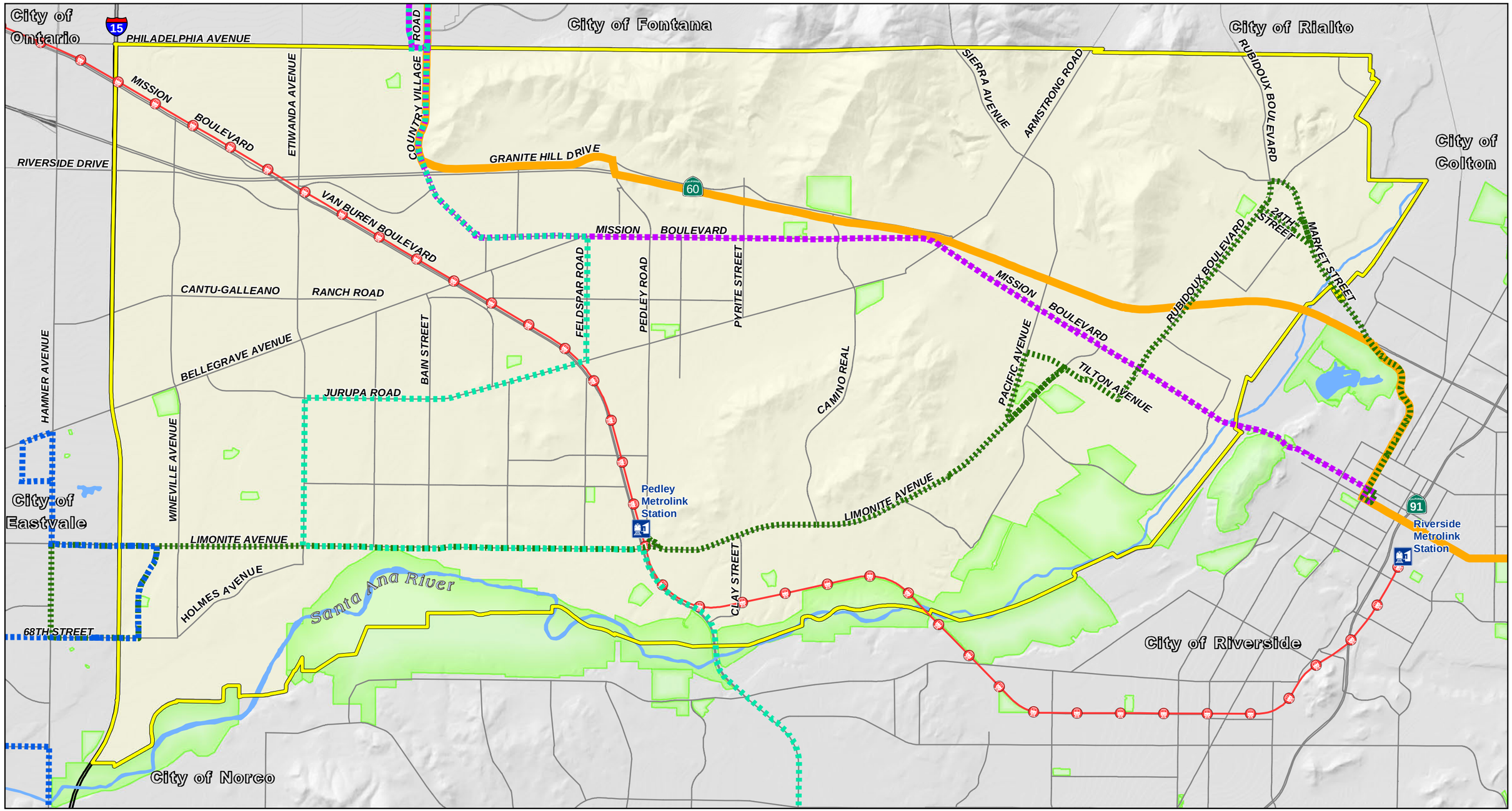

LSA

City of Jurupa Valley
Parks
Metrolink Station

Transit Routes
Route 3
Route 21
Route 29
Route 49
Route 204
Metrolink Riverside Route

SOURCE: Riverside County 7/2015; Riverside Transit Agency, 2015.

0 2,000 4,000
Feet

I:\CJV1502\Reports\Traffic\fig2-12_TransitRoutes.mxd (11/3/2016)

Jurupa Valley General Plan
Traffic Study

Figure 2.12
Transit Routes and Commuter Rail

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FIGURE 2.13: METROLINK ROUTES



CHAPTER 3 – GENERAL PLAN BUILD-OUT TRAFFIC

The City of Jurupa Valley's long-term mobility system goals and policies are closely correlated to the Land Use Element. These goals and policies are intended to provide a balance between the City's future growth and land use development, roadway size, and traffic levels of service. This chapter describes the roadway network traffic volumes under forecast build-out conditions.

CHAPTER CONTENTS

- Analysis Scenarios
- Future No Project Conditions
- General Plan Build-out Conditions

Analysis Scenarios

To provide the transportation infrastructure and describe the future transportation conditions, two General Plan scenarios were evaluated; Future No Project and General Plan Build-out conditions. The Future No Project scenario includes land use data and the roadway network from the County of Riverside's Circulation Element adopted in 2003 through the Riverside County Integrated Project (RCIP). The General Plan Build-out includes the land use data and roadway network from the City of Jurupa Valley Land Use Element. For both scenarios, build-out conditions are assumed for year 2035.

Future No Project

To forecast future traffic volumes within the City of Jurupa Valley, a travel demand model (TDM) was applied. The Riverside County Transportation Analysis Model (RivTAM) is a focused model developed using the Southern California Association of Governments (SCAG) Regional Model and refined to include updates such as additional zones, roadways, and transit networks. RivTAM was used to forecast the Future No Project traffic volumes using data including population, households, school enrollments, household income, employment, and the roadway network adopted in the County of Riverside's Circulation Element. This data were then converted to socioeconomic data and input into the model prior to running the four-step modeling process (trip generation, trip distribution, mode choice, and trip assignment) to develop future no project traffic volumes.

General Plan Build-out

The General Plan Build-out was conducted using future traffic projections from RivTAM. In consultation with City staff, RivTAM was refined to include data from the City of Jurupa Valley Land Use Element, which was converted into socioeconomic data and input to the RivTAM General Plan Build-out conditions. The Traffic Analysis Zone (TAZ) structure within the City of Jurupa Valley was refined to include updated zone boundaries based on current and future land uses, and existing and future roadways. The refined forecasts were used to conduct a citywide analysis to determine areas of congestion, and levels of service.

Future No Project Conditions

Roadway Network

The Future No Project scenario roadway network incorporates all roadways shown in the Riverside County Circulation Element and included in the RivTAM network. Figures 3.1-1 and 3.1-2 illustrate the Future No Project intersection geometrics and stop control.

Intersection Traffic Volumes

The intersection traffic volumes for Future no Project conditions were developed using the RivTAM base year and future year model networks. Raw traffic model data from RivTAM base and future year model runs were post-processed using National Cooperative Highway Research Program (NCHRP) 255 methodologies to develop peak-hour turning movement volumes at each study area intersection and roadway segments. The following describes the methodology used to post-process model volumes to develop peak hour intersection volumes for Future No Project conditions:

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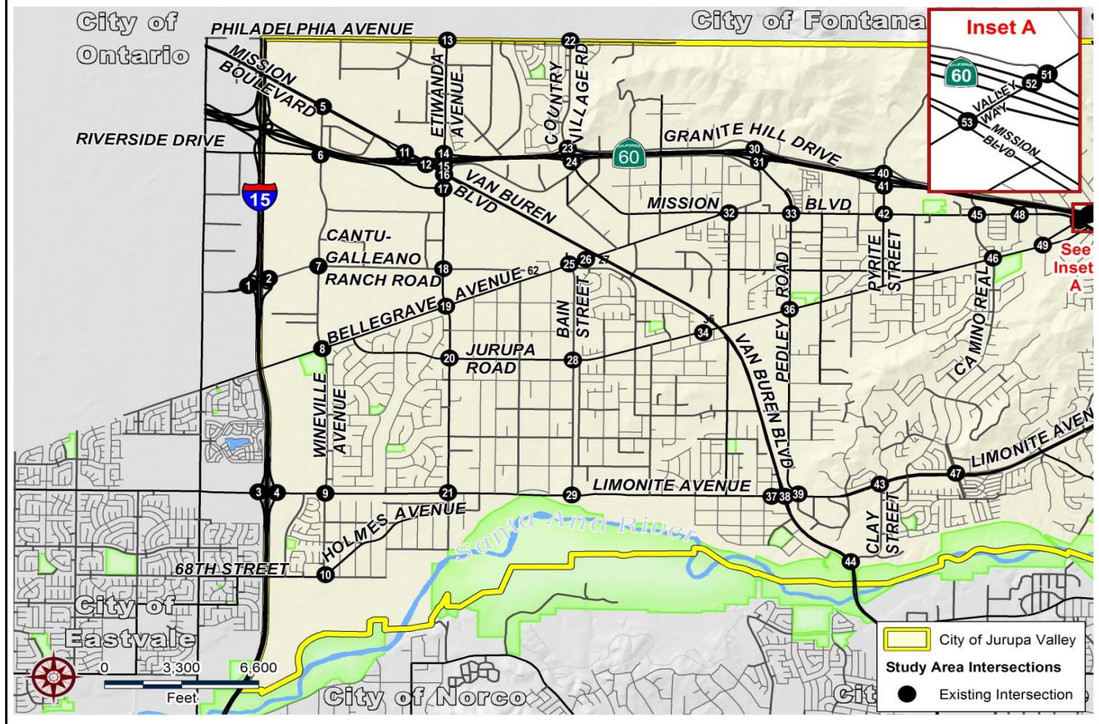
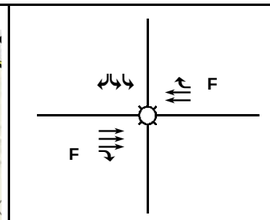
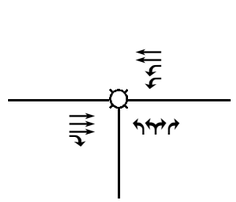
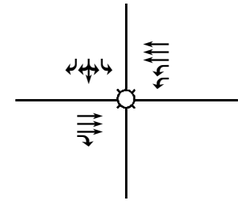




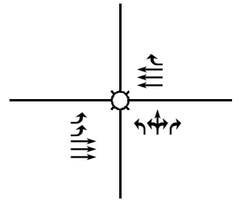
1 I-15 SB Ramps/Cantu-Galleano Ranch Rd



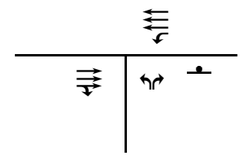
2 I-15 NB Ramps/Cantu-Galleano Ranch Rd



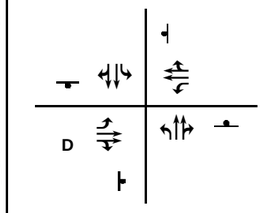
3 I-15 SB Ramps/Limonite Avenue



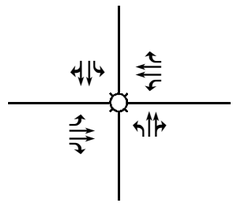
4 I-15 NB Ramps/Limonite Avenue



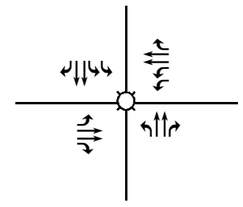
5 Wineville Avenue/E Mission Boulevard



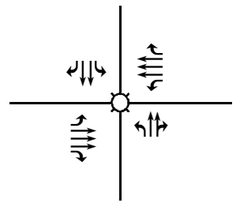
6 Wineville Avenue/Riverside Drive



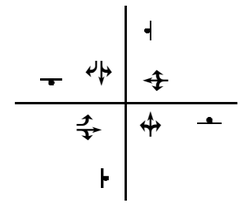
7 Wineville Avenue/Cantu-Galleano Ranch Rd



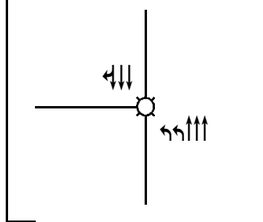
8 Wineville Avenue/Bellegrave Avenue



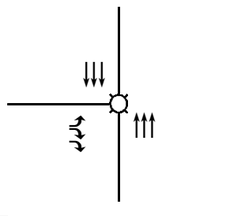
9 Wineville Avenue/Limonite Avenue



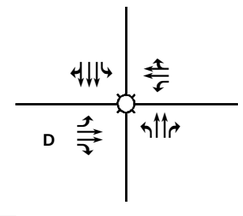
10 Wineville Avenue/68th Street



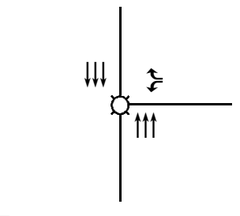
11 E Mission Boulevard/SR-60 Westbound On-Ram



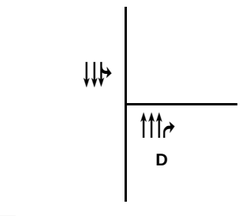
12 E Mission Boulevard/SR-60 Eastbound Off-Ramp



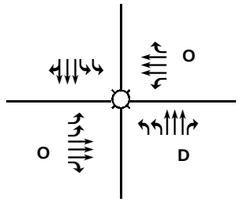
13 Etiwanda Avenue/Philadelphia Avenue



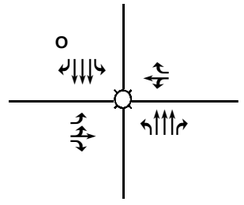
14 Etiwanda Avenue/SR-60 Westbound Off-Ramp



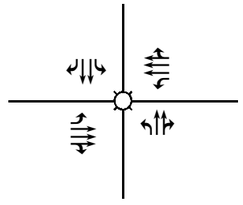
15 Etiwanda Avenue/SR-60 Eastbound On-Ramp



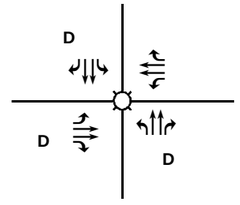
16 Etiwanda Avenue/Van Buren Boulevard



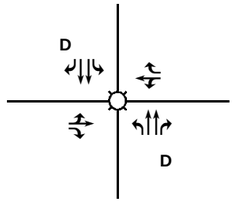
17 Etiwanda Avenue/Riverside Drive



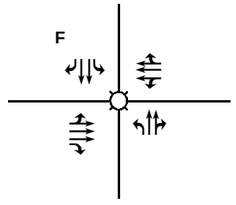
18 Etiwanda Avenue/Cantu-Galleano Ranch Rd



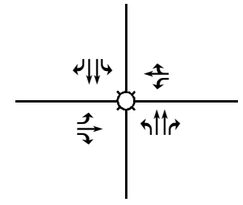
19 Etiwanda Avenue/Bellegrave Avenue



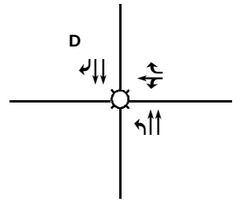
20 Etiwanda Avenue/Jurupa Road



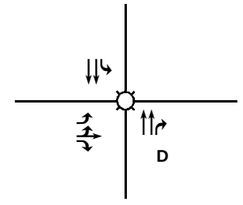
21 Etiwanda Avenue/Limonite Avenue



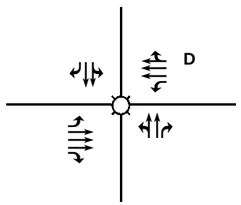
22 Country Village Road/Philadelphia Avenue



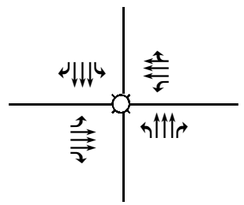
23 Country Village Road/SR-60 Westbound Ramps



24 Mission Boulevard/SR-60 Eastbound Ramps



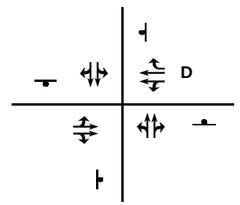
25 Bain Street/Bellegrave Avenue



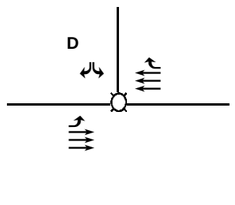
26 Van Buren Boulevard /Bellegrave Avenue

Does Not Exist in Alternative

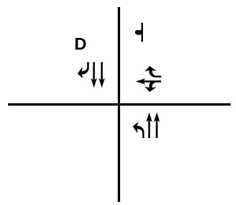
27 Future Bellegrave Ave Intersection @ Van Buren Boulevard



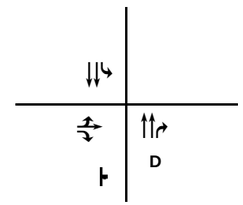
28 Bain Street/Jurupa Road



29 Bain Street/Limonite Avenue



30 Pedley Road/SR-60 Westbound Ramps



31 Pedley Road/SR-60 Eastbound Ramps

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study

Figure 3.1-1
Future No Project Intersection Geometrics & Stop Control

R:\CJV1502_Jurupa GP\Traffic\No Project\z45_Geo_Build_Out 11/2/2016

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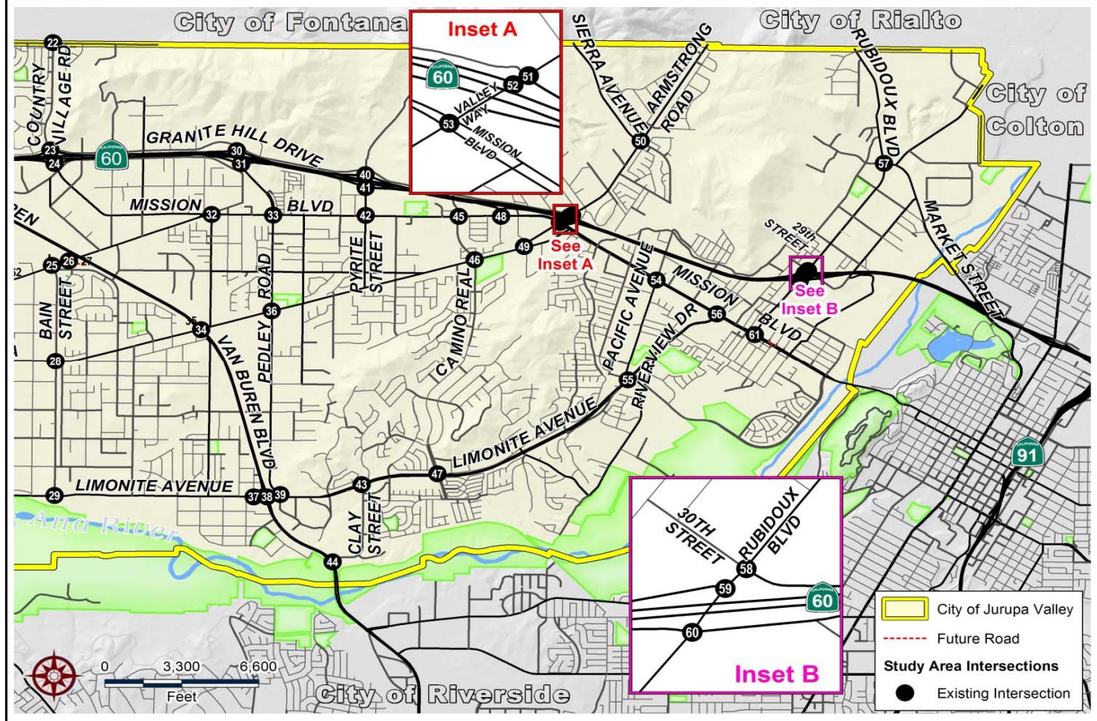
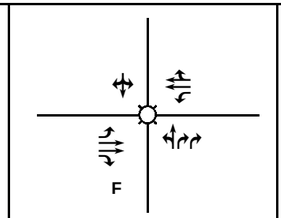
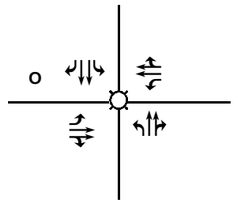
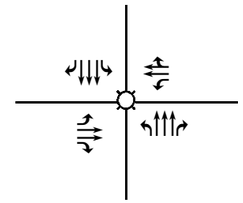




32 Bellegrave Avenue/Mission Boulevard



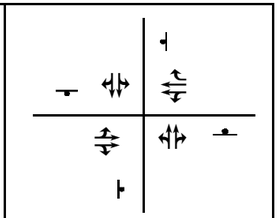
33 Pedley Road/Mission Boulevard



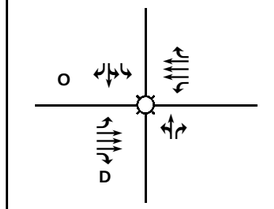
34 Van Buren Boulevard /Jurupa Road

Does Not Exist in Alternative

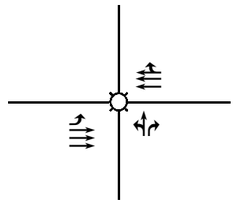
35 Future Jurupa Rd Intersection @ Van Buren Boulevard



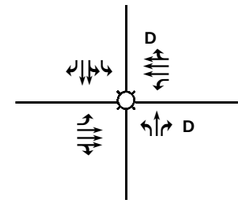
36 Pedley Road/Jurupa Road



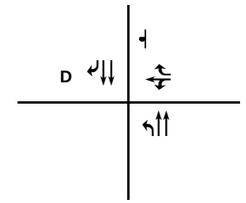
37 Collins Street/Limonite Avenue



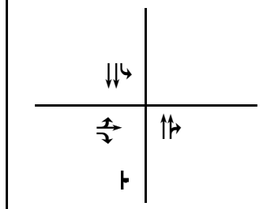
38 Van Buren Boulevard /Limonite Avenue



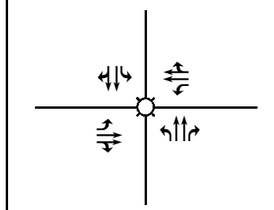
39 Pedley Road-Morton Avenue/Limonite Avenue



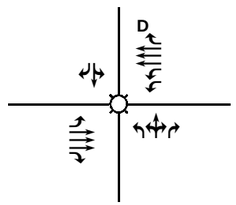
40 Pyrite Street/SR-60 Westbound Ramps



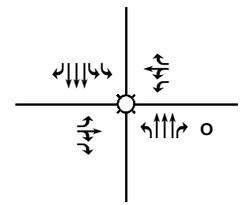
41 Pyrite Street/SR-60 Eastbound Ramps



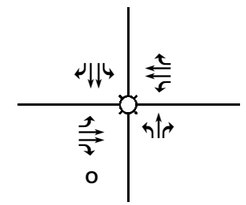
42 Pyrite Street/Mission Boulevard



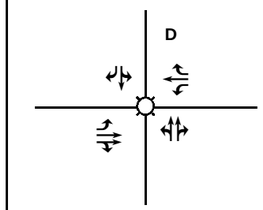
43 Clay Street/Limonite Avenue



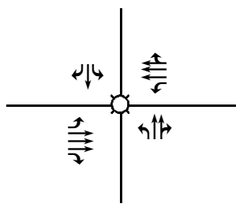
44 Van Buren Boulevard /Clay Street



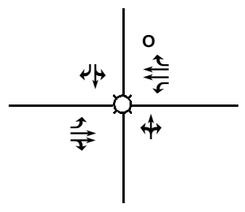
45 Camino Real /Mission Boulevard



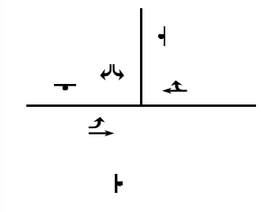
46 Camino Real /Jurupa Road



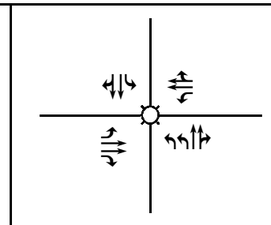
47 Camino Real /Limonite Avenue



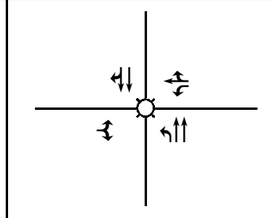
48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard



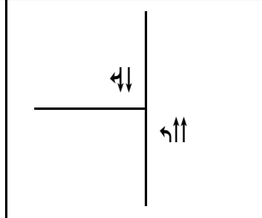
49 Valley Way/Jurupa Road



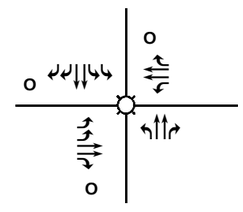
50 Armstrong Road/Sierra Avenue



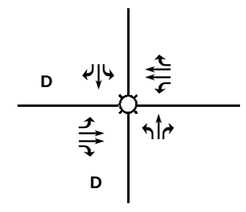
51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive



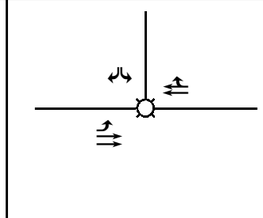
52 Valley Way/SR-60 Westbound On Ramp



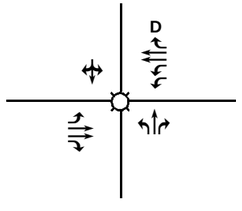
53 Valley Way/Mission Boulevard



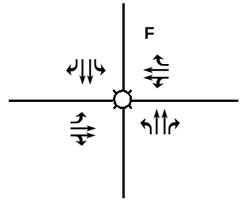
54 Pacific Avenue/Mission Boulevard



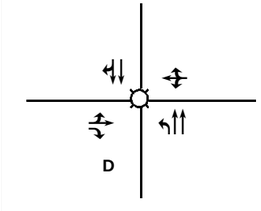
55 Pacific Avenue/Limonite Avenue



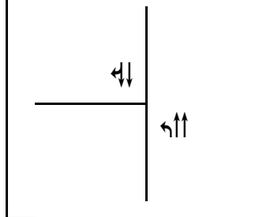
56 Riverview Drive/Mission Boulevard



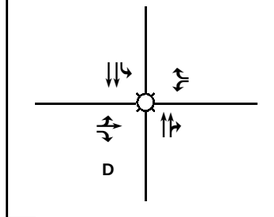
57 Rubidoux Boulevard/Market Street



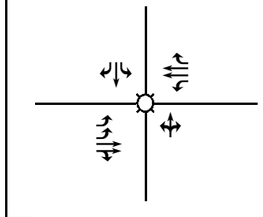
58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street



59 Rubidoux Boulevard/SR-60 Westbound On-Ramp



60 Rubidoux Boulevard/SR-60 Eastbound Ramps



61 Rubidoux Boulevard/Mission Boulevard

Does Not Exist in Alternative

62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

LSA

Legend

Signal

Stop Sign

D De-Facto Right-Turn Lane

F Free Right-Turn Lane

O Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study

Figure 3.1-2
Future No Project Intersection Geometrics & Stop Control

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1. The difference between the modeled 2007 and 2035 peak period directional arterial traffic volumes in PCEs (for each intersection approach and departure) was identified from loaded network plots. This difference defines growth in traffic over the 28-year period.
2. The incremental growth in peak period approach and departure volumes between 2007 and 2035 was factored to develop the incremental change in peak-hour volumes. RivTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. The Southern California Association of Governments (SCAG) has established that the a.m. peak hour comprises 38 percent of the peak period and the p.m. peak hour comprises 28 percent of the peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factors to develop incremental changes in peak-hour volumes.
3. The incremental growth in approach and departure volumes between 2007 and 2035 was factored to reflect the forecast growth between the year of the ground counts (2015) and 2035. For this purpose, linear growth between the 2007 base condition and the forecast 2035 condition was assumed. As the increment between existing (2015) and build-out (2035) is 20 years of the 28-year time span, a factor of 0.71 (i.e., 20/28) was used.
4. The forecast growth in approach and departure volumes through build-out year (2035) conditions was added to the 2015 ground counts, resulting in "post-processed" build-out year (2035) link volumes.
5. Forecast year 2035 turn volumes were developed using existing (2015) turn volumes and the future approach and departure volumes, based on the methodologies contained in *National Cooperative Highway Research Program Report* (NCHRP) *255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982).

Detailed volume development worksheets are contained in Appendix B. The Future No Project a.m. and p.m. peak hour intersection traffic volumes are illustrated in Figures 3.2-1 and 3.2-2.

Roadway Segment Traffic Volumes

The roadway segment volumes for Future No Project were developed using the same methodology described under "Intersection Traffic Volumes." Table 3.A illustrates the Future No Project daily traffic volumes at study area roadway segments. Volume development worksheets are contained in Appendix B.

Intersections Levels of Service

A level of service analysis for Future No Project was conducted at study area intersections to determine the projected intersection performance. Table 3.B illustrates the results of this analysis and shows that all intersections are projected to operate at satisfactory levels of service (D or better), with the exception of the following intersections:

- I-15 Northbound Ramps/Limonite Avenue (p.m. peak hour);
- Wineville Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Wineville Avenue/Riverside Drive (p.m. peak hour);
- Wineville Avenue/Road/Cantu-Galleano Ranch Road (p.m. peak hour);
- Wineville Avenue/Limonite Avenue (p.m. peak hour);
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/SR-60 Eastbound On-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Van Buren Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Bellegrave Avenue (a.m. and p.m. peak hours);

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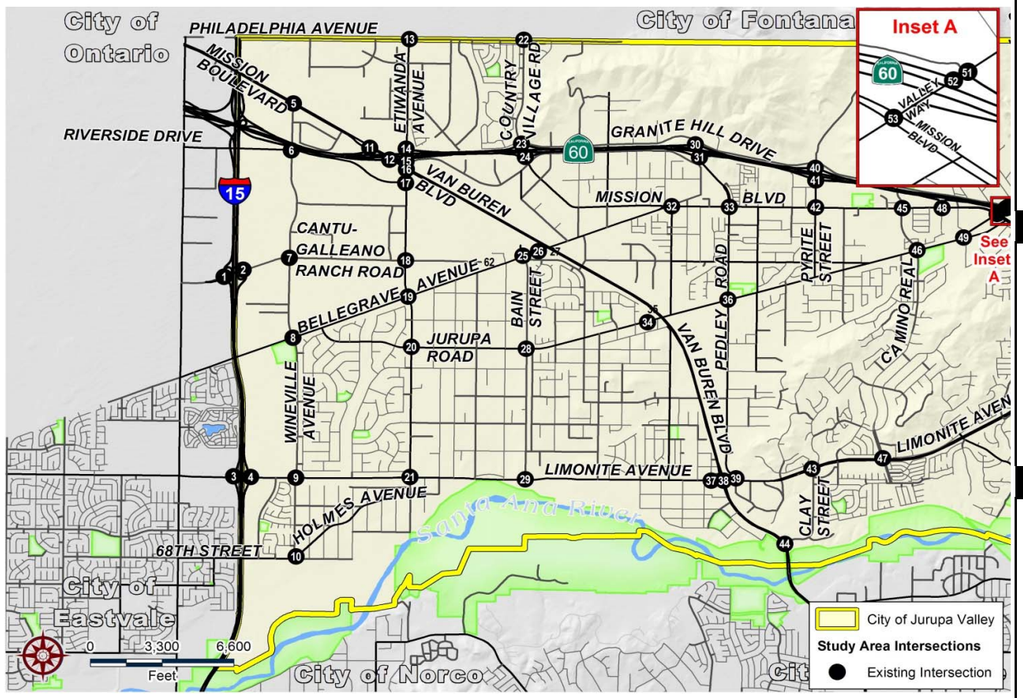

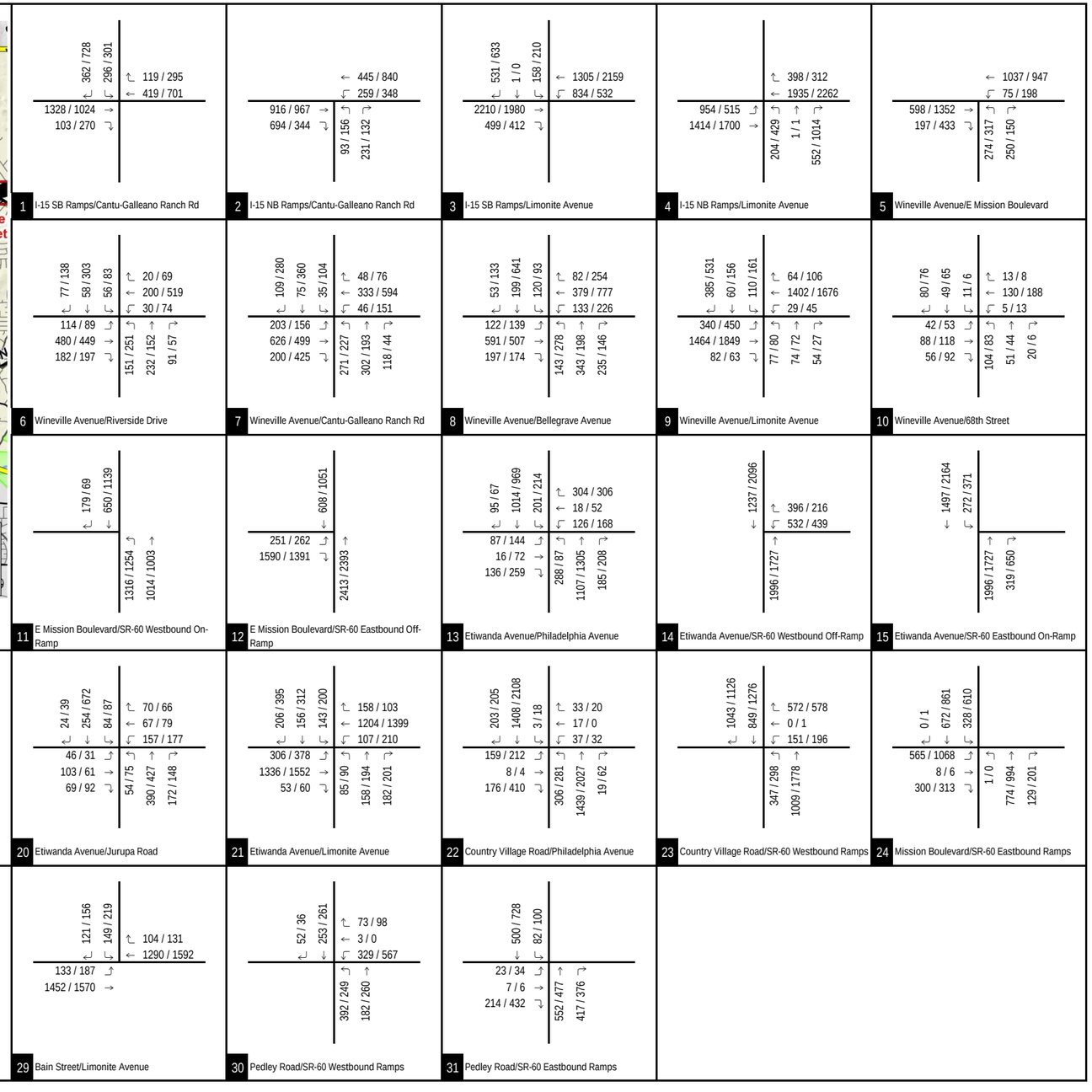

LSA

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

Jurupa Valley General Plan
Traffic Study

Figure 3.2-1

Future No Project Peak Hour Traffic Volumes

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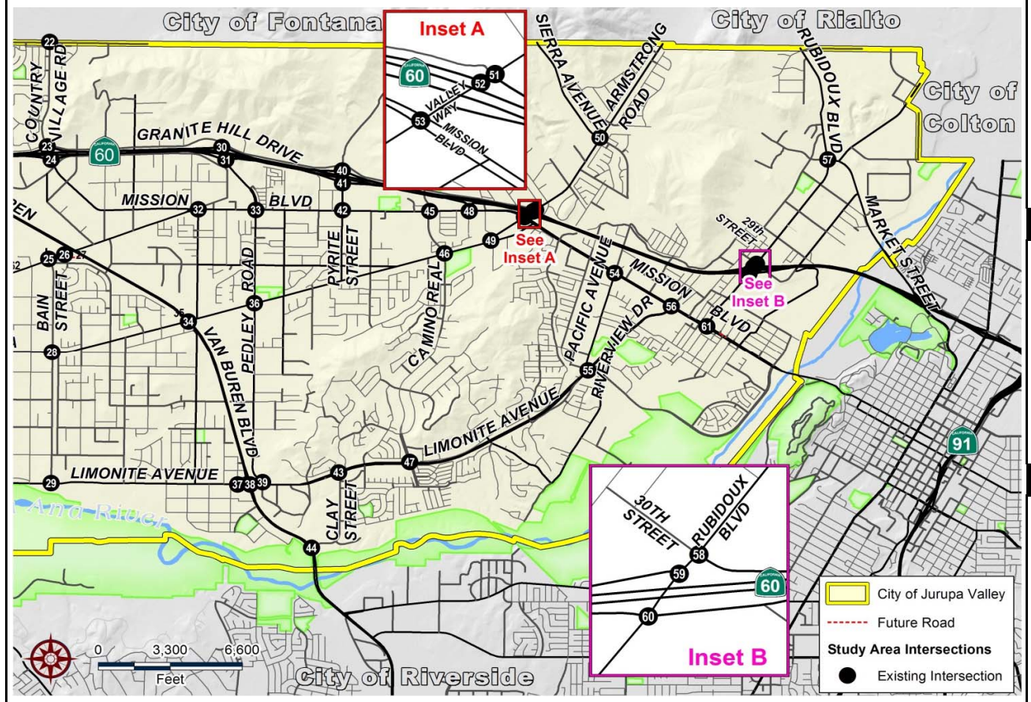

32 Bellegrave Avenue/Mission Boulevard

4 / 6	27 / 47	23 / 13
1 / 4		12 / 26
307 / 381		318 / 441
39 / 74		490 / 799
	38 / 41	
	27 / 49	
	555 / 511	

33 Pedley Road/Mission Boulevard

152 / 177	315 / 456	90 / 157
150 / 156		119 / 144
560 / 576		508 / 567
83 / 73		89 / 92
	54 / 74	
	434 / 395	
	133 / 84	

34 Van Buren Boulevard /Jurupa Road

102 / 144	1522 / 1768	41 / 81
224 / 150		38 / 78
363 / 391		352 / 375
94 / 69		174 / 189
	123 / 95	
	1798 / 1359	
	212 / 235	

35 Future Jurupa Rd Intersection @ Van Buren Boulevard

Does Not Exist in Alternative

36 Pedley Road/Jurupa Road

73 / 103	222 / 362	102 / 33
83 / 71		83 / 52
665 / 746		620 / 747
53 / 58		189 / 176
	82 / 74	
	291 / 263	
	141 / 212	

37 Collins Street/Limonite Avenue

51 / 83	19 / 32	185 / 255
33 / 39		121 / 121
1542 / 1643		1209 / 1634
35 / 66		53 / 104
	24 / 102	
	1 / 7	
	37 / 90	

38 Van Buren Boulevard /Limonite Avenue

		460 / 449
230 / 122		873 / 1128
1532 / 1862		
	507 / 726	
	9 / 5	
	549 / 723	

39 Pedley Road-Morton Avenue/Limonite Avenue

254 / 238	12 / 8	183 / 189
343 / 493		73 / 116
1717 / 2070		1068 / 1325
21 / 22		8 / 12
	12 / 15	
	4 / 7	
	4 / 3	

40 Pyrite Street/SR-60 Westbound Ramps

244 / 169	168 / 278	
		84 / 125
		1 / 3
		81 / 99
	258 / 119	
	186 / 340	

41 Pyrite Street/SR-60 Eastbound Ramps

136 / 202	113 / 180	
113 / 201		
12 / 2		
76 / 398		
	319 / 252	
	161 / 148	

42 Pyrite Street/Mission Boulevard

55 / 48	100 / 200	77 / 227
57 / 34		237 / 187
593 / 578		494 / 558
111 / 63		123 / 102
	97 / 52	
	139 / 82	
	152 / 91	

43 Clay Street/Limonite Avenue

91 / 89	70 / 45	17 / 11
99 / 85		21 / 23
758 / 1232		802 / 1155
268 / 343		366 / 452
	301 / 270	
	54 / 76	
	282 / 490	

44 Van Buren Boulevard /Clay Street

69 / 55	2819 / 2946	220 / 298
13 / 46		151 / 300
3 / 15		17 / 16
3 / 8		571 / 576
	21 / 9	
	3088 / 3285	
	434 / 687	

45 Camino Real /Mission Boulevard

82 / 85	134 / 150	97 / 109
114 / 84		95 / 83
580 / 579		559 / 680
114 / 185		96 / 203
	152 / 152	
	117 / 147	
	190 / 98	

46 Camino Real /Jurupa Road

86 / 77	190 / 294	52 / 32
107 / 68		87 / 52
648 / 683		602 / 754
87 / 124		180 / 363
	60 / 72	
	287 / 168	
	327 / 212	

47 Camino Real /Limonite Avenue

248 / 205	77 / 96	178 / 145
103 / 217		84 / 146
801 / 1290		796 / 1084
89 / 140		109 / 164
	133 / 78	
	59 / 96	
	166 / 183	

48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard

23 / 71	3 / 3	480 / 1028
118 / 120		453 / 560
989 / 669		719 / 815
12 / 6		9 / 9
	14 / 9	
	2 / 2	
	7 / 4	

49 Valley Way/Jurupa Road

547 / 560	156 / 314	
		314 / 250
		366 / 324
478 / 568		
592 / 554		

50 Armstrong Road/Sierra Avenue

163 / 129	435 / 480	231 / 445
57 / 154		364 / 537
553 / 510		309 / 444
597 / 760		176 / 234
	749 / 890	
	356 / 630	
	244 / 231	

51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive

15 / 67	1454 / 1592	
62 / 83		471 / 484
236 / 206		79 / 70
		399 / 699
	235 / 178	
	1286 / 1381	

52 Valley Way/SR-60 Westbound On Ramp

391 / 339	1536 / 1823	
	303 / 304	
	1060 / 1430	

53 Valley Way/Mission Boulevard

791 / 721	623 / 944	318 / 493
539 / 768		644 / 498
366 / 526		256 / 343
69 / 101		76 / 109
	46 / 32	
	773 / 625	
	69 / 67	

54 Pacific Avenue/Mission Boulevard

251 / 208	372 / 563	359 / 455
184 / 226		502 / 229
650 / 572		415 / 561
39 / 415		246 / 507
	64 / 95	
	379 / 503	
	406 / 196	

55 Pacific Avenue/Limonite Avenue

303 / 637	27 / 102	
		36 / 86
		449 / 685
371 / 681		
771 / 638		

56 Riverview Drive/Mission Boulevard

51 / 46	51 / 41	20 / 28
63 / 128		34 / 36
1194 / 1235		880 / 1035
167 / 209		431 / 486
	286 / 165	
	82 / 58	
	445 / 359	

57 Rubidoux Boulevard/Market Street

24 / 13	510 / 374	559 / 635
51 / 48		363 / 169
201 / 112		62 / 854
22 / 7		319 / 599
	5 / 3	
	214 / 539	
	430 / 450	

58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street

19 / 20	650 / 917	
10 / 33		122 / 84
168 / 187		90 / 94
		328 / 493
	72 / 116	
	667 / 861	

59 Rubidoux Boulevard/SR-60 Westbound On-Ramp

358 / 448	770 / 1149	
	302 / 193	
	732 / 978	

60 Rubidoux Boulevard/SR-60 Eastbound Ramps

594 / 1024	176 / 125	
383 / 502		10 / 3
21 / 30		7 / 15
235 / 351		
	640 / 666	
	658 / 382	

61 Rubidoux Boulevard/Mission Boulevard

306 / 646	108 / 272	312 / 295
519 / 462		220 / 147
912 / 813		688 / 731
10 / 29		198 / 366
	64 / 87	
	342 / 247	
	36 / 57	

62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

Does Not Exist in Alternative

LSA

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

Jurupa Valley General Plan
Traffic Study

Figure 3.2-2

Future No Project Peak Hour Traffic Volumes

R:\CJV1502_Jurupa GP\Traffic\No Project\z45_Vol_2035_NP2 11/2/2016

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Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	8,329	0.24	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	10,381	0.30	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Arterial	9,792	0.27	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Arterial	12,915	0.36	C
5	Limonite Avenue to 68th Street	4-Lane Major	3,771	0.11	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	47,594	0.88	D
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	6-Lane Urban Arterial	45,807	0.85	D
8	SR-60 EB On-Ramp to Van Buren Boulevard	6-Lane Urban Arterial	40,198	0.75	C
9	Van Buren Boulevard to Riverside Drive	6-Lane Urban Arterial	28,040	0.52	C
10	Riverside Drive to Cantu-Galleano Ranch Road	6-Lane Urban Arterial	19,142	0.36	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	17,667	0.52	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	15,210	0.42	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	16,647	0.46	C
Segments on Bain Street					
14	Bellegrave Avenue to Jurupa Road	4-Lane Major	6,676	0.20	C
15	Jurupa Road to Limonite Avenue	4-Lane Major	7,789	0.23	C
Segments on Country Village Road					
16	Philadelphia Avenue to SR-60 WB Ramps	6-Lane Urban Arterial	53,714	1.00	E
17	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	52,092	1.45	F
Segments on Pedley Road					
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Arterial	11,885	0.33	C
19	SR-60 EB Ramps to Mission Boulevard	4-Lane Arterial	18,366	0.51	C
20	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,057	0.39	C
21	Jurupa Road to Limonite Avenue	4-Lane Major	20,373	0.60	C

Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Pyrite Street					
22	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	7,941	0.23	C
23	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	9,241	0.27	C
Segments on Clay Street					
24	Limonite Avenue to Van Buren Boulevard	4-Lane Secondary	30,208	1.17	F
Segments on Camino Real					
25	Mission Boulevard to Jurupa Road	4-Lane Major	12,980	0.38	C
26	Jurupa Road to Limonite Avenue	4-Lane Major	13,022	0.38	C
Segments on Philadelphia Avenue					
27	Etiwanda Avenue to Country Village Road	2-Lane Collector	10,470	0.81	D
Segments on Van Buren Boulevard-East Mission Boulevard					
28	Wineville Road to SR-60 WB On-Ramp	6-Lane Urban Arterial	28,067	0.52	C
29	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	6-Lane Urban Arterial	44,832	0.83	D
30	SR-60 EB Off Ramp to Etiwanda Avenue	6-Lane Urban Arterial	42,024	0.78	C
31	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	55,826	1.04	F
32	Bellegrave Avenue to Jurupa Road	6-Lane Urban Arterial	78,475	1.46	F
33	Jurupa Road to Limonite Avenue	6-Lane Urban Arterial	72,965	1.35	F
34	Limonite Avenue to Clay Street	6-Lane Urban Arterial	91,917	1.71	F
Segments on Riverside Drive					
35	Wineville Road to Etiwanda Avenue	4-Lane Major	11,872	0.35	C
Segments on Cantu-Galleano Ranch Road					
36	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	29,159	0.54	C
37	I-15 NB Ramps to Wineville Avenue/Road	4-Lane Arterial	25,126	0.70	C
38	Wineville Avenue/Road to Etiwanda Avenue	6-Lane Urban Arterial	21,618	0.40	C
39	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	12,665	0.23	C
Segments on Mission Boulevard					
40	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Arterial	17,106	0.48	C

Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
41	Bellegrave Avenue to Pedley Road	4-Lane Arterial	23,586	0.66	C
42	Pedley Road to Pyrite Street	4-Lane Arterial	22,052	0.61	C
43	Pyrite Street to Camino Real	4-Lane Arterial	25,092	0.70	C
44	Camino Real to SR-60 EB Ramps	4-Lane Arterial	24,675	0.69	C
45	SR-60 EB Ramps to Valley Way	4-Lane Arterial	33,154	0.92	E
46	Valley Way to Riverview Dr	4-Lane Arterial	29,278	0.82	D
47	Riverview Dr to Rubidoux Boulevard	6-Lane Urban Arterial	35,131	0.65	C
48	East of Rubidoux Boulevard	4-Lane Arterial	35,157	0.98	E
Segments on Bellegrave Avenue					
49	West of Wineville Avenue	4-Lane Major	29,388	0.86	D
50	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,359	0.89	D
51	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	34,639	1.02	F
52	Cantu-Galleano Ranch Road to Van Buren Boulevard	4-Lane Arterial	33,050	0.92	E
53	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	23,790	0.44	C
Segments on Jurupa Road					
54	Bellegrave Avenue to Etiwanda Avenue	2-Lane Collector	6,150	0.47	C
55	Etiwanda Avenue to Bain Street	4-Lane Secondary	15,155	0.59	C
56	Bain Street to Van Buren Boulevard	4-Lane Arterial	15,155	0.42	C
57	Van Buren Boulevard to Pedley Road	4-Lane Arterial	16,540	0.46	C
58	Pedley Road to Camino Real	4-Lane Arterial	20,752	0.58	C
59	Camino Real to Valley Way	4-Lane Arterial	21,081	0.59	C
Segments on Valley Way-Armstrong Road					
60	Jurupa Road to Mission Boulevard	4-Lane Major	25,658	0.75	C
61	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Major	49,330	1.45	F
62	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Major	43,411	1.27	F
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	34,587	1.01	F
64	North of Sierra Avenue	4-Lane Major	26,579	0.78	C

Table 3.A: Future No Project Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Existing Conditions		
			Daily Volume	V/C	LOS
Segments on Limonite Avenue					
65	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	59,875	1.11	F
66	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	56,242	1.04	F
67	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	47,113	0.87	D
68	Etiwanda Avenue to Bain Street	6-Lane Urban Arterial	45,481	0.84	D
69	Bain Street to Collins Street	6-Lane Urban Arterial	39,529	0.73	C
70	Collins Street to Van Buren Boulevard	6-Lane Urban Arterial	44,146	0.82	D
71	Van Buren Boulevard to Pedley Road	6-Lane Urban Arterial	42,069	0.78	C
72	Pedley Road to Clay Street	6-Lane Urban Arterial	37,923	0.70	C
73	Clay Street to Camino Real	6-Lane Urban Arterial	36,554	0.68	C
74	Lakeside Drive to Mission Boulevard	4-Lane Major	15,298	0.45	C
Segments on Rubidoux Boulevard					
75	Mission Boulevard to SR-60 EB Ramps	4-Lane Arterial	23,834	0.66	C
76	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Arterial	24,318	0.68	C
77	SR-60 WB Ramps to Market Street	4-Lane Major	25,325	0.74	C
78	North of Market Street	4-Lane Arterial	22,975	0.64	C
Segments on Holmes Avenue					
79	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	2,033	0.16	C
Segments on Sierra Avenue					
80	West of Armstrong Road	4-Lane Arterial	34,941	0.97	E
Segments on Market St					
81	East of Rubidoux Boulevard	4-Lane Arterial	28,767	0.80	D
Segments on Agua Mansa Road					
82	North of Market Street	4-Lane Major	24,227	0.71	C

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	18.1	18.1	B	25.6	25.6	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.3	11.3	B	10.7	10.7	B
3	I-15 SB Ramps/Limonite Avenue	Signal	31.8	31.8	C	31.9	31.9	C
4	I-15 NB Ramps/Limonite Avenue	Signal	38.0	38.0	D	>100	106.6	F
5	Wineville Avenue/E Mission Boulevard	TWSC	>100	249.7	F	>100	192.3	F
6	Wineville Avenue/Riverside Drive	AWSC	19.0	19.0	C	65.6	65.6	F
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.6	43.6	D	63.0	63.0	E
8	Wineville Avenue/Bellegrave Avenue	Signal	48.1	48.1	D	52.8	52.8	D
9	Wineville Avenue/Limonite Avenue	Signal	55.0	55.0	D	95.3	95.3	F
10	Wineville Avenue/68th Street	AWSC	9.8	9.8	A	10.5	10.5	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.9	10.9	B	11.5	11.5	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	129.7	F	84.1	84.1	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	39.6	39.6	D	39.4	39.4	D
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.3	50.3	D	21.4	21.4	C
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	580.1	F	>100	560.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	58.0	58.0	E	85.5	85.5	F
17	Etiwanda Avenue/Riverside Drive	Signal	38.0	38.0	D	38.4	38.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	42.7	42.7	D	40.5	40.5	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	59.0	59.0	E	56.5	56.5	E
20	Etiwanda Avenue/Jurupa Road	Signal	>100	196.6	F	>100	208.0	F
21	Etiwanda Avenue/Limonite Avenue	Signal	95.8	95.8	F	>100	163.6	F
22	Country Village Road/Philadelphia Avenue	Signal	22.4	22.4	C	>100	131.2	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	150.8	F	>100	136.0	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.6	24.6	C	58.7	58.7	E
25	Bain Street/Bellegrave Avenue	Signal	34.0	34.0	C	89.6	89.6	F
26	Van Buren Boulevard/Bellegrave Avenue	Signal	>100	247.0	F	>100	242.3	F

Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
27	Future Bellegrave Avenue Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
28	Bain Street/Jurupa Road	AWSC	15.8	15.8	C	20.0	20.0	C
29	Bain Street/Limonite Avenue	Signal	14.7	14.7	B	26.5	26.5	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	622.7	F	>100	690.8	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	21.7	21.7	C	32.0	32.0	D
32	Bellegrave Avenue/Mission Boulevard	Signal	56.4	56.4	E	>100	179.3	F
33	Pedley Road/Mission Boulevard	Signal	38.1	38.1	D	40.2	40.2	D
34	Van Buren Boulevard/Jurupa Road	Signal	57.2	57.2	E	73.4	73.4	E
35	Future Jurupa Road Intersection @ Van Buren Boulevard	TWSC	*Not Analyzed*			*Not Analyzed*		
36	Pedley Road/Jurupa Road	AWSC	>100	155.5	F	>100	229.9	F
37	Collins Street/Limonite Avenue	Signal	29.1	29.1	C	33.7	33.7	C
38	Van Buren Boulevard/Limonite Avenue	Signal	36.6	36.6	D	57.9	57.9	E
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	68.4	68.4	E	>100	115.1	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	23.8	23.8	C	20.4	20.4	C
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	16.5	16.5	C	32.6	32.6	D
42	Pyrite Street/Mission Boulevard	Signal	35.3	35.3	D	43.3	41.6	D
43	Clay Street/Limonite Avenue	Signal	54.3	54.3	D	58.8	58.8	E
44	Van Buren Boulevard/Clay Street	Signal	75.7	75.7	E	>100	112.4	F
45	Camino Real/Mission Boulevard	Signal	42.2	42.2	D	43.0	43.0	D
46	Camino Real/Jurupa Road	Signal	53.5	53.5	D	86.1	86.1	F
47	Camino Real/Limonite Avenue	Signal	53.4	53.4	D	57.4	57.4	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	46.3	46.3	D	>100	143.8	F
49	Valley Way/Jurupa Road	AWSC	>100	129.7	F	>100	118.7	F
50	Armstrong Road/Sierra Avenue	Signal	85.7	85.7	F	>100	169.6	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	104.9	F	>100	154.3	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	83.2	83.2	F	>100	167.2	F

Table 3.B: Future No Project Intersection Levels of Service

	Intersection	Control	Future No Project Conditions					
			A.M. Peak Hour			P.M. Peak Hour		
			Delay (sec.)	Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	47.6	47.6	D	46.5	46.5	D
54	Pacific Avenue/Mission Boulevard	Signal	75.4	75.4	E	>100	139.3	F
55	Pacific Avenue/Limonite Avenue	Signal	17.3	17.3	B	58.5	58.5	E
56	Riverview Drive/Mission Boulevard	Signal	>100	141.3	F	>100	142.7	F
57	Rubidoux Boulevard/Market Street	Signal	86.1	86.1	F	>100	244.8	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	17.5	17.5	B	26.3	26.3	C
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	16.0	16.0	C	20.9	20.9	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	68.6	68.6	E	63.9	63.9	E
61	Rubidoux Boulevard/Mission Boulevard	Signal	>100	110.6	F	>100	143.2	F
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	*Not Analyzed*			*Not Analyzed*		

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

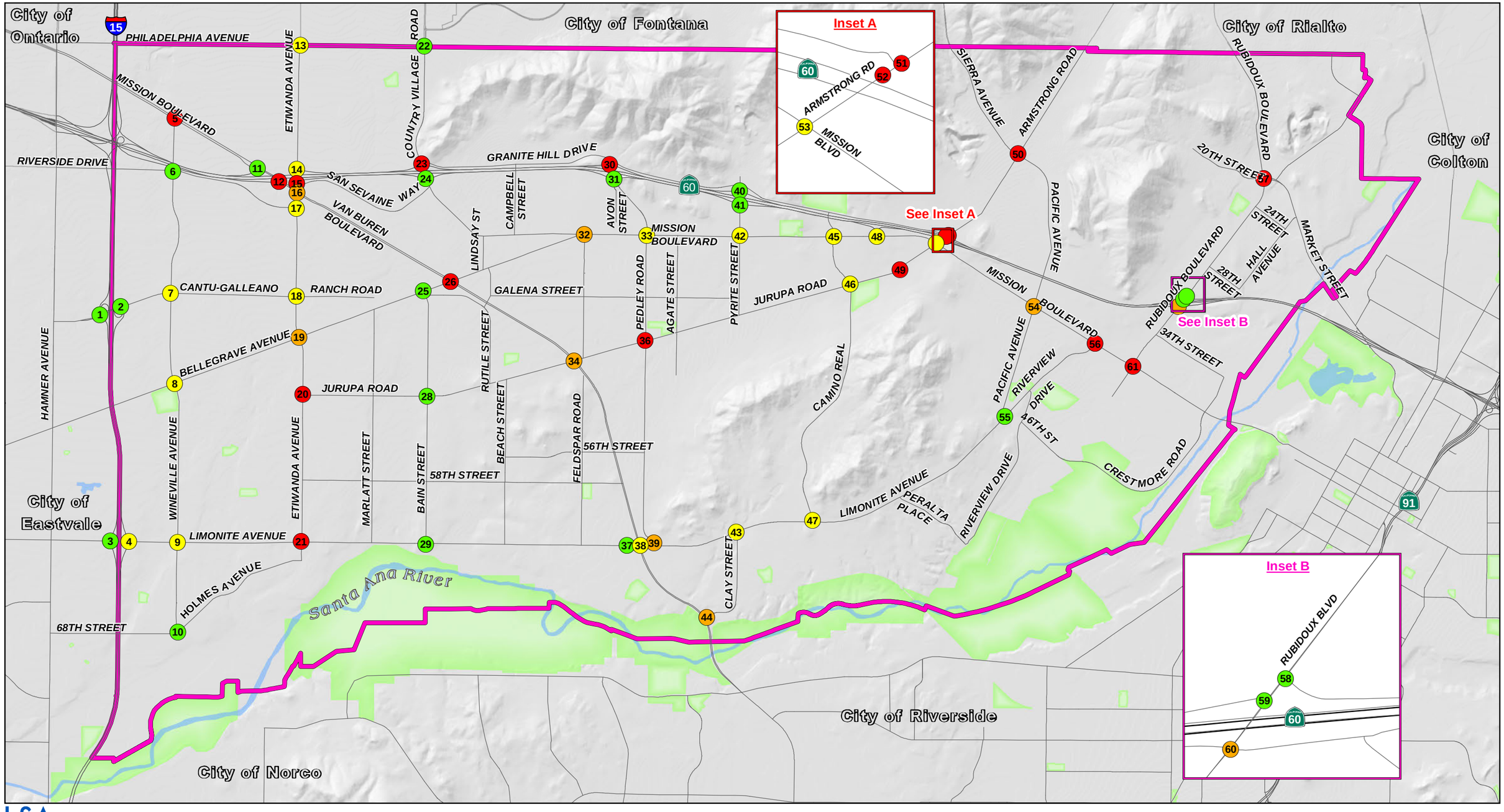
- Etiwanda Avenue/Jurupa Road (a.m. and p.m. peak hours);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/Philadelphia Avenue (p.m. peak hour);
- Country Village Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Mission Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Bain Street Bellegrave Avenue (p.m. peak hour);
- Van Buren Boulevard/Bellegrave Avenue (a.m. and p.m. peak hours);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Bellegrave Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Van Buren Boulevard/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Van Buren Boulevard/Limonite Avenue (p.m. peak hour);
- Pedley Road-Morton Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Clay Street/Limonite Avenue (p.m. peak hour);
- Van Buren Boulevard/Clay Street (a.m. and p.m. peak hours);
- Camino Real/Jurupa Road (p.m. peak hour);
- Camino Real/Limonite Avenue (p.m. peak hour);
- Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard (p.m. peak hour);
- Valley Way/Jurupa Road (a.m. and p.m. peak hours);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound On-Ramp (a.m. and p.m. peak hours);
- Pacific Avenue/Mission Boulevard (a.m. and p.m. peak hours);
- Pacific Avenue/Limonite Avenue (p.m. peak hour);
- Riverview Drive/Mission Boulevard (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Rubidoux Boulevard/Mission Boulevard (a.m. and p.m. peak hours).

Figures 3.3-1 and 3.3-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service under Future No Project conditions. LOS worksheets are included in Appendix C.

Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine the projected roadway segment performance under Future No Project conditions. As shown in previously referenced Table 3.A, all roadway segments are projected to operate at satisfactory levels of service (D or better), with the exception of the following roadway segments:

- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Clay Street from Limonite Avenue to Van Buren Boulevard;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;



LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

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Feet

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Jurupa Valley General Plan
Traffic Study

Figure 3.3-1
Future No Project A.M. Peak Hour Levels of Service

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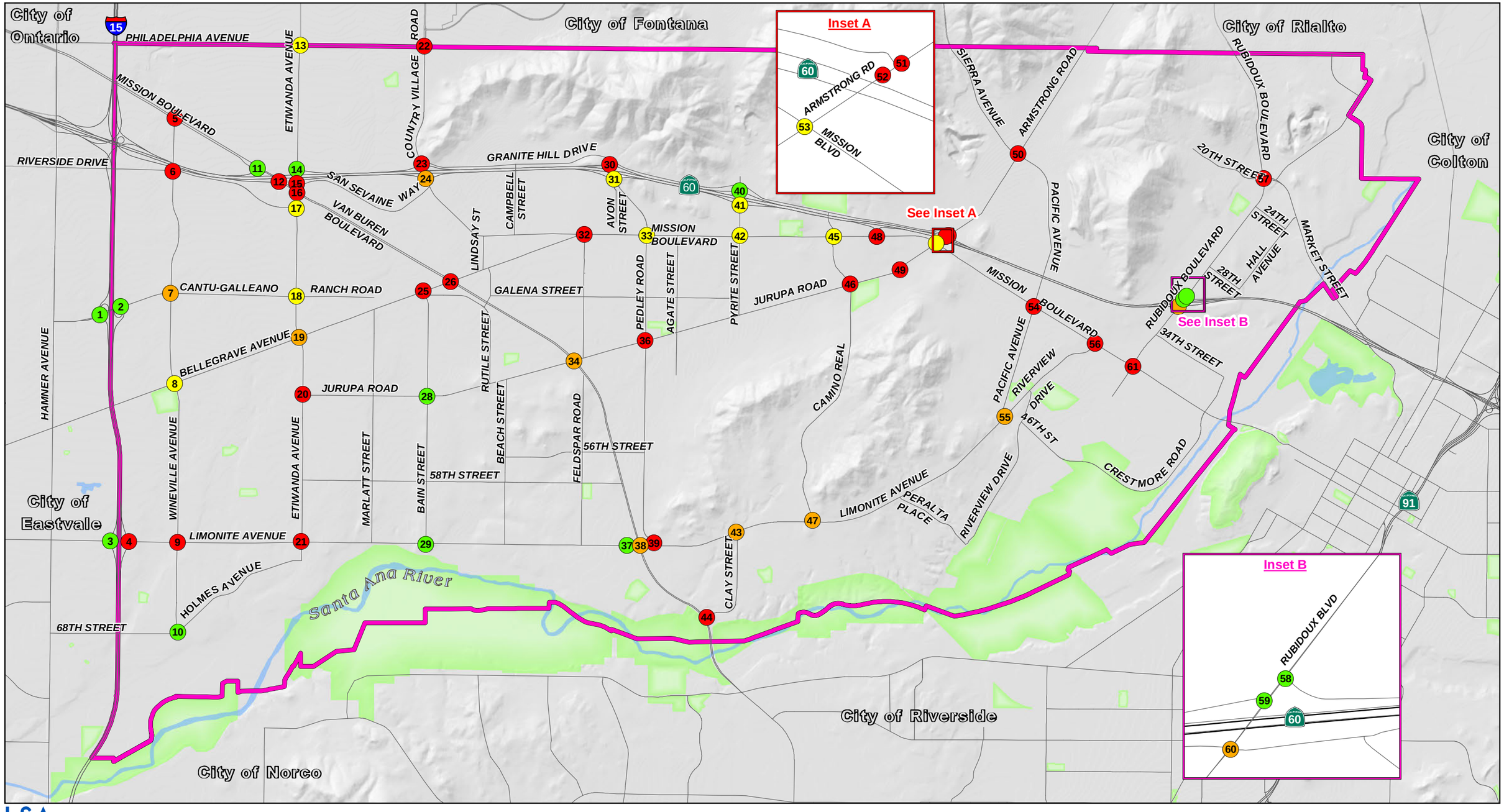

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 3.3-2
Future No Project P.M. Peak Hour Levels of Service

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- Clay Street from Limonite Avenue to Van Buren Boulevard;
- Van Buren Boulevard from Etiwanda Avenue to Bellegrave Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Mission Boulevard from SR-60 Eastbound Ramps to Valley Way;
- Mission Boulevard east of Rubidoux Boulevard;
- Bellegrave Avenue from Etiwanda Avenue to Cantu-Galleano Ranch Road;
- Bellegrave Avenue from Cantu-Galleano Ranch Road to Van Buren Boulevard;
- Valley Way from SR-60 Eastbound On-Ramp to SR-60 Westbound Ramps;
- Valley Way from SR-60 Westbound Ramps to Sierra Avenue;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from I-15 Northbound Ramps to Wineville Avenue; and
- Sierra Avenue west of Armstrong Road.

Figure 3.4 illustrates the locations of the roadway segments and corresponding levels of service under Future No Project conditions.

General Plan Build-out Conditions

Roadway Network

The General Plan Build-out scenario includes modifications to the existing roadway network based on input from the City of Jurupa Valley to reflect the Jurupa Valley Mobility goals. Following are recommended improvements to the City's roadway network:

Etiwanda Avenue: The roadway segment south of Limonite Avenue is proposed to include a two-lane Secondary roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue.

Van Buren Boulevard: The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/ Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector.

Cantu-Galleano Ranch Road: The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road.

Bellegrave Avenue: The roadway segment between Marlatt Street and Dodd Street is proposed to realign with Cantu-Galleano Ranch Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue.

Market Street: The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a three-lane Major Roadway.

Figures 3.5-1 and 3.5-2 illustrate the General Plan Build-out intersection geometrics and stop control with the proposed roadway modifications.

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SAN SEVAINE WAY
VAN BUREN BOULEVARD
CAMPBELL STREET
LINDSAY ST
AVON STREET
MISSION BOULEVARD
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
PACIFIC AVENUE
HALL AVENUE
28TH STREET
CANTU-GALLEANO RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
MISSION BOULEVARD
34TH STREET
HAMNER AVENUE
BELLEGRAVE AVENUE
JURUPA ROAD
RUTILE STREET
BEACH STREET
FELDSPAR ROAD
56TH STREET
CAMINO REAL
PACIFIC AVENUE
RIVERVIEW DRIVE
46TH ST
CRESTMORE ROAD
WINEVILLE AVENUE
ETIWANDA AVENUE
MARLATT STREET
BAIN STREET
58TH STREET
LIMONITE AVENUE
PERALTA PLACE
RIVERVIEW DRIVE
CLAY STREET
HOLMES AVENUE
68TH STREET
91
60
10470
28067
44832
42024
47594
53714
52092
17106
11885
18366
9241
7941
34587
34941
28579
22975
24227
28767
25325
24318
23834
35131
35157
29278
25658
49380
33154
25092
24675
22052
23586
23790
55826
33050
34639
78475
12665
21618
25126
29159
21081
20752
16540
14057
12980
13022
15298
30359
6150
15155
12621
15210
16647
17667
9792
6676
7789
72965
20373
36554
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91917
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3771
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8329
10381
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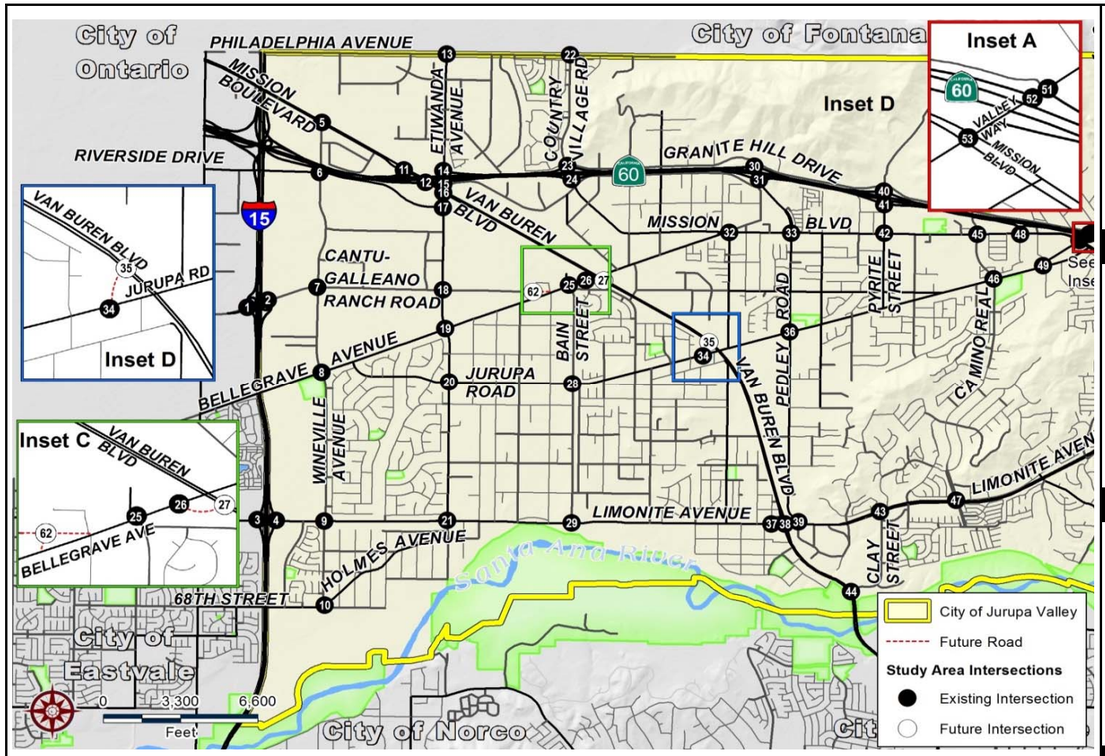
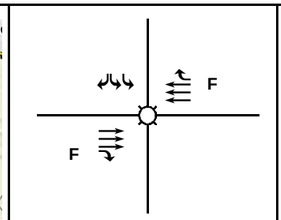
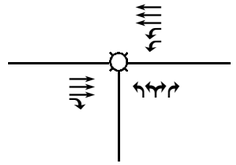
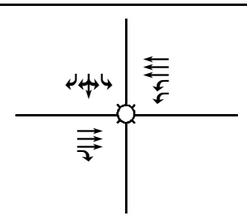




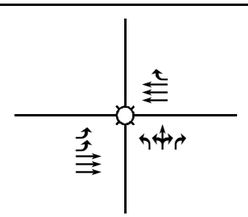
1 I-15 SB Ramps/Cantu-Galleano Ranch Rd



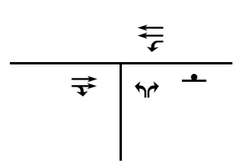
2 I-15 NB Ramps/Cantu-Galleano Ranch Rd



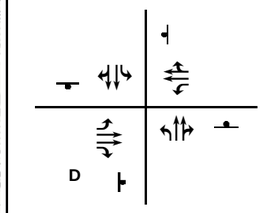
3 I-15 SB Ramps/Limonite Avenue



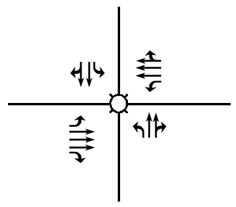
4 I-15 NB Ramps/Limonite Avenue



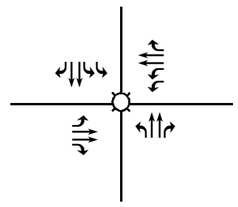
5 Wineville Avenue/E Mission Boulevard



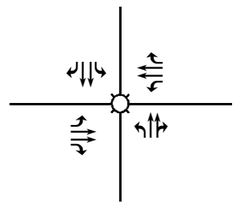
6 Wineville Avenue/Riverside Drive



7 Wineville Avenue/Cantu-Galleano Ranch Rd



8 Wineville Avenue/Bellegrave Avenue



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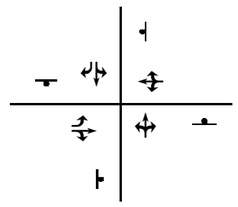
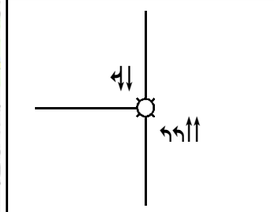
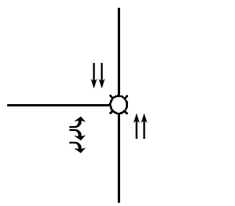


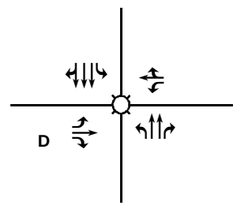
10 Wineville Avenue/68th Street



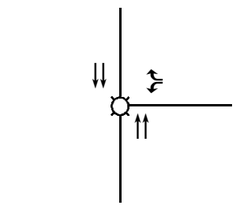
11 E Mission Boulevard/SR-60 Westbound On-Ram



12 E Mission Boulevard/SR-60 Eastbound Off-Ramp



13 Etiwanda Avenue/Philadelphia Avenue



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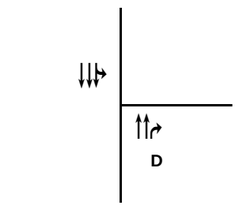
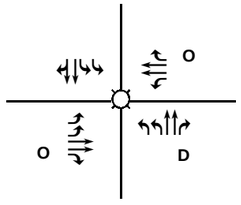
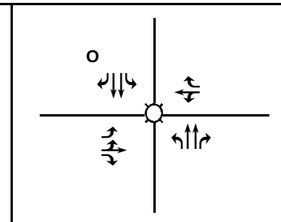


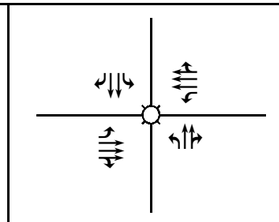
15 Etiwanda Avenue/SR-60 Eastbound On-Ramp



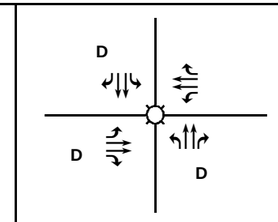
16 Etiwanda Avenue/Van Buren Boulevard



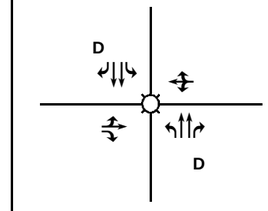
17 Etiwanda Avenue/Riverside Drive



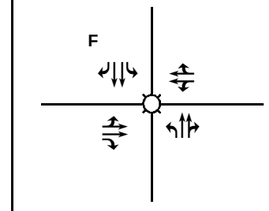
18 Etiwanda Avenue/Cantu-Galleano Ranch Rd



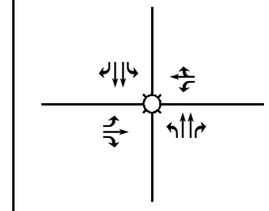
19 Etiwanda Avenue/Bellegrave Avenue



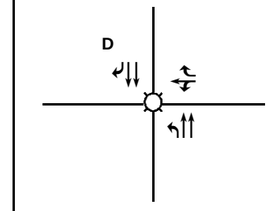
20 Etiwanda Avenue/Jurupa Road



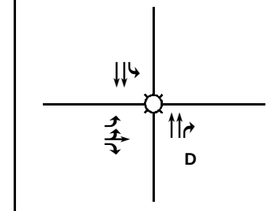
21 Etiwanda Avenue/Limonite Avenue



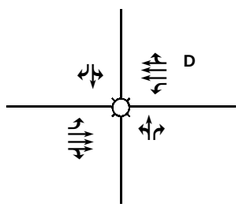
22 Country Village Road/Philadelphia Avenue



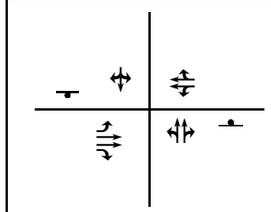
23 Country Village Road/SR-60 Westbound Ramps



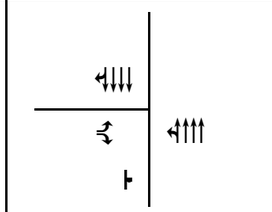
24 Mission Boulevard/SR-60 Eastbound Ramps



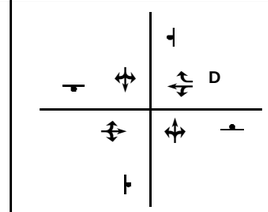
25 Bain Street/Bellegrave Avenue



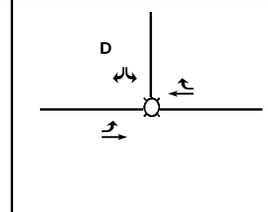
26 Van Buren Boulevard /Bellegrave Avenue



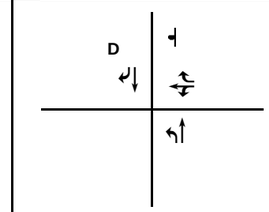
27 Future Bellegrave Ave Intersection @ Van Buren Boulevard



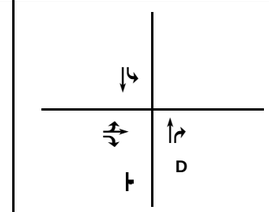
28 Bain Street/Jurupa Road



29 Bain Street/Limonite Avenue



30 Pedley Road/SR-60 Westbound Ramps



31 Pedley Road/SR-60 Eastbound Ramps

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study

Figure 3.5-1
General Plan Build-Out Intersection Geometrics & Stop Control

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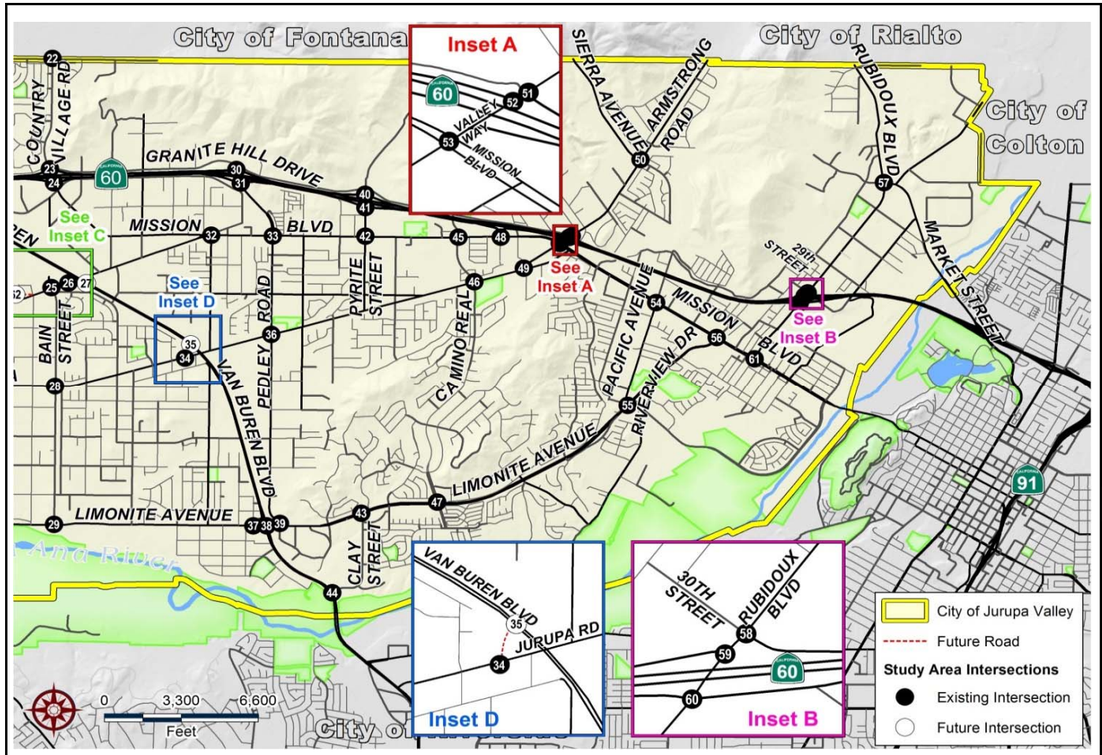

32 Bellegrave Avenue/Mission Boulevard

33 Pedley Road/Mission Boulevard

34 Van Buren Boulevard /Jurupa Road

35 Future Jurupa Rd Intersection @ Van Buren Boulevard

36 Pedley Road/Jurupa Road

37 Collins Street/Limonite Avenue

38 Van Buren Boulevard /Limonite Avenue

39 Pedley Road-Morton Avenue/Limonite Avenue

40 Pyrite Street/SR-60 Westbound Ramps

41 Pyrite Street/SR-60 Eastbound Ramps

42 Pyrite Street/Mission Boulevard

43 Clay Street/Limonite Avenue

44 Van Buren Boulevard /Clay Street

45 Camino Real /Mission Boulevard

46 Camino Real /Jurupa Road

47 Camino Real /Limonite Avenue

48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard

49 Valley Way/Jurupa Road

50 Armstrong Road/Sierra Avenue

51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive

52 Valley Way/SR-60 Westbound On Ramp

53 Valley Way/Mission Boulevard

54 Pacific Avenue/Mission Boulevard

55 Pacific Avenue/Limonite Avenue

56 Riverview Drive/Mission Boulevard

57 Rubidoux Boulevard/Market Street

58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street

59 Rubidoux Boulevard/SR-60 Westbound On-Ramp

60 Rubidoux Boulevard/SR-60 Eastbound Ramps

61 Rubidoux Boulevard/Mission Boulevard

62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

LSA

Legend

Signal

Stop Sign

D De-Facto Right-Turn Lane

F Free Right-Turn Lane

O Right-Turn Overlap

Jurupa Valley General Plan
Traffic Study

Figure 3.5-2
General Plan Build-Out Intersection Geometrics & Stop Control

R:\CJV1502_Jurupa GP\Traffic\z45_Geo_Build_Out_2 11/2/2016

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Intersection Traffic Volumes

The development of future intersection traffic volumes for General Plan Build-out conditions is similar to the Future No Project conditions with the exception of the roadway network modifications that were described previously for General Plan Build-out. These modifications are not considered significant enough to divert or reroute traffic in large volume. Therefore, the same volume development methodology used for Future No Project conditions was used for General Plan Build-out.

Detailed volume development worksheets are contained in Appendix B. The General Plan Build-out a.m. and p.m. peak hour intersection traffic volumes are illustrated in Figures 3.6-1 and 3.6-2.

Roadway Segment Traffic Volumes

The roadway segment volumes were developed using the same methodology described under "Intersection Traffic Volumes." Table 3.C illustrates the General Plan Build-out daily traffic volumes at study area roadway segments.

Intersection Levels of Service

A level of service analysis for General Plan Build-out was conducted at study area intersections to determine the projected intersection performance. Table 3.D illustrates the results of this analysis, and shows that all intersections are projected to operate at satisfactory levels of service D or better, with the exception of the following intersections:

- I-15 Southbound Ramps/Limonite Avenue (p.m. peak hour);
- I-15 Northbound Ramps/Limonite Avenue (p.m. peak hour);
- Wineville Road/Mission Boulevard (a.m. and p.m. peak hours);
- Wineville Road/Riverside Drive (p.m. peak hour);
- Wineville Avenue/Road/Cantu-Galleano Ranch Road (p.m. peak hour)
- Mission Boulevard/SR-60 Eastbound Off-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Philadelphia Avenue (a.m. and p.m. peak hours);
- Etiwanda Avenue/SR-60 Eastbound On-Ramp (a.m. and p.m. peak hours);
- Etiwanda Avenue/Van Buren Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Bellegrave Avenue (a.m. peak hour);
- Etiwanda Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Country Village Road/Philadelphia Avenue (p.m. peak hour);
- Country Village Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Van Buren-Bellegrave Connector/Bellegrave Avenue (a.m. and p.m. peak hours);
- Van Buren Boulevard/Van Buren-Bellegrave Connector (a.m. and p.m. peak hours);
- Pedley Road/SR-60 Westbound Ramps (a.m. and p.m. peak hours);
- Jurupa Road/Van Buren-Jurupa Connector (a.m. and p.m. peak hours);
- Van Buren Boulevard/Van Buren-Jurupa Connector (a.m. and p.m. peak hours);
- Pedley Road/Jurupa Road (a.m. and p.m. peak hours);
- Pedley Road-Morton Avenue/Limonite Avenue (a.m. and p.m. peak hours);
- Pyrite Street/SR-60 Westbound Ramps (p.m. peak hour);
- Pyrite Street/SR-60 Eastbound Ramps (p.m. peak hour);
- Clay Street/Limonite Avenue (a.m. and p.m. peak hours);

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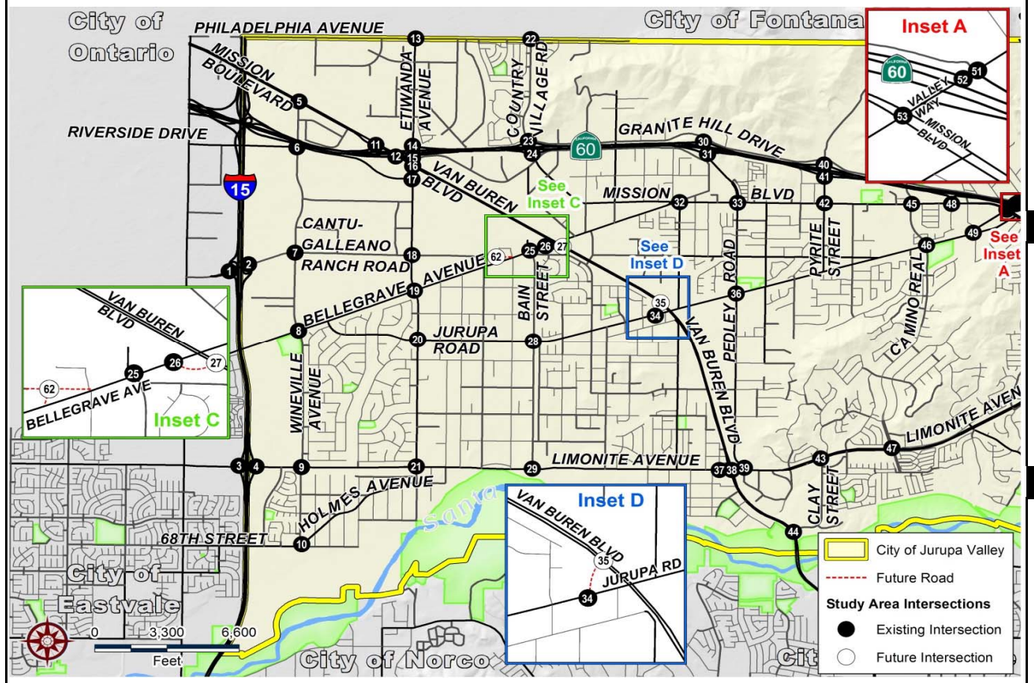
City of Ontario
City of Fontana
City of Eastvale
City of Norco
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE RD
GRANITE HILL DRIVE
VAN BUREN BLVD
MISSION BLVD
CANTU-GALLEANO RANCH ROAD
BELLEGRAVE AVENUE
JURUPA ROAD
BAIN STREET
PEDLEY ROAD
PYRITE STREET
CA MINO REAL
WINEVILLE AVENUE
LIMONITE AVENUE
HOLMES AVENUE
68TH STREET
CLAY STREET
VALLEY WAY
See Inset A
See Inset C
See Inset D
Inset A
Inset C
Inset D
City of Jurupa Valley
Future Road
Study Area Intersections
Existing Intersection
Future Intersection
0
3,300
6,600
Feet

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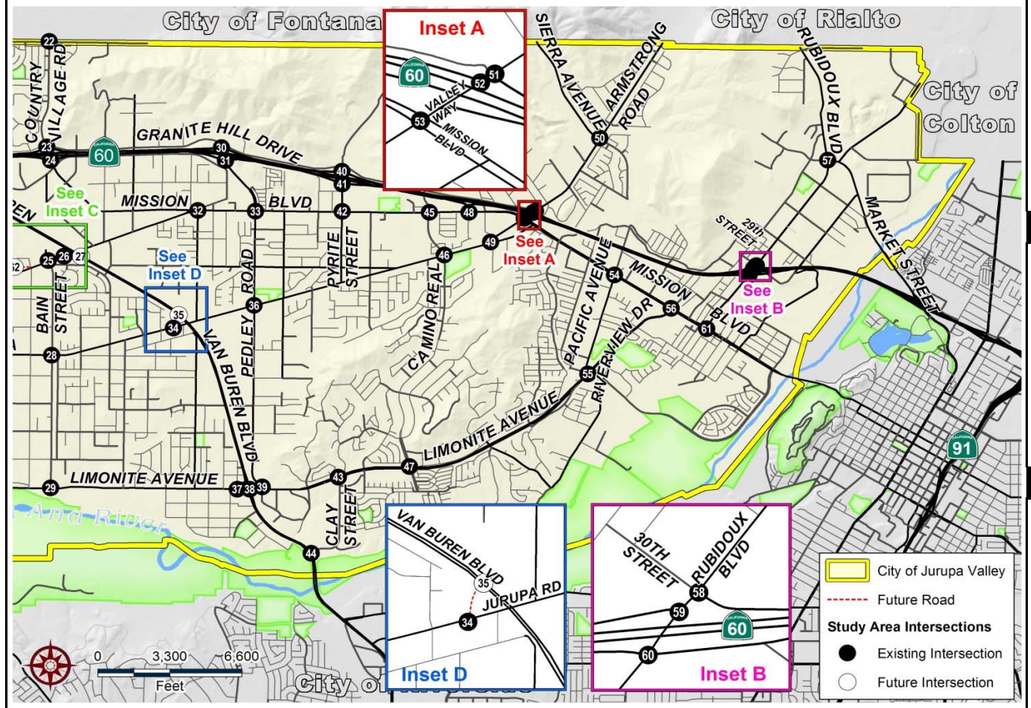

32 Bellegrave Avenue/Mission Boulevard

10 / 15	57 / 87	43 / 42
3 / 10		18 / 30
236 / 366		55 / 103
32 / 48		221 / 359
		39 / 60
		253 / 371
		346 / 475

33 Pedley Road/Mission Boulevard

129 / 186	337 / 441	93 / 173
126 / 149		28 / 62
256 / 458		480 / 359
39 / 58		85 / 69
		159 / 100
		302 / 339
		67 / 51

34 Van Buren Boulevard /Jurupa Road

129 / 177	298 / 323
218 / 182	
242 / 224	
	263 / 278
	190 / 170

35 Future Jurupa Rd Intersection @ Van Buren Boulevard

67 / 73	2060 / 2847	
151 / 114		386 / 375
389 / 433		2407 / 2164

36 Pedley Road/Jurupa Road

80 / 75	270 / 367	73 / 15
94 / 61		58 / 56
320 / 310		316 / 263
43 / 56		65 / 103
		60 / 24
		293 / 258
		98 / 99

37 Collins Street/Limonite Avenue

43 / 73	29 / 34	178 / 262
24 / 34		22 / 95
1067 / 1304		1 / 13
29 / 59		37 / 108
		109 / 120
		916 / 1287
		53 / 111

38 Van Buren Boulevard /Limonite Avenue

245 / 111	
1037 / 1548	
	408 / 252
	683 / 848
395 / 660	
8 / 3	
306 / 445	

39 Pedley Road-Morton Avenue/Limonite Avenue

221 / 122	40 / 5	156 / 96
238 / 343		51 / 86
1051 / 1628		21 / 36
54 / 21		18 / 20
		62 / 68
		819 / 891
		24 / 10

40 Pyrite Street/SR-60 Westbound Ramps

312 / 207	176 / 339	
		259 / 162
		214 / 387
		161 / 166
		1 / 5
		117 / 157

41 Pyrite Street/SR-60 Eastbound Ramps

182 / 272	111 / 224	
136 / 281		336 / 268
14 / 2		158 / 89
116 / 353		

42 Pyrite Street/Mission Boulevard

101 / 50	129 / 245	92 / 221
68 / 41		87 / 37
318 / 449		168 / 81
68 / 67		88 / 56
		206 / 160
		259 / 339
		66 / 74

43 Clay Street/Limonite Avenue

40 / 39	70 / 43	22 / 12
26 / 38		178 / 166
462 / 807		32 / 67
208 / 205		362 / 695
		18 / 19
		524 / 658
		692 / 571

44 Van Buren Boulevard /Clay Street

35 / 31	3152 / 3492	52 / 64
7 / 22		66 / 38
3 / 16		2960 / 3448
9 / 33		569 / 1038
		36 / 51
		15 / 17
		926 / 791

45 Camino Real /Mission Boulevard

64 / 104	143 / 235	75 / 90
98 / 138		135 / 109
302 / 390		170 / 168
82 / 218		168 / 59
		75 / 97
		268 / 451
		63 / 171

46 Camino Real /Jurupa Road

62 / 65	198 / 399	54 / 51
80 / 39		36 / 51
472 / 469		288 / 170
63 / 74		321 / 278
		93 / 37
		390 / 376
		189 / 290

47 Camino Real /Limonite Avenue

252 / 173	78 / 102	112 / 112
112 / 205		153 / 90
510 / 1098		79 / 97
93 / 159		147 / 175
		96 / 113
		859 / 826
		112 / 149

48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard

52 / 124	7 / 6	530 / 1242
126 / 63		15 / 11
486 / 376		3 / 2
12 / 7		4 / 4
		229 / 245
		356 / 593
		6 / 7

49 Valley Way/Jurupa Road

467 / 482	9 / 27
480 / 403	
384 / 327	
	23 / 17
	253 / 187

50 Armstrong Road/Sierra Avenue

33 / 40	603 / 678	26 / 104
13 / 47		947 / 1073
73 / 108		497 / 828
940 / 921		200 / 213
		36 / 115
		29 / 87
		129 / 211

51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive

62 / 148	1737 / 1613	
131 / 265		284 / 164
143 / 248		1441 / 1539
		629 / 713
		119 / 85
		196 / 388

52 Valley Way/SR-60 Westbound On Ramp

473 / 345	1572 / 1916	
		400 / 259
		1155 / 1401

53 Valley Way/Mission Boulevard

461 / 524	471 / 495	635 / 885
605 / 823		11 / 11
391 / 776		496 / 375
27 / 44		42 / 55
		1222 / 820
		141 / 315
		50 / 72

54 Pacific Avenue/Mission Boulevard

105 / 92	108 / 142	90 / 128
77 / 143		77 / 109
880 / 783		88 / 169
58 / 553		305 / 143
		122 / 83
		524 / 693
		226 / 358

55 Pacific Avenue/Limonite Avenue

115 / 120	87 / 63	
145 / 133		
762 / 695		
		102 / 61
		378 / 833

56 Riverview Drive/Mission Boulevard

46 / 42	63 / 46	17 / 30
64 / 126		378 / 242
997 / 947		98 / 70
265 / 338		385 / 356
		33 / 41
		629 / 702
		431 / 481

57 Rubidoux Boulevard/Market Street

36 / 30	667 / 721	369 / 289
54 / 51		10 / 20
147 / 111		266 / 668
33 / 29		387 / 513
		308 / 30
		85 / 745
		370 / 439

58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street

28 / 48	876 / 1120	
18 / 70		71 / 115
172 / 176		864 / 977
		192 / 149
		89 / 146
		344 / 467

59 Rubidoux Boulevard/SR-60 Westbound On-Ramp

467 / 563	872 / 1118	
		317 / 194
		863 / 1072

60 Rubidoux Boulevard/SR-60 Eastbound Ramps

630 / 957	242 / 161	
508 / 669		660 / 593
25 / 40		613 / 338
217 / 337		
		11 / 4
		7 / 14

61 Rubidoux Boulevard/Mission Boulevard

282 / 469	89 / 155	307 / 263
504 / 340		22 / 36
720 / 630		170 / 128
5 / 13		14 / 31
		217 / 163
		482 / 673
		110 / 259

62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

517 / 1018	
22 / 60	
	740 / 683
	477 / 909
79 / 75	
721 / 625	

LSA

XXX / YYY AM / PM Peak Hour Volume (In PCEs)

Jurupa Valley General Plan
Traffic Study

Figure 3.6-2

General Plan Build-Out Peak Hour Traffic Volumes

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Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
Segments on Wineville Avenue/Road					
1	East Mission Boulevard to Riverside Drive	4-Lane Major	7,554	0.22	C
2	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Secondary	8,745	0.34	C
3	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Secondary	7,852	0.30	C
4	Bellegrave Avenue to Limonite Avenue	4-Lane Major	9,989	0.29	C
5	Limonite Avenue to 68th Street	3-Lane Major	3,781	0.15	C
Segments on Etiwanda Avenue					
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	52,991	0.98	E
7	SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4-Lane Arterial	52,562	1.46	F
8	SR-60 EB On-Ramp to Van Buren Boulevard	4-Lane Arterial	46,764	1.30	F
9	Van Buren Boulevard to Riverside Drive	4-Lane Major	34,857	1.02	F
10	Riverside Drive to Cantu-Galleano Ranch Road	4-Lane Major	21,637	0.63	C
11	Cantu-Galleano Ranch Road to Bellegrave Avenue	4-Lane Major	13,676	0.40	C
12	Bellegrave Avenue to Jurupa Road	4-Lane Arterial	12,806	0.36	C
13	Jurupa Road to Limonite Avenue	4-Lane Arterial	14,017	0.39	C
14	Limonite Avenue to Holmes Avenue	2-Lane Secondary	29,966	2.31	F
15	South of Holmes Avenue	2-Lane Secondary	29,339	2.27	F
Segments on Bain Street					
15	Bellegrave Avenue to Jurupa Road	2-Lane Collector	5,363	0.41	C
16	Jurupa Road to Limonite Avenue	2-Lane Collector	4,425	0.34	C
Segments on Country Village Road					
17	Philadelphia Avenue to SR-60 WB Ramps	4-Lane Major	50,687	1.49	F
18	SR-60 WB Ramps to SR-60 EB Ramps	4-Lane Major	49,803	1.46	F
Segments on Pedley Road					
19	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	12,440	0.73	C
20	SR-60 EB Ramps to Mission Boulevard	4-Lane Major	20,013	0.59	C
21	Mission Boulevard to Jurupa Road	3-Lane Major	12,952	0.51	C
22	Jurupa Road to Limonite Avenue	2-Lane Major	14,152	0.83	D

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
Segments on Pyrite Street					
23	SR-60 WB Ramps to SR-60 EB Ramps	2-Lane Major	10,486	0.61	C
24	SR-60 EB Ramps to Mission Boulevard	2-Lane Collector	10,469	0.81	D
Segments on Clay Street					
25	Limonite Avenue to Van Buren Boulevard	4-Lane Major	24,701	0.72	C
Segments on Camino Real					
26	Mission Boulevard to Jurupa Road	4-Lane Arterial	14,994	0.42	C
27	Jurupa Road to Limonite Avenue	4-Lane Major	13,871	0.41	C
Segments on Philadelphia Avenue					
28	Etiwanda Avenue to Country Village Road	2-Lane Major	14,393	0.84	D
Segments on Van Buren Boulevard-East Mission Boulevard					
29	Wineville Avenue to SR-60 WB On-Ramp	4-Lane Arterial	26,952	0.75	C
30	SR-60 WB On-Ramp to SR-60 EB Off-Ramp	4-Lane Arterial	44,856	1.25	F
31	SR-60 EB Off Ramp to Etiwanda Avenue	4-Lane Arterial	42,739	1.19	F
32	Etiwanda Avenue to Bellegrave Avenue	8-Lane Expressway	65,960	0.81	D
33	Bellegrave Avenue to Jurupa Road	8-Lane Expressway	86,873	1.06	F
34	Jurupa Road to Limonite Avenue	8-Lane Expressway	80,774	0.99	E
35	Limonite Avenue to Clay Street	8-Lane Expressway	87,216	1.07	F
Segments on Riverside Drive					
36	Wineville Avenue to Etiwanda Avenue	3-Lane Major	14,772	0.58	C
Segments on Cantu-Galleano Ranch Road					
37	I-15 SB Ramps to I-15 NB Ramps	6-Lane Urban Arterial	33,635	0.62	C
38	I-15 NB Ramps to Wineville Avenue	6-Lane Urban Arterial	29,177	0.54	C
39	Wineville Avenue to Etiwanda Avenue	6-Lane Urban Arterial	21,995	0.41	C
40	Etiwanda Avenue to Bellegrave Avenue	6-Lane Urban Arterial	16,344	0.30	C
Segments on Mission Boulevard					
41	SR-60 EB Ramps to Bellegrave Avenue	4-Lane Secondary	13,864	0.54	C
42	Bellegrave Avenue to Pedley Road	4-Lane Major	16,421	0.48	C
43	Pedley Road to Pyrite Street	4-Lane Secondary	13,730	0.53	C

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
44	Pyrite Street to Camino Real	4-Lane Major	16,604	0.49	C
45	Camino Real to SR-60 EB Ramps	4-Lane Major	15,310	0.45	C
46	SR-60 EB Ramps to Valley Way	4-Lane Secondary	26,767	1.03	F
47	Valley Way to Riverview Drive	4-Lane Arterial	30,436	0.85	D
48	Riverview Drive to Rubidoux Boulevard	4-Lane Arterial	26,363	0.73	C
49	East of Rubidoux Boulevard	4-Lane Arterial	26,625	0.74	C
Segments on Bellegrave Avenue					
50	West of Wineville Avenue	4-Lane Major	27,589	0.81	D
51	Wineville Avenue to Etiwanda Avenue	4-Lane Major	30,666	0.90	D
52	Etiwanda Avenue to Cantu-Galleano Ranch Road	4-Lane Major	17,893	0.52	C
53	Cantu-Galleano Ranch Road to Van Buren Boulevard	6-Lane Urban Arterial	31,912	0.59	C
54	Van Buren Boulevard to Mission Boulevard	6-Lane Urban Arterial	30,994	0.58	C
Segments on Jurupa Road					
55	Bellegrave Avenue to Etiwanda Avenue	2-Lane Secondary	4,696	0.36	C
56	Etiwanda Avenue to Bain Street	2-Lane Collector	6,844	0.53	C
57	Bain Street to Van Buren Boulevard	2-Lane Collector	12,504	0.39	E
58	Van Buren Boulevard to Pedley Road	2-Lane Collector	14,536	1.12	F
59	Pedley Road to Camino Real	2-Lane Collector	11,871	0.91	E
60	Camino Real to Valley Way	2-Lane Collector	17,051	1.31	F
Segments on Valley Way-Armstrong Road					
61	Jurupa Road to Mission Boulevard	2-Lane Collector	13,165	1.01	F
62	Mission Boulevard to SR-60 EB On-Ramp	4-Lane Arterial	49,987	1.39	F
63	SR-60 EB On-Ramp to SR-60 WB Ramps	4-Lane Arterial	45,751	1.27	F
64	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	42,653	1.25	F
65	North of Sierra Avenue	2-Lane Major	20,311	1.19	F
Segments on Limonite Avenue					
66	I-15 SB Ramps to I-15 NB Ramps	4-Lane Major	61,665	1.81	F
67	I-15 NB Ramps to Wineville Avenue	4-Lane Arterial	47,147	1.31	F
68	Wineville Avenue to Etiwanda Avenue	4-Lane Major	38,039	1.12	F

Table 3.C: General Plan Build-out Roadway Segment Levels of Service

	Roadway Segment	Functional Classification	Build-out Conditions		
			Daily Volume	V/C	LOS
69	Etiwanda Avenue to Bain Street	2-Lane Major	25,533	1.50	F
70	Bain Street to Collins Street	4-Lane Major	28,737	0.84	D
71	Collins Street to Van Buren Boulevard	4-Lane Major	33,732	0.99	E
72	Van Buren Boulevard to Pedley Road	4-Lane Major	26,947	0.79	C
73	Pedley Road to Clay Street	4-Lane Arterial	24,935	0.69	C
74	Clay Street to Riverview Drive	5-Lane Urban Arterial	33,075	0.97	C
75	Riverview Drive to Mission Boulevard	4-Lane Major	21,570	0.63	C
Segments on Rubidoux Boulevard					
76	Mission Boulevard to SR-60 EB Ramps	4-Lane Major	23,386	0.69	C
77	SR-60 EB Ramps to SR-60 WB Ramps	4-Lane Major	26,946	0.79	C
78	SR-60 WB Ramps to Market Street	4-Lane Major	29,685	0.87	D
79	North of Market Street	4-Lane Major	23,123	0.68	C
Segments on Holmes Avenue					
80	Wineville Avenue to Etiwanda Avenue	2-Lane Collector	4,520	0.35	C
Segments on Sierra Avenue					
81	West of Armstrong Road	4-Lane Secondary	29,489	1.14	F
Segments on Market Street					
82	East of Rubidoux Boulevard	2-Lane Major	25,930	1.52	F
Segments on Agua Mansa Road					
83	North of Market Street	3-Lane Secondary	23,420	1.21	F

LOS = Level of Service, V/C = Volume to Capacity
Capacity based on County of Riverside Link Volume Capacities, March 2001.
Shaded Rows Exceed LOS Standard

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	48.9	D
4	I-15 NB Ramps/Limonite Avenue	Signal	51.5	D	>100	F
5	Wineville Road/E Mission Boulevard	TWSC	>100	F	>100	F
6	Wineville Road/Riverside Drive	AWSC	33.4	D	>100	F
7	Wineville Avenue/Road/Cantu-Galleano Ranch Road	Signal	43.2	D	55.4	E
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	67.4	E	>100	F
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	TWSC	>100	F	>100	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	>100	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	61.7	E	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	>100	F	>100	F
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	90.3	F
23	Country Village Road/SR-60 Westbound Ramps	Signal	>100	F	>100	F
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	26.1	C	43.5	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	TWSC	>100	F	>100	F

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	TWSC	>100	F	>100	F
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	TWSC	>100	F	>100	F
31	Pedley Road/SR-60 Eastbound Ramps	TWSC	37.5	E	38.6	E
32	Bellegrave Avenue/Mission Boulevard	Signal	28.6	C	50.6	D
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
35	Van Buren Boulevard/Van Buren-Jurupa Connector	TWSC	>100	F	>100	F
36	Pedley Road/Jurupa Road	AWSC	>100	F	>100	F
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard/Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	55.3	E	99.7	F
40	Pyrite Street/SR-60 Westbound Ramps	TWSC	31.3	D	56.0	F
41	Pyrite Street/SR-60 Eastbound Ramps	TWSC	26.8	D	>100	F
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	58.8	E	61.3	E
44	Van Buren Boulevard/Clay Street	Signal	47.6	D	64.9	E
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	56.8	E	72.0	E
47	Camino Real/Limonite Avenue	Signal	58.0	E	60.5	E
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	40.8	D	>100	F
49	Valley Way/Jurupa Road	AWSC	>100	F	82.0	F
50	Armstrong Road/Sierra Avenue	Signal	>100	F	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	>100	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F

Table 3.D: General Plan Build-out Intersection Levels of Service

	Intersection	Control	Build-Out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	97.3	F	68.0	E
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	97.2	F	89.7	F
57	Rubidoux Boulevard/Market Street	Signal	82.0	F	>100	F
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	86.2	F	>100	F
61	Rubidoux Boulevard/Mission Boulevard	Signal	67.4	E	76.0	E
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	TWSC	>100	F	>100	F

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard

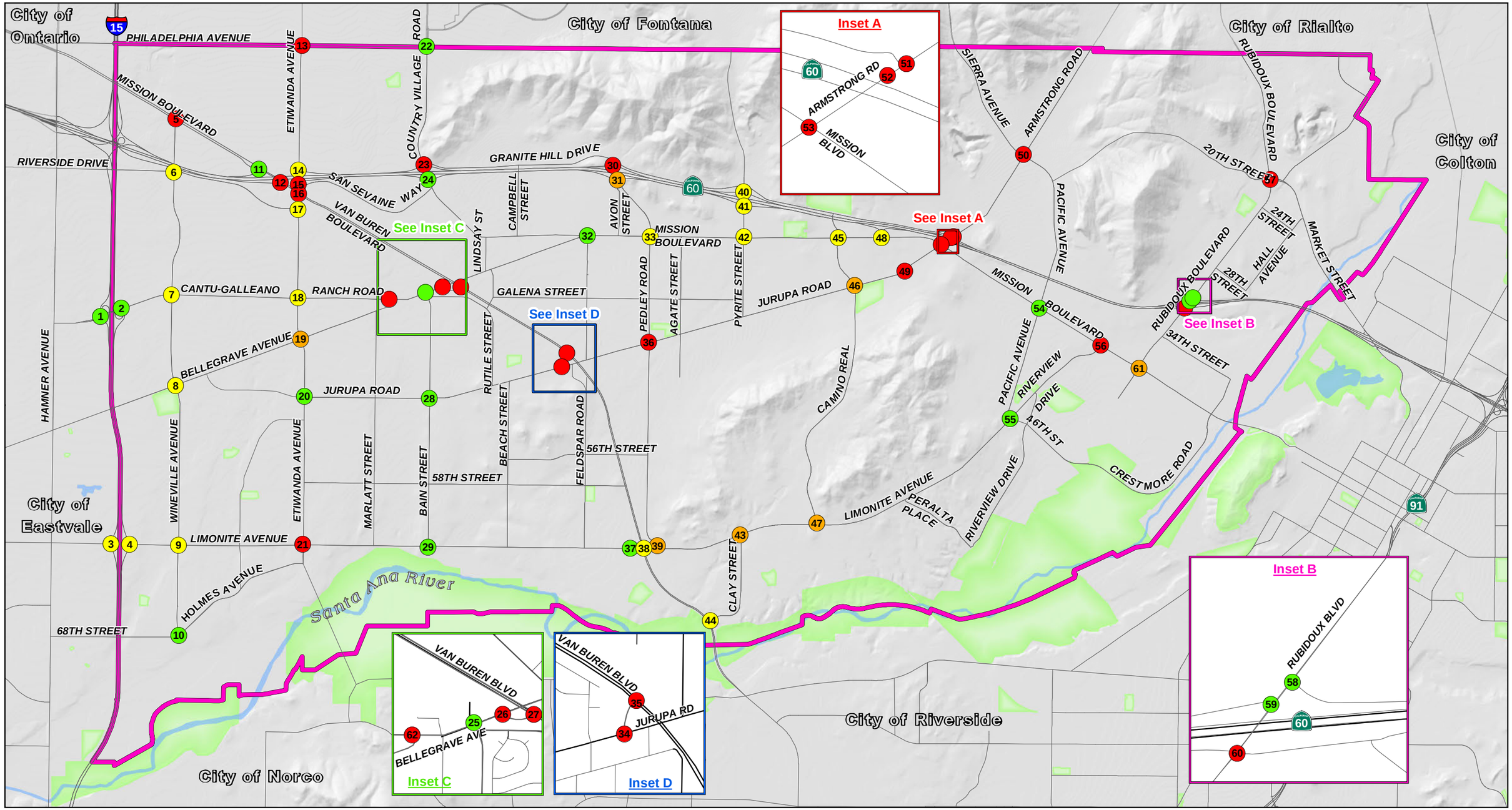
- Van Buren Boulevard/Clay Street (p.m. peak hour);
- Camino Real/Jurupa Road (a.m. and p.m. peak hours);
- Camino Real/Limonite Avenue (a.m. and p.m. peak hours);
- Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard (p.m. peak hour);
- Valley Way/Jurupa Road (a.m. and p.m. peak hours);
- Armstrong Road/Sierra Avenue (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive (a.m. and p.m. peak hours);
- Valley Way/SR-60 Westbound On-Ramp (a.m. and p.m. peak hours);
- Valley Way/Mission Boulevard (a.m. and p.m. peak hours);
- Riverview Drive/Mission Boulevard (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Rubidoux Boulevard/Mission Boulevard (a.m. and p.m. peak hours); and
- Bellegrave Avenue/Cantu-Galleano Ranch Road (a.m. and p.m. peak hours).

Figures 3.7-1 and 3.7-2 illustrate the locations of the study area intersections and corresponding a.m. and p.m. levels of service under General Plan Build-out conditions. LOS worksheets are in Appendix C.

Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments to determine the projected roadway segment performance under General Plan Build-out conditions. As shown in previously referenced Table 3.C, all roadway segments are projected to operate at satisfactory levels of service (D or better), with the exception of the following roadway segments:

- Etiwanda Avenue from Philadelphia Avenue to SR-60 Westbound Off-Ramp;
- Etiwanda Avenue from SR-60 Westbound Off-Ramp to SR-60 Eastbound On-Ramp;
- Etiwanda Avenue from SR-60 Eastbound On-Ramp to Van Buren Boulevard;
- Etiwanda Avenue from Van Buren Boulevard to Riverside Drive;
- Etiwanda Avenue from Limonite Avenue to Holmes Avenue;
- Etiwanda Avenue south of Holmes Avenue;
- Country Village Road from Philadelphia Avenue to SR-60 Westbound Ramps;
- Country Village Road from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Van Buren Boulevard from SR-60 Westbound On-Ramp to SR-60 Eastbound Off-Ramp;
- Van Buren Boulevard from Eastbound Off-Ramp to Etiwanda Avenue;
- Van Buren Boulevard from Bellegrave Avenue to Jurupa Road;
- Van Buren Boulevard from Jurupa Road to Limonite Avenue;
- Van Buren Boulevard from Limonite Avenue to Clay Street;
- Mission Boulevard from SR-60 Eastbound Ramps to Valley Way;
- Jurupa Road from Bain Street to Van Buren Boulevard;
- Jurupa Road from Van Buren Boulevard to Pedley Road;
- Jurupa Road from Pedley Road to Camino Real;



LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A; B; C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 3.7-1
General Plan Build-Out A.M. Peak Hour Intersection Levels of Service

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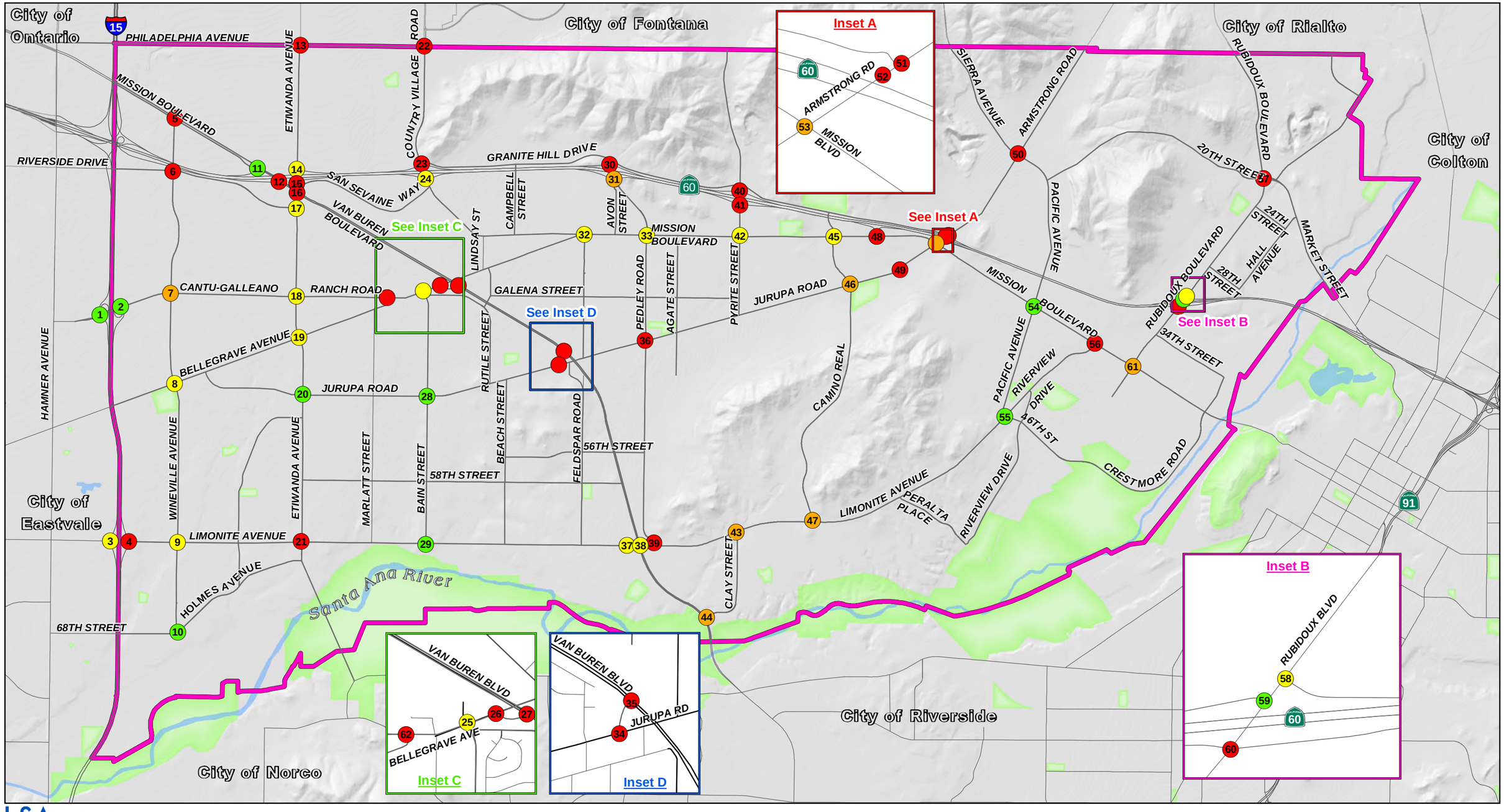

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A; B; C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 3.7-2
General Plan Build-Out P.M. Peak Hour Intersection Levels of Service

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- Jurupa Road from Camino Real to Valley Way;
- Valley Way from Jurupa Road to Mission Boulevard;
- Valley Way from Mission Boulevard to SR-60 Eastbound On-Ramp;
- Valley Way from SR-60 Eastbound On-Ramp to SR-60 Westbound Ramps;
- Valley Way from SR-60 Westbound Ramps to Sierra Avenue;
- Valley Way north of Sierra Avenue;
- Limonite Avenue from I-15 Southbound Ramps to I-15 Northbound Ramps;
- Limonite Avenue from I-15 Northbound Ramps to Wineville Avenue;
- Limonite Avenue from Wineville Avenue to Etiwanda Avenue;
- Limonite Avenue from Etiwanda Avenue to Bain Street;
- Limonite Avenue from Collins Street to Van Buren Boulevard;
- Sierra Avenue west of Armstrong Road;
- Market Street east of Rubidoux Boulevard; and
- Agua Mansa Road north of Market Street.

Figure 3.8 illustrates the locations of the roadway segments and corresponding levels of service under General Plan Build-out conditions.

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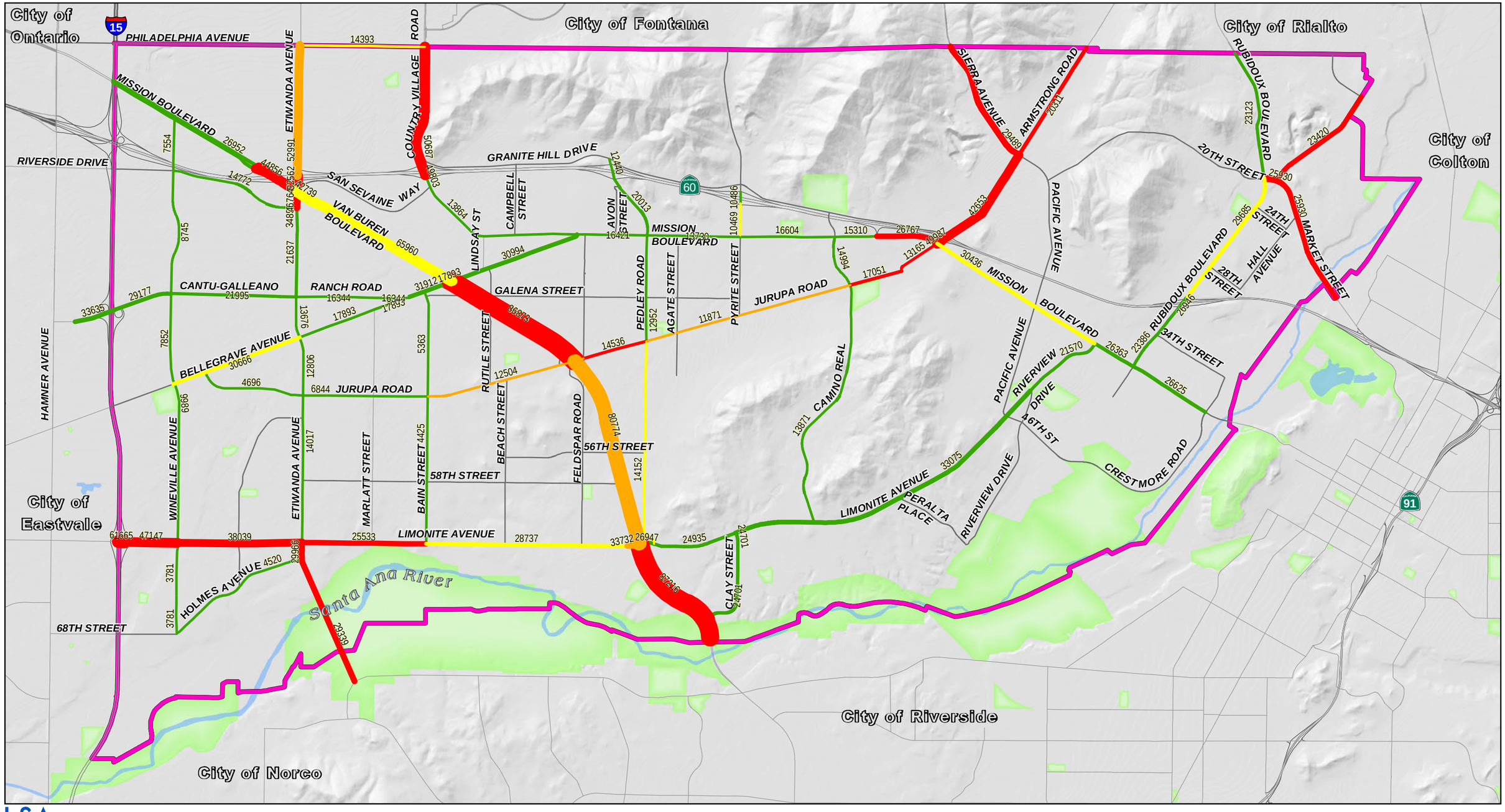

Jurupa Valley General Plan
Traffic Study

Figure 3.8
General Plan Build-Out Roadway Segment Levels of Service

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CHAPTER 4 – FUTURE CIRCULATION NETWORK STRATEGIES

One of the City of Jurupa Valley's primary mobility goals is "*To create a multi-modal mobility network which is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which protects Jurupa Valley's semi-rural character and lifestyle, and reduces dependence on the use of single-occupant automobiles."* To achieve this goal, it is important to design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, minimize cut-through traffic, maintain the rural character of the City, and address future growth and development. Therefore, this section describes the proposed circulation network improvements and explores strategies that could help reduce the anticipated congestion while attempting to minimize cut-through traffic on main corridors throughout the City. It is recognized that these two objectives may mutually exclusive.

CHAPTER CONTENTS

- Cut-Through Traffic Analysis
- Potential Transportation System Improvements to Reduce Congestion
- Intersection Improoements
- Roadway Segment Improvements
- Traffic Calming Measures
- Speed Reduction Measures
- Volume Control Measures
- Intelligent Transportation Systems (ITS)
- Adaptive Traffic Control Systems (ATCS)
- Transportation Demand Management
- Transit Pass Programs
- Safe Routes to School
- Complete Streets
- Transit Strategies
- Equestrian/Multi-Purpose Trails
- Truck Traffic

Cut-Through Traffic Analysis

A significant portion of Jurupa Valley's motor vehicle traffic is "cut-through" traffic; that is, trips where the origin and destination are both outside of the City limits. The City of Jurupa Valley would like to minimize cut-through traffic on main corridors such as Van Buren Boulevard and Cantu-Galleano Ranch Road as much as feasibly possible. Table 4.A shows the percentage of the total traffic volume on selected local street segments with projected levels of service of D, E, or F under General Plan Build-out preferred alternative conditions. As shown in Table 4.A, 49 percent of traffic on major thoroughfares is cut-through, bypassing the main highways I-15, SR-60, and the Van Buren expressway.

Generally, strategies to reduce cut-through traffic involve capital improvements to slow, divert, or dissuade motorists from traveling along particular corridors. This has the initial effect of creating greater congestion until a new equilibrium is established. That new equilibrium may in fact create congestion on new routes. Road diets, chokers, speed tables, and other devices/strategies will affect vehicular traffic flow, decreasing speed and increasing congestion. Therefore, strategies to address cut-through traffic may be mutually exclusive and contradictory to a goal of mobility congestion relief. However, the objective of congestion relief and achieving LOS D conditions is sought in the subsequent analysis. If solely charged with LOS improvement, it may result in conflicts with cut-through traffic reduction or implementation of complete streets and multi-modal mobility systems.

Potential Transportation System Improvements to Reduce Congestion

As new land uses build out locally and regionally, additional traffic will be added to the local circulation network, resulting in more congestion and more roadways and intersections exceeding City LOS standards. As noted earlier, much of the existing and projected future congestion is the result of cut-through traffic from regional (i.e., non-City) sources, which will also increase in the future. The following improvements will reduce the anticipated traffic congestion.

Intersection Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, 38 intersections will not meet the minimum level

Table 4.A: Select Link Analysis for High Volume Roadway Corridors under General Plan Build-Out Conditions

	Roadway Segment	Functional Classification	% of Traffic Internal to the City	% of Traffic External to the City (Cut-through Traffic)
Segments on Etiwanda Avenue				
6	Philadelphia Avenue to SR-60 WB Off-Ramp	6-Lane Urban Arterial	57%	43%
Segments on Country Village Road				
16	Philadelphia Avenue to SR-60 WB Ramps	4-Lane Major	46%	54%
Segments on Van Buren Boulevard-East Mission Boulevard				
32	Bellegrave Avenue to Jurupa Road	8-Lane Expressway	21%	79%
Segments on Mission Boulevard				
46	Valley Way to Riverview Drive	4-Lane Arterial	81%	19%
Segments on Bellegrave Avenue				
50	Wineville Avenue to Etiwanda Avenue	4-Lane Major	60%	40%
Segments on Valley Way-Armstrong Road				
63	SR-60 WB Ramps to Sierra Avenue	4-Lane Major	66%	34%
Segments on Limonite Avenue				
67	Wineville Avenue to Etiwanda Avenue	4-Lane Major	58%	42%
Segments on Rubidoux Boulevard				
77	SR-60 WB Ramps to Market Street	4-Lane Major	80%	20%
Segments on Sierra Avenue				
80	West of Armstrong Road	4-Lane Secondary	42%	58%
Segments on Market Street				
81	East of Rubidoux Boulevard	2-Lane Major	50%	50%

of service standard. To support the current Land Use Element, the following improvements to the intersections are recommended:

- **I-15 Southbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **I-15 Northbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **Wineville Road/Mission Boulevard:** Install a traffic signal.
- **Wineville Road/Riverside Drive:** Install a traffic signal.
- **Wineville Avenue/Road/Cantu-Galleano Ranch Road:** Optimize the signal timing.
- **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Bellegrave Avenue:** Optimize the signal timing.
- **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
- **Country Village Road/Philadelphia Avenue:** Optimize the signal timing.
- **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
- **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.
- **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
- **Pedley Road/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
- **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
- **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
- **Pedley Road/Jurupa Road:** Install a traffic signal.

- **Pedley Road-Morton Avenue/Limonite Avenue:** Optimize the signal timing.
- **Pyrite Street/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pyrite Street/SR-60 Eastbound Ramps:** Install a traffic signal.
- **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane.
- **Van Buren Boulevard/Clay Street:** Optimize the signal timing.
- **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
- **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.
- **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
- **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
- **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the a.m. and p.m. peak hours.
- **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-phasing to protected phasing. No other improvements are feasible due to right-of-way constraints.
- **Rubidoux Boulevard/Market Street:** Add overlap phasing to the northbound right-turn lane, reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient LOS in the p.m. peak hour.
- **Rubidoux Boulevard/SR-60 Eastbound Ramps:** Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
- **Rubidoux Boulevard/Mission Boulevard:** Restripe the south leg to accommodate separate northbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.

- **Bellegrave Avenue/Cantu-Galleano Ranch Road:** Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

Table 4.B illustrates the General Plan Build-out conditions with the recommended intersection improvements. Level of service worksheets are included in Appendix C. Figures 4.1-1 and 4.1-2 illustrate the resulting intersection geometrics. With implementation of the above improvements, 9 intersections will continue to operate at deficient LOS.

Roadway Segment Improvements

Based on the threshold of acceptability for levels of service within the City of Jurupa Valley, nine roadway segments will not meet the minimum level of service standard. Based on discussion with City staff, no additional improvements are recommended other than the ones listed in chapter 3 under General Plan Build-out conditions. This is due to right-of-way constraints and the City's endeavor to maintain its rural character as well as to discourage cut-through traffic on local streets.

Traffic Calming Measures

The City has expressed a goal of reducing cut-through volume and calming traffic on many corridors throughout the City. Traffic calming is defined as a "combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." The goals of traffic calming may include creating safe and attractive streets, helping to reduce the negative effects of motor vehicles on the environment, incorporating the preferences and requirements of the people using the streets/ intersections, and promoting pedestrian, bicycle, and transit use. Traffic calming can slow speeds for motor vehicles, reduce collision frequency, reduce cut-through motor vehicle traffic, and increase access for all modes of transportation. These traffic calming measures can be physical, such as bulbouts or speed bumps, or can they can be programs to warn, guide, or inform. Some basic measures include:

- Safety Education Programs;
- High-Visibility Crosswalks;
- Pavement Striping;
- Gateways;
- High-Visibility Signs; and
- Bulbouts.

It is noted that implementation of these strategies and devices can slow speeds and increase congestion. Therefore, a balance needs to be determined by corridor on the primary objective; congestion reduction versus traffic calming.

Safety Education Programs

Safety education programs are an important component of a traffic calming program because they include efforts to make the public more aware of its own driving behavior and the impact it has on others. Pedestrian and bicycle safety programs alert and educate pedestrians and bicyclists on road safety. Driver safety information and education can help improve driver behavior.



Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
1	I-15 SB Ramps/Cantu-Galleano Ranch Road	Signal	19.9	B	22.4	C
2	I-15 NB Ramps/Cantu-Galleano Ranch Road	Signal	11.9	B	11.9	B
3	I-15 SB Ramps/Limonite Avenue	Signal	39.0	D	24.2	C
4	I-15 NB Ramps/Limonite Avenue	Signal	34.8	C	36.0	D
5	Wineville Avenue/E Mission Boulevard	Signal	11.9	B	25.5	C
6	Wineville Avenue/Riverside Drive	Signal	18.3	B	24.8	C
7	Wineville Avenue/Cantu-Galleano Ranch Road	Signal	43.2	D	30.4	C
8	Wineville Avenue/Bellegrave Avenue	Signal	47.9	D	48.1	D
9	Wineville Avenue/Limonite Avenue	Signal	43.2	D	46.4	D
10	Wineville Avenue/68th Street	AWSC	10.4	B	10.8	B
11	E Mission Boulevard/SR-60 Westbound On-Ramp	Signal	10.7	B	11.9	B
12	E Mission Boulevard/SR-60 Eastbound Off-Ramp	Signal	>100	F	>100	F
13	Etiwanda Avenue/Philadelphia Avenue	Signal	49.6	D	79.3	E
14	Etiwanda Avenue/SR-60 Westbound Off-Ramp	Signal	50.7	D	37.6	D
15	Etiwanda Avenue/SR-60 Eastbound On-Ramp	Signal	28.2	C	92.3	F
16	Etiwanda Avenue/Van Buren Boulevard	Signal	88.3	F	>100	F
17	Etiwanda Avenue/Riverside Drive	Signal	40.9	D	48.4	D
18	Etiwanda Avenue/Cantu-Galleano Ranch Road	Signal	44.0	D	40.6	D
19	Etiwanda Avenue/Bellegrave Avenue	Signal	48.0	D	47.9	D
20	Etiwanda Avenue/Jurupa Road	Signal	30.7	C	31.6	C
21	Etiwanda Avenue/Limonite Avenue	Signal	54.6	D	50.4	D
22	Country Village Road/Philadelphia Avenue	Signal	21.0	C	47.2	D
23	Country Village Road/SR-60 Westbound Ramps	Signal	42.6	D	39.0	D
24	Mission Boulevard/SR-60 Eastbound Ramps	Signal	24.2	C	40.3	D
25	Bain Street/Bellegrave Avenue	Signal	33.7	C	53.6	D
26	Van Buren-Bellegrave Connector/Bellegrave Avenue	Signal	45.3	D	53.0	D

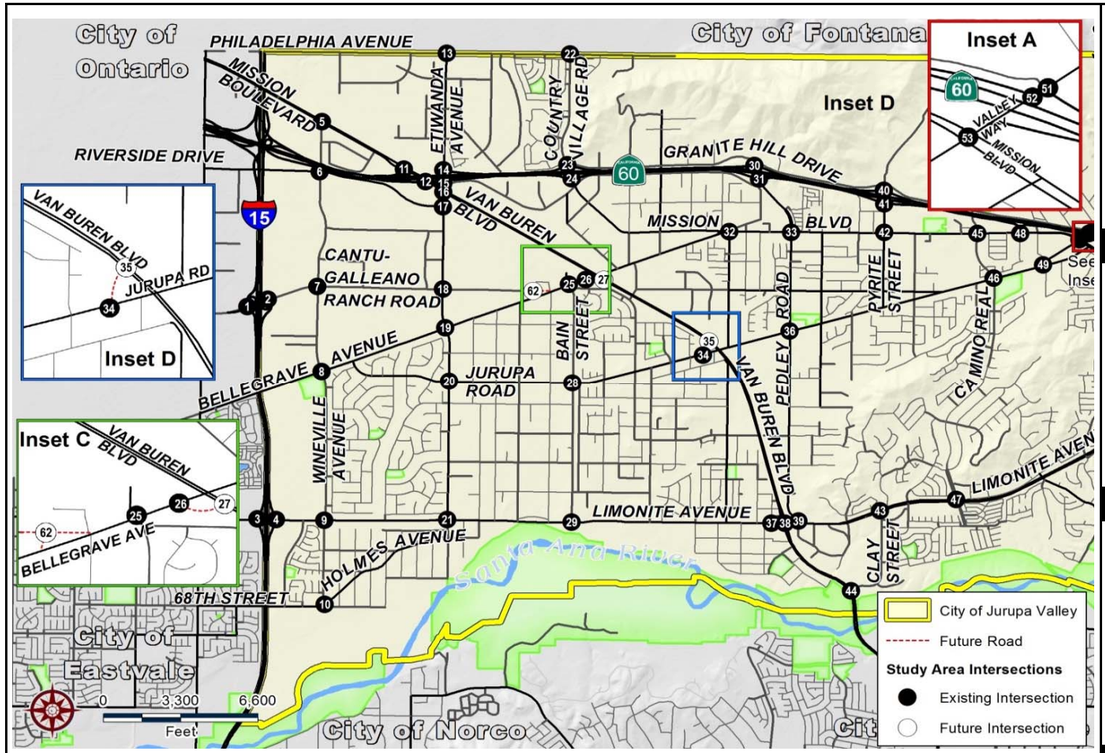
Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

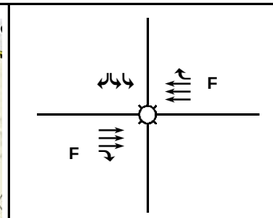
	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
27	Van Buren Boulevard/Van Buren-Bellegrave Connector	Signal	31.4	C	38.6	D
28	Bain Street/Jurupa Road	AWSC	13.0	B	13.9	B
29	Bain Street/Limonite Avenue	Signal	13.0	B	21.1	C
30	Pedley Road/SR-60 Westbound Ramps	Signal	30.3	C	27.6	C
31	Pedley Road/SR-60 Eastbound Ramps	Signal	14.4	B	19.3	B
32	Bellegrave Avenue/Mission Boulevard	Signal	28.6	C	50.6	D
33	Pedley Road/Mission Boulevard	Signal	39.9	D	41.9	D
34	Jurupa Road/Van Buren-Jurupa Connector	Signal	27.5	C	26.1	C
35	Van Buren Boulevard/Van Buren-Jurupa Connector	Signal	19.3	B	26.9	C
36	Pedley Road/Jurupa Road	Signal	10.8	B	9.9	A
37	Collins Street/Limonite Avenue	Signal	29.9	C	38.3	D
38	Van Buren Boulevard /Limonite Avenue	Signal	37.6	D	37.5	D
39	Pedley Road-Morton Avenue/Limonite Avenue	Signal	42.4	D	54.0	D
40	Pyrite Street/SR-60 Westbound Ramps	Signal	20.6	C	17.0	B
41	Pyrite Street/SR-60 Eastbound Ramps	Signal	17.2	B	25.3	C
42	Pyrite Street/Mission Boulevard	Signal	37.6	D	43.3	D
43	Clay Street/Limonite Avenue	Signal	54.7	D	52.1	D
44	Van Buren Boulevard /Clay Street	Signal	46.7	D	48.5	D
45	Camino Real/Mission Boulevard	Signal	46.7	D	45.3	D
46	Camino Real/Jurupa Road	Signal	37.1	D	48.1	D
47	Camino Real/Limonite Avenue	Signal	49.9	D	49.9	D
48	Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard	Signal	34.0	C	43.7	D
49	Valley Way/Jurupa Road	Signal	21.3	C	22.1	C
50	Armstrong Road/Sierra Avenue	Signal	71.1	E	>100	F
51	Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive	Signal	>100	F	88.1	F
52	Valley Way/SR-60 Westbound On Ramp	TWSC	>100	F	>100	F

Table 4.B: General Plan Build-out With Improvements Intersection Levels of Service

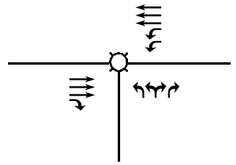
	Intersection	Control	Build-out Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS
53	Valley Way/Mission Boulevard	Signal	97.2	F	49.8	D
54	Pacific Avenue/Mission Boulevard	Signal	29.0	C	30.7	C
55	Pacific Avenue/Limonite Avenue	Signal	19.4	B	23.2	C
56	Riverview Drive/Mission Boulevard	Signal	53.4	D	54.0	D
57	Rubidoux Boulevard/Market Street	Signal	40.3	D	66.6	E
58	Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street	Signal	20.8	C	48.9	D
59	Rubidoux Boulevard/SR-60 Westbound On-Ramp	TWSC	22.1	C	23.4	C
60	Rubidoux Boulevard/SR-60 Eastbound Ramps	Signal	41.3	D	35.7	D
61	Rubidoux Boulevard/Mission Boulevard	Signal	55.0	D	54.3	D
62	Bellegrave Avenue/Cantu-Galleano Ranch Road	Signal	20.2	C	43.2	D

AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
LOS = Level of Service
Shaded Rows Exceed LOS Standard





1 I-15 SB Ramps/Cantu-Galleano Ranch Rd



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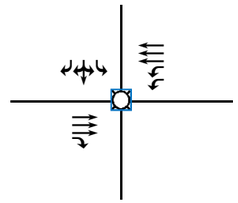

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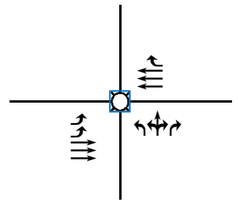

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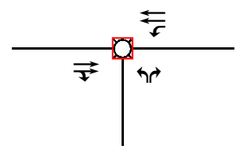

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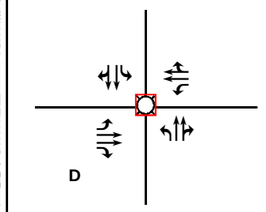

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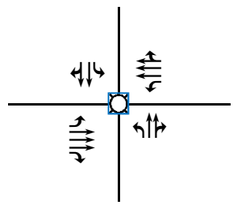
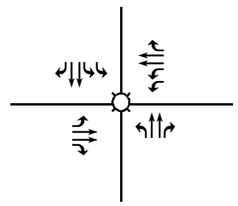
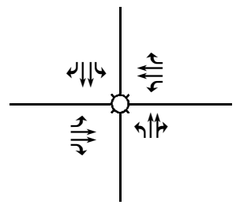


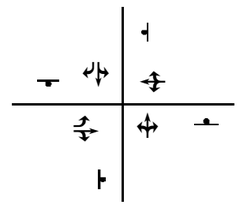
7 Wineville Avenue/Cantu-Galleano Ranch Rd



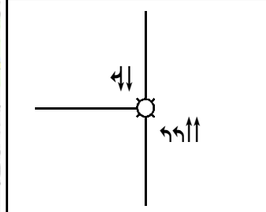
8 Wineville Avenue/Bellegrave Avenue



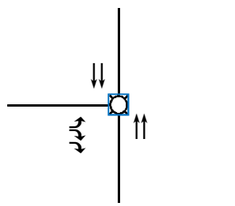
9 Wineville Avenue/Limonite Avenue



10 Wineville Avenue/68th Street



11 E Mission Boulevard/SR-60 Westbound On-Ramp



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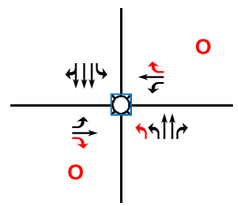

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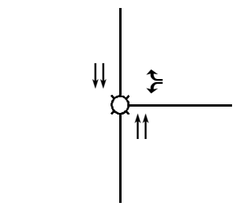

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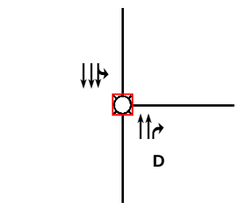

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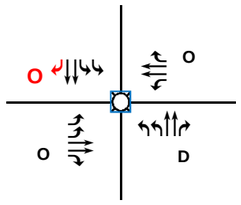
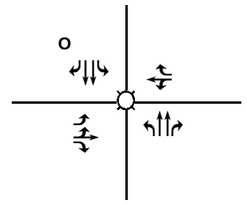


16 Etiwanda Avenue/Van Buren Boulevard



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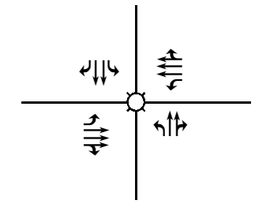
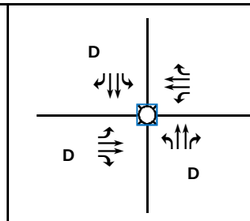


18 Etiwanda Avenue/Cantu-Galleano Ranch Rd



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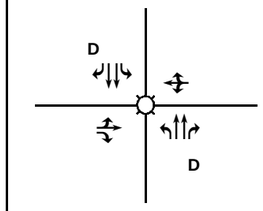

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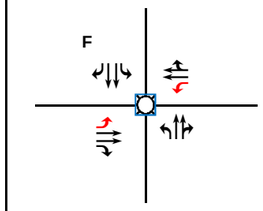

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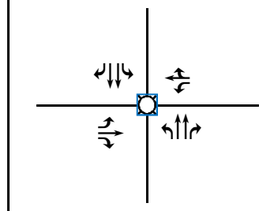
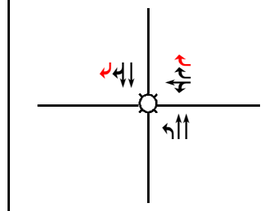
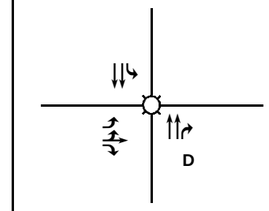


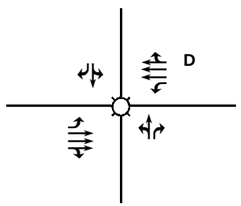
22 Country Village Road/Philadelphia Avenue



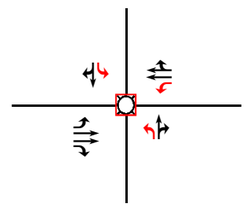
23 Country Village Road/SR-60 Westbound Ramps



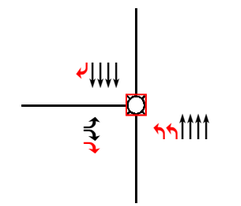
24 Mission Boulevard/SR-60 Eastbound Ramps



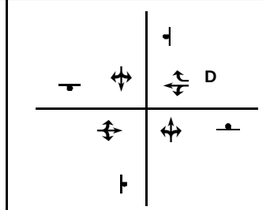
25 Bain Street/Bellegrave Avenue



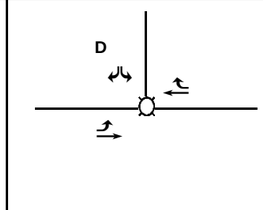
26 Van Buren Boulevard /Bellegrave Avenue



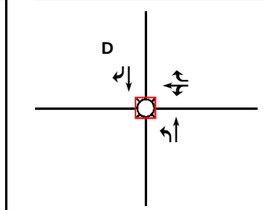
27 Future Bellegrave Ave Intersection @ Van Buren Boulevard



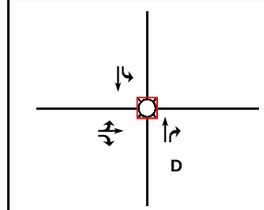
28 Bain Street/Jurupa Road



29 Bain Street/Limonite Avenue



30 Pedley Road/SR-60 Westbound Ramps



31 Pedley Road/SR-60 Eastbound Ramps

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap
- Install a traffic signal
- Optimize/Modify signal phasing
- Recommended Improvement

Jurupa Valley General Plan
Traffic Study

Figure 4.1-1
General Plan Build-Out With Improvements Intersection Geometrics & Stop Control

R:\CJV1502_Jurupa GP\Traffic\z45_Geo_Build_Out_MIT 11/2/2016

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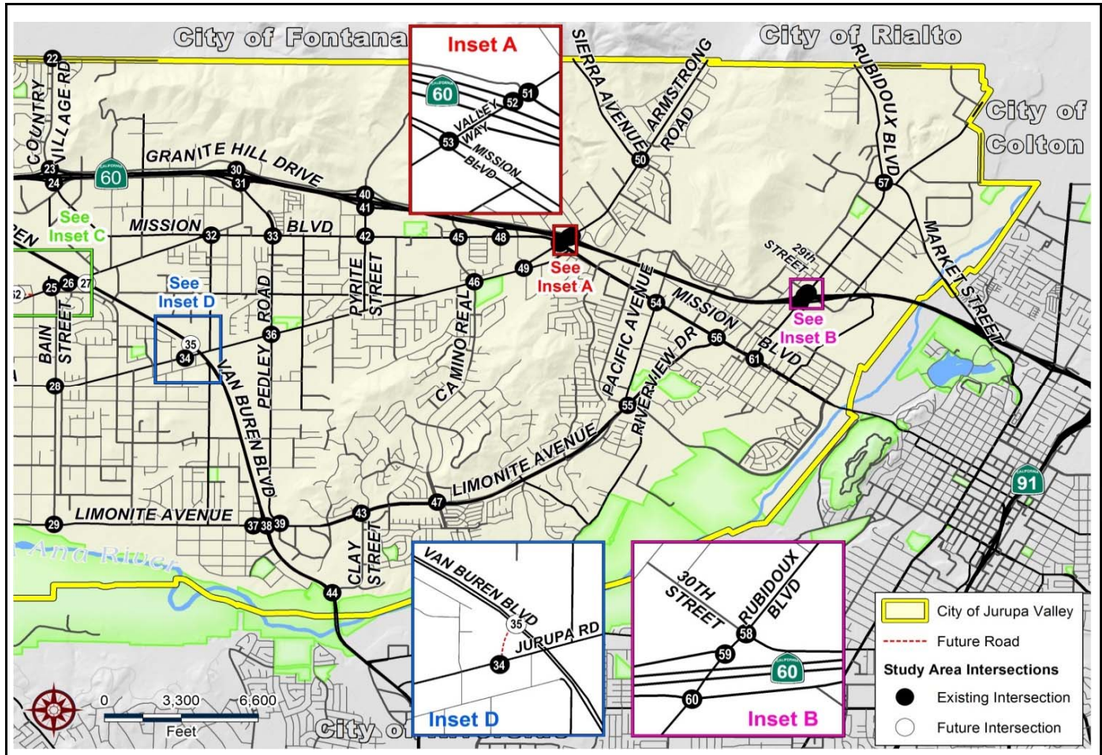
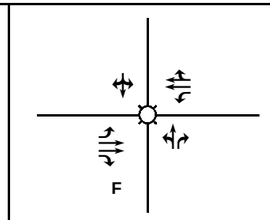
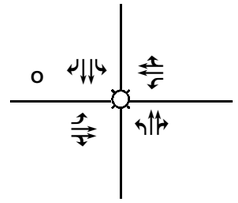
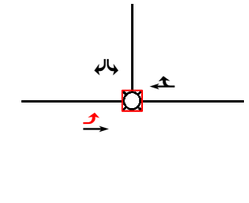




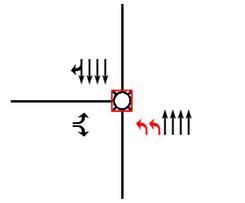
32 Bellegrave Avenue/Mission Boulevard



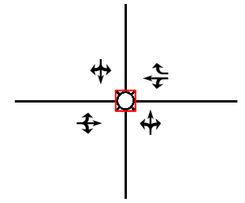
33 Pedley Road/Mission Boulevard



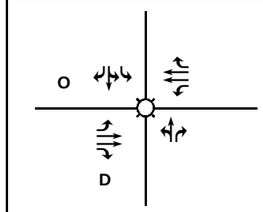
34 Van Buren Boulevard /Jurupa Road



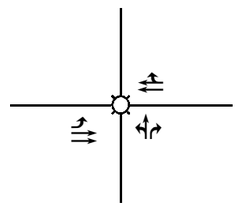
35 Future Jurupa Rd Intersection @ Van Buren Boulevard



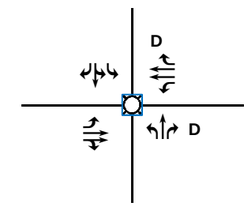
36 Pedley Road/Jurupa Road



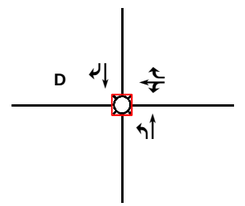
37 Collins Street/Limonite Avenue



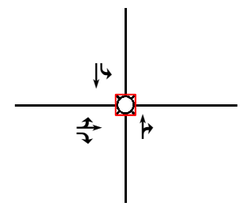
38 Van Buren Boulevard /Limonite Avenue



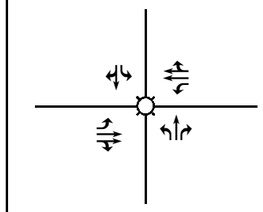
39 Pedley Road-Morton Avenue/Limonite Avenue



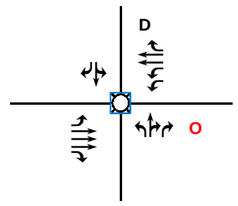
40 Pyrite Street/SR-60 Westbound Ramps



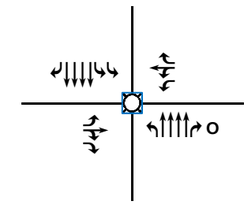
41 Pyrite Street/SR-60 Eastbound Ramps



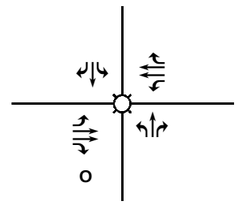
42 Pyrite Street/Mission Boulevard



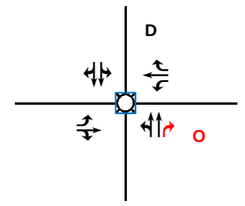
43 Clay Street/Limonite Avenue



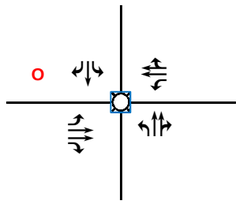
44 Van Buren Boulevard /Clay Street



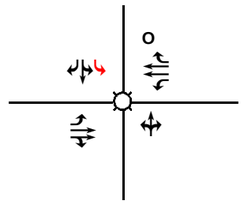
45 Camino Real /Mission Boulevard



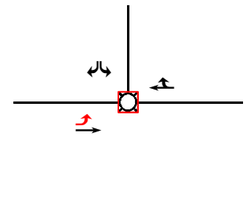
46 Camino Real /Jurupa Road



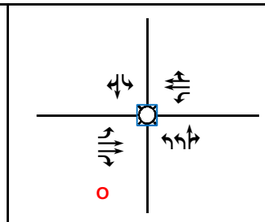
47 Camino Real /Limonite Avenue



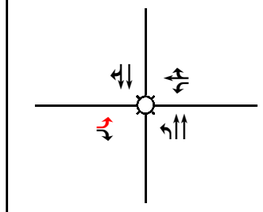
48 Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard



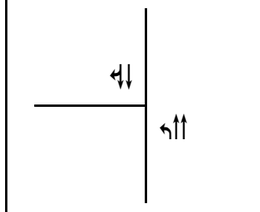
49 Valley Way/Jurupa Road



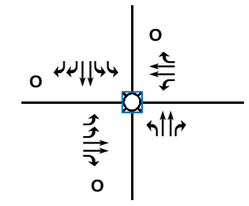
50 Armstrong Road/Sierra Avenue



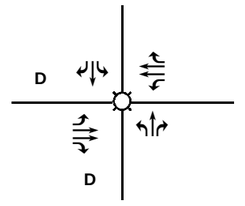
51 Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive



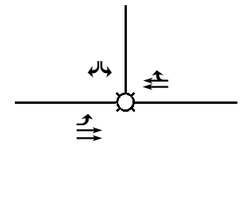
52 Valley Way/SR-60 Westbound On Ramp



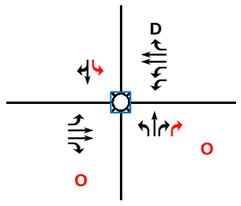
53 Valley Way/Mission Boulevard



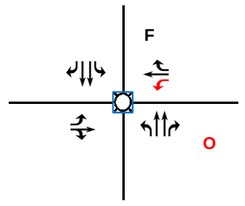
54 Pacific Avenue/Mission Boulevard



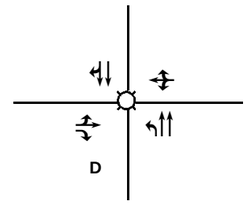
55 Pacific Avenue/Limonite Avenue



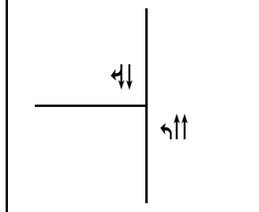
56 Riverview Drive/Mission Boulevard



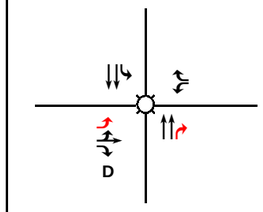
57 Rubidoux Boulevard/Market Street



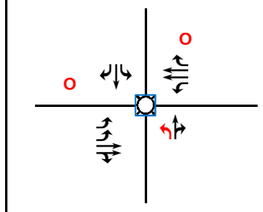
58 Rubidoux Boulevard/SR-60 Westbound Off-Ramp-30th Street



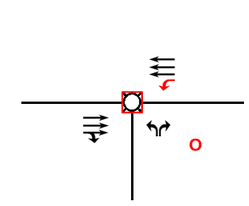
59 Rubidoux Boulevard/SR-60 Westbound On-Ramp



60 Rubidoux Boulevard/SR-60 Eastbound Ramps



61 Rubidoux Boulevard/Mission Boulevard



62 Bellegrave Avenue/Cantu-Galleano Ranch Rd

LSA

Legend

- Signal
- Stop Sign
- **D** De-Facto Right-Turn Lane
- **F** Free Right-Turn Lane
- **O** Right-Turn Overlap
- Install a traffic signal
- Optimize/Modify signal phasing
- Recommended Improvement

Jurupa Valley General Plan
Traffic Study

Figure 4.1-2
General Plan Build-Out With Improvements Intersection Geometrics & Stop Control

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High Visibility Crosswalks

High Visibility Crosswalks include striped patterns, pavement lights, improved signing, and/or advance flashing beacons to improve the visibility of the crosswalk. These crosswalks are applicable on local streets where speed control and pedestrian crossing designation is desired. The benefits can include discouraging cut-through traffic since they may slow traffic and increase driver awareness of crosswalks; they also require minimal maintenance.



Pavement Striping

Pavement Striping is used to create narrow lanes, which gives the impression of a narrow street. This makes motorists feel restricted, which helps reduce speeds. Striping can be at curb end or in the middle of the street to create a median. It is most applicable to long, wide residential streets where speeding traffic could occur. Pavement striping is easy to install and modify with relatively low cost implementation.



Gateways

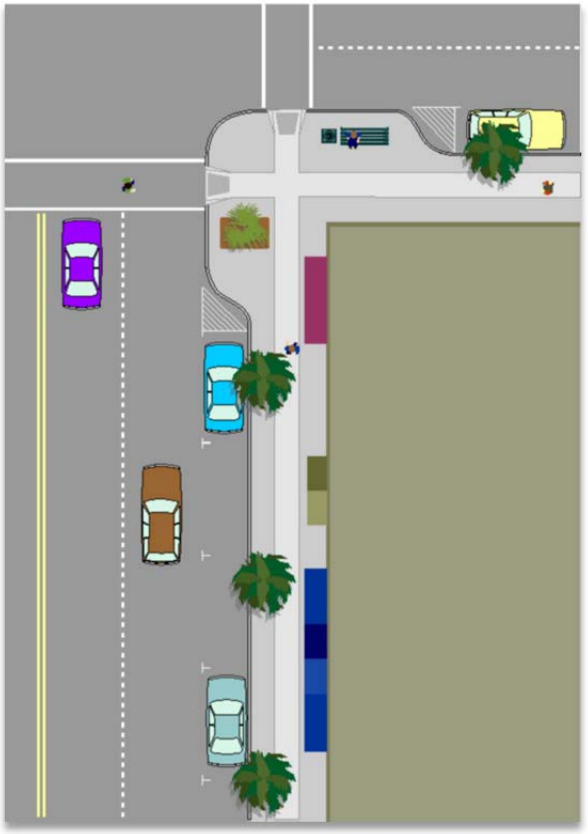
Gateways are special entrances that reduce the width of the travel way through the use of islands and are usually placed on roadways to narrow each direction of travel and interrupt the path along the center of the roadway. Gateways tend to be highly visible to motorists to notify a change in the roadway, may discourage cut-through traffic, and can help slow traffic.



High Visibility Signs

High visibility signs may include larger speed limit signs on the streets to ensure visibility to motorists. This measure is a basic method aimed at slowing traffic through visual reminders of the speed limits or other regulations. They can be applied to most streets that may have speeding issues and provide context for enforcement efforts.





Bulbouts

Bulbouts can reduce traffic speed and improve pedestrian safety. Bulbouts are simply intersection curb extensions that extend past the parking lanes, but not into the bicycle or through lanes. Bulbouts provide an entry or gateway statement into activity areas or where high volumes of pedestrians are present. Entering an area where a bulbout is present provides a clear difference between the arterial function and a local pedestrian activity area.

Bulbouts also enhance the visibility of the pedestrian because they physically permit the pedestrian closer to the travel lanes, especially where parking is permitted, and allow the pedestrian to be seen more easily by the driver. They also constrict traffic flow through reduced lateral clearance. This reduction affects travel speed along the corridors and improves safety for both pedestrians and vehicles.

Bulbouts change the turning radius at the intersection, which reduces turning speed and vehicle and pedestrian conflicts. They also reduce the time it takes pedestrians to cross from curb to curb. This reduction in pedestrian crossing time consequently reduces the time the pedestrian is exposed to moving vehicles.

Bulbouts can be an extremely positive visual and aesthetic enhancement. Features such as pedestrian lighting, planters, and benches create a focal point for pedestrian activity and change the character of the intersection from automobile to pedestrian. It should be noted that care must be taken when aesthetically enhancing bulbouts so that the enhancements do not block sight distances and create accident problems.

Speed Reduction Measures

Speed Reduction measures are traffic control devices and roadway design features primarily designed to slow traffic. They are employed when the use of basic measures cannot effectively address speeding issues. Speed reduction measures are often used in conjunction with basic measures, and may have a limited effect on traffic volume as well.

Some speed reductions measures include:

- Speed Humps;
- Raised Crosswalks;
- Raised Intersections;
- Roundabouts;
- Mid-Block Chokers;
- Medians;
- Major Bulbouts; and
- Chicanes.

Speed Humps

Speed Humps are areas of pavement raised 3–4 inches in height over a minimum of 12 feet in length. The combination of different heights, lengths, and approach ramps will affect the speed a vehicle can comfortably go over the hump. Speed humps are marked with signs and pavement markings. Speed humps are applicable on local streets where speed control is desired or where cut-through traffic is to be discouraged and can help slow traffic. Speed humps are not recommended for use on streets designated as primary response routes for emergency vehicles.



Raised Crosswalks

Raised crosswalks are flat-topped speed humps, built as pedestrian crosswalks, with vehicle ramps on the approaches. This type of crosswalk is applicable to local streets where speed control and pedestrian crossing designation are desired. It can be an effective safety tool near schools and recreation facilities and can also be used to discourage cut-through traffic. Raise crosswalks are well-marked and may contain special paving or textures.



Raised Intersections

Raised intersections are flat-topped speed humps built over the entire area of intersecting streets at curb height, creating a flat surface over the entire intersection area. Raised intersections are constructed with ramps on all vehicle approaches. They are often constructed with textured materials on the flat sections and approach ramps are commonly used in area-wide traffic calming installations. Raised intersections can be applicable to arterial and collector streets where speed control and pedestrian crossing designation are desired. They can be an effective safety tool near schools and recreation facilities and can also be used to discourage cut-through traffic.



Roundabouts

The use of roundabouts as an alternative to conventional stop and signal control intersections is becoming increasingly popular in the United States. Studies conducted by the insurance industry have determined that these types of intersections result not only in a significant decrease in automobile traffic at an intersection, but also a reduction in pedestrian accidents as well.

At a conventional intersection, the pedestrian faces four potential vehicle conflicts:

- Crossing movements on red (typically high-speed, illegal);
- Right turns on green (legal);
- Left turns on green (legal for protected-permitted or permitted left-turn phasing); and
- Right turns on red (typically legal).

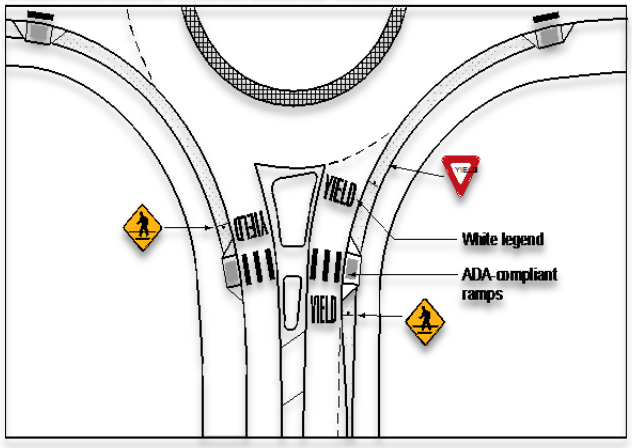
Pedestrians at roundabouts, on the other hand, face two conflicting movements on each approach:

- Conflict with entering vehicle; and
- Conflict with exiting vehicle.

The crossing of the roundabout is relatively simple. The pedestrian waits for a gap in traffic and crosses from the curb to the splitter island that provides protection, and then crosses from the splitter island to the far curb when another gap in traffic occurs. Crossing in two steps halves the vehicle exposure for each segment. In addition, safety is improved because the vehicles are forced to go slower through the roundabout than at a conventional intersection. The modern roundabout pedestrian crosswalk treatment consists of:

- ADA Compliant Ramps;
- Conventional Crosswalk Striping;
- Raised Splitter Island Pedestrian Pass Through and Refuge;
- Pedestrian Crossing Sign;
- Yield Street Markings; and
- Yield Signs.

Modern Roundabout Pedestrian Crosswalk Treatment



Typically, the crosswalk is placed approximately one car length from the yield bar to permit the pedestrian to safety walk behind a vehicle that is awaiting a merge into the roundabout when traffic permits.

Mid-Block Chokers

Chokers are raised islands in the parking zone that can be detached from the curb line to allow for drainage. Mid-block chokers narrow the roadway and are most applicable on wide streets with speeding and cut-through traffic concerns.



Medians

Medians are raised islands in the center of the roadway that separate traffic directions. Medians are used on wide streets to narrow the travel lanes and slow vehicle speeds, interrupt sight distances down the center of the roadway, and ease pedestrian crossings.



Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. To prevent drivers from taking a straight line through the feature, it is recommended to shift the alignment of at least one lane width and to have deflection angles of at least 45 degrees. This type of alignment can be applied to any street where speed control is desire, provided the street is wide enough to accommodate the curvilinear design.



Volume Control Measures

Volume Control Measures are traffic control devices and roadway design features primarily designed to discourage residential street cut-through traffic. They are used when it has been found that traffic volumes exceed established thresholds. Volume reduction devices can be used by themselves or in conjunction with basic and/or speed measures. Some common volume reduction measures include:

- Diverters;
- Partial Closures; and
- Full Street Closures.

Diverters

Diverters are raised barriers placed diagonally across an intersection blocking through movement. They are usually staggered to create circuitous routes through neighborhoods. Diverters are most applicable to local streets where cut-through traffic is a major concern.



Partial Closures

Partial closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are used in sets to make

travel through neighborhoods with gridded streets circuitous rather than direct. That is, they are not lined up along a border that would preclude through movement, but instead are staggered, which leaves through movement possible but less attractive than alternative routes.



Full Street Closures

Full street closures are barriers to close the street completely to through traffic, with access limited to pedestrians and bicyclists. They are usually called cul-de-sacs or dead ends and can consist of landscaped islands, walls, gates, or other obstructions that leave an opening smaller than the width of a car. Street closures are most commonly used for eliminating cut-through traffic, but can have an adverse effect on emergency response.



Intelligent Transportation Systems (ITS)

ITS are technology improvements that improve traffic flow and minimize disruptions to travel. ITS type projects can include sophisticated traffic signal systems designed to manage speed, dynamic message signs, incident management cameras, weather stations, highway advisory radio, transit automatic vehicle location, and video surveillance.

Adaptive Traffic Control Systems (ATCS)

Improving traffic operations on major thoroughfares within the City of Jurupa Valley through implementation of ITS could help alleviate traffic congestion. ATCS attempts to modify the coordination of many traffic signals to prevailing traffic conditions in real-time. All techniques rely on traffic-detection equipment and a central computer monitoring station that uses the collected data to optimize traffic signal coordination and timings to provide more efficient cycle-lengths and green-times.

Several jurisdictions nationwide have implemented their own ATCS in recent years. The most notable implementation in Southern California is the system developed by Los Angeles Department of Transportation (LADOT) for the City of Los Angeles. The ATCS automatically adjusts traffic signal timing at 375 intersections within the City of Los Angeles in

response to real-time traffic demands. The evaluation results published by LADOT show that the ATCS reduced travel time by 12.7 percent, decreased average stops by 31 percent, and lowered average delay by 21.4 percent (*Preliminary Evaluation Study of Adaptive Traffic Control System, Banerjee, Frances T, City of Los Angeles Department of Transportation, July 2001*). ATCS can be used by the City of Jurupa Valley for improvement of traffic congestion along major thoroughfares within the City.

Transportation Demand Management

Transportation Demand Management (TDM) is a strategy to increase the efficiency of a transportation system by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. The goal of TDM is to reduce auto trips by increasing travel options through incentives to encourage individuals to modify their travel behavior. The cumulative impact of TDM strategies can have an impact on travel behavior, system efficiency, and SOV rates. TDM programs can be implemented by employers or public agencies. Employer based TDM strategies can reduce vehicle trips by providing employees with incentives, information, and additional transportation options to commute through other modes than SOV, to commute during off-peak times of day, or eliminate certain work trips altogether. Employer based strategies may include:

- Instituting parking charges;
- Unbundling free or subsidized parking from employee benefits;
- Providing free days of parking for employees who carpool/vanpool;
- Transit Subsidies: Provision of subsidized transit passes/vanpool fares, or shuttle services;
- Bike/Walk Facilities: Secure workplace parking for bikes, and shower and locker facilities;
- Preferred Parking for Carpools: Provision of preferred parking spaces for Carpool/Vanpool vehicles;
- Vanpools, Shuttles, and Car-sharing: Provision of free vanpool vehicles, shuttle services, or car sharing programs for employees to reduce private vehicles;
- Telecommuting: Allow employees to work from home or a non-office location one or more days a week;
- Compressed Workweek: Enabling employees to compress regularly scheduled hours into fewer work days per week; and
- Flexible Schedule: Allowing employees to offset work hours from the typical 9–5 standard and shift commute travel to off-peak hours.

Establishment of a trip reduction ordinance by the City could encourage non-SOV modes such as public transit, vanpools, carpools, and bicycles, rather than SOV. Also, a trip reduction ordinance could encourage alternate work hours that serve to reduce the typical peak demand upon the street network, parking facilities, and transit systems. The trip reduction ordinance could apply to non-residential development projects, which would be required to reserve and designate preferential parking spaces for carpool vehicles, provide employees with commuter-matching services and trip reduction information, and provide bicycle parking facilities and other non-automobile enhancements.

Transit Pass Programs

A growing number of transit agencies have been teaming with employers, universities, developers, and residential neighborhoods to provide universal transit passes. These passes provide unlimited rides on local or regional transit providers for low monthly fees, often absorbed by employers, schools, or developers. This strategy could increase the number of transit ridership and reduce SOV and congestion.

Safe Routes to School

The Safe Routes to School program focuses the development of safe, convenient, and fun opportunities for children to bicycle and walk to and from schools, thereby reducing vehicle traffic during the peak pick-up/drop-off times throughout the City. The City can work with local school districts to identify potential safe routes to schools and establish safe drop-off/pick-up zones. The City could also inform and involve local residents to aid in researching the most viable routes and inventorying existing facilities to identify deficiencies and safety problems. The result is the identification of public improvements to enhance safe and effective walking and bicycling activity to and from each school and can include the maps for each school that shows the preferred routes.

Complete Streets

A complete street is one that works for all travel modes, including motorists, transit, bicyclists, and pedestrians. A complete street policy ensures that the entire right-of-way is routinely designed and operated to enable safe access for all users. While the definition of a complete street is universally applicable, the design of complete streets is variable. Each street has unique characteristics that make it distinctive from another. Therefore, a complete street in a rural area will look quite different from a complete street in a highly urban area. However, both streets are designed to balance safety and convenience for everyone using the road.

Elements that may be found on a complete street include sidewalks, bike lanes, crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulbouts, and more. The following outlines the characteristics of "typical" complete streets in an urban and rural setting.

- **Rural.** Rural roadways provide unique design challenges to develop complete streets. Rural streets typically have low traffic volume and the traffic lanes serve as multi-modal pathways often accommodating pedestrians, bicyclists, and motorists. These types of streets typically lack sidewalks and few pedestrians use these routes. Streets may be striped in order to provide the best use of the right-of-way and not limit mobility. Rural complete streets provide adequate shoulders (at least 5 feet) for use by bicyclists. Ideally, the shoulder should be 8 feet wide to allow a vehicle to pull off the roadway in an emergency.





- **Urban.** Urban streets are utilized to access mixed use and commercial areas. These streets typically carry a higher volume of traffic and have more pedestrians and bicyclists present. Transit is an active component of these areas and intermodal connections are prioritized.

  There are many different types of streets found in urban settings. Recommended standards for different types of urban streets are outlined below. These standards include provisions for narrow street widths where low speeds are appropriate, detached sidewalks, bicycle facilities, and shorter block lengths.

Local Streets

- The maximum width of local residential streets is 30–32 feet (two 7-foot parking lanes and two 8–9 foot travel lanes) depending on the expected travel volume.
- Landscape strips, separating curb from the sidewalk, are required on local residential streets.
- Maximum block length is 600 feet for low-volume residential streets and 800 feet for medium-volume residential streets.
- Six-inch vertical curbs are required.







Collector Streets

- Landscape strips, separating curb from the sidewalk, would be required on most new streets.
- Maximum block length is 1,000 feet for collector streets.
- On streets with on-street parking, bulbouts are encouraged at intersections to reduce the crossing distance for pedestrians and discourage speeding through intersections.
- Roundabouts should be considered where residential streets intersect and ultimate combined volume will exceed 1,000 vehicles daily or where the unimpeded distance on any of the approaches not subject to stop control exceeds 600 feet.
- Bicycle lanes should be provided on all collector streets.

Arterial Streets

- Bulbouts would be encouraged at some intersections to reduce the crossing distance for pedestrians and discourage speeding through intersections.
- Maximum block length is 1,320 feet (four intersections per mile). This could be lengthened if bike/pedestrian paths shorten the effective block length for non-auto users.
- Raised medians with turn pockets should be provided.
- Bicycle lanes should be provided on all arterial streets.

Street designs should also take into account the context of the street, that is, the adjacent land uses. Some basic designations include:

- **Commercial Streets:** These streets are typically dominated by autos maneuvering into and out of parking lot driveways in conflict with other flows. The design goal should be to keep these movements orderly by separating the flows using detached sidewalks and marked crosswalks, bicycle lanes and medians with turn pockets.
- **Mixed-Use Streets:** These slower streets have wider sidewalks and parking lanes.
- **Main Streets:** The design goal of these streets is to make pedestrians comfortable so as to encourage them to make use of adjacent land uses.
- **Residential Streets:** The design goal is to allow people to feel comfortable in their neighborhoods. This means keeping speeds low while allowing motorists to get to and from their houses without undue delay.
- **Industrial Streets:** These streets are designed for the movement of trucks and so require wider travel lanes than residential or other roads.

Transit Strategies

One of the City of Jurupa Valley's goals is to provide an integrated land use and multi-modal transportation system that meets sustainable regional growth expectations, supports economic vitality, and improves quality of life. To achieve this goal, transit must play a much greater role in providing travel choice within the City. It is recognized that transit service per capita must increase as the region's population increases. Future transit goals within the City should address needs such as increased service frequency and expanded coverage.

The frequency of transit service (the time between buses) is often referred to as headway. The headway for most current transit service in the City is approximately 45 minutes to one hour. With one hour headways, there are very few options for those people who choose to take transit over driving a car. Instead, current transit service primarily serves only the transit dependent, those who do not have any other means of travel. To capture choice riders, the frequency of service must increase to a minimum of half hour headways during peak periods, and preferably 15 minute headways for high demand corridors. If service is direct and available every 15 minutes, then shifts in mode from automobile to transit are likely to occur.

Extended Service Hours

Currently, transit service is available from 6:30 a.m. to 8:00 p.m. on Route 21 and from 5:30 a.m. to 8:30 p.m. on Route 29 during weekdays. Many jobs in the region begin at 6:00 a.m. or earlier. These workers do not have the option to take transit on specific routes. Furthermore, transit-dependent workers may not be able to accept jobs that start early in the morning. Conversely, there are many who work and need transit service after 8:00 p.m. A person may be asked to stay late and not be able to because of the transit schedule. Based on transit service in other cities, extended hours of service from 5:00 a.m. to 10:00 p.m. would be desirable for weekdays. Extending hours to midnight on Friday would also be desirable.

Equestrian/Multi-Purpose Trails

Due to need for a citywide, regionally-integrated trails system, the City intends to prepare a Master Trails Plan following General Plan adoption. This effort will involve a broad cross-section of the community, including other key agencies, such as Riverside County, Jurupa Area Recreation and Parks District (JARPD), Riverside County Flood Control, and the National Park Service. It will build upon an existing vision for a citywide trails system.

A vision has been developed for a Jurupa Valley Multi-Purpose Community Trails System. The system is anticipated to be a network of pedestrian, equestrian and bicycle trails that link Jurupa Valley's eight distinct communities and its many neighborhoods with open space areas, schools, recreation facilities, regional trail connections and local landmarks (e.g., The Discovery Center, Mt. Rubidoux). This vision has been shaped by many community groups and individuals, including the GPAC, Jurupa Valley residents and property owners, the City of Jurupa Valley decision-makers and staff, JARPD, Riverside County Regional Park and Open-Space District, Riverside County Flood Control and Water Conservation District, Inland Empire Resource Conservation District, and others. This vision was initially described by the JARPD, as shown in Appendix 16.0 and includes the following general goals as identified by the JARPD:

a. Review, maintain, and expand community multi-purpose trails system;

b. Develop a safe and interconnected area-wide network of trails that link together destinations and people both locally and regionally;

c. Develop a trails network that provides facilities and programs designed to expand and encourage active recreation and alternative transportation;

d. Enhance, protect, and preserve the environmental quality of open space, waterways, and wildlife habitats;

e. Conserve and tell the story of local culture, history, and heritage through interpretive signage;

f. Stimulate economic growth through increased tourism and real property value by developing a region-wide trails network;

g. Promote agency coordination among JARPD and the Cities of Jurupa Valley and Eastvale;

h. Identify street intersections where vehicular traffic and trail user (equestrian/hiking/trail biking) conflicts are present;

i. Coordinate safety solutions for trail street crossings with City of Jurupa Valley Traffic Engineering and Planning Departments;

j. Create an "equestrian friendly" environment the maintains Jurupa Valley's "equestrian lifestyle;"

k. Identify residential neighborhoods where streets are narrow with equestrian trails, and designate them as "equestrian routes" where horses have priority and utilize the street as a trail;

l. Designate trails as two types: Recreational Use trails owned by public agencies and Equestrian Routes that are not developed trails but have been historically used as such;

m. Establish public trail designation through on-site signage program that identifies trail alignments throughout the community by posting signs for all multi-purpose trails, as appropriate;

n. Establish natural trails interpretive signage program;

o. Adopt a Community Multi-Purpose Trails Development Ordinance;

p. Create a trail maintenance and operations program; and

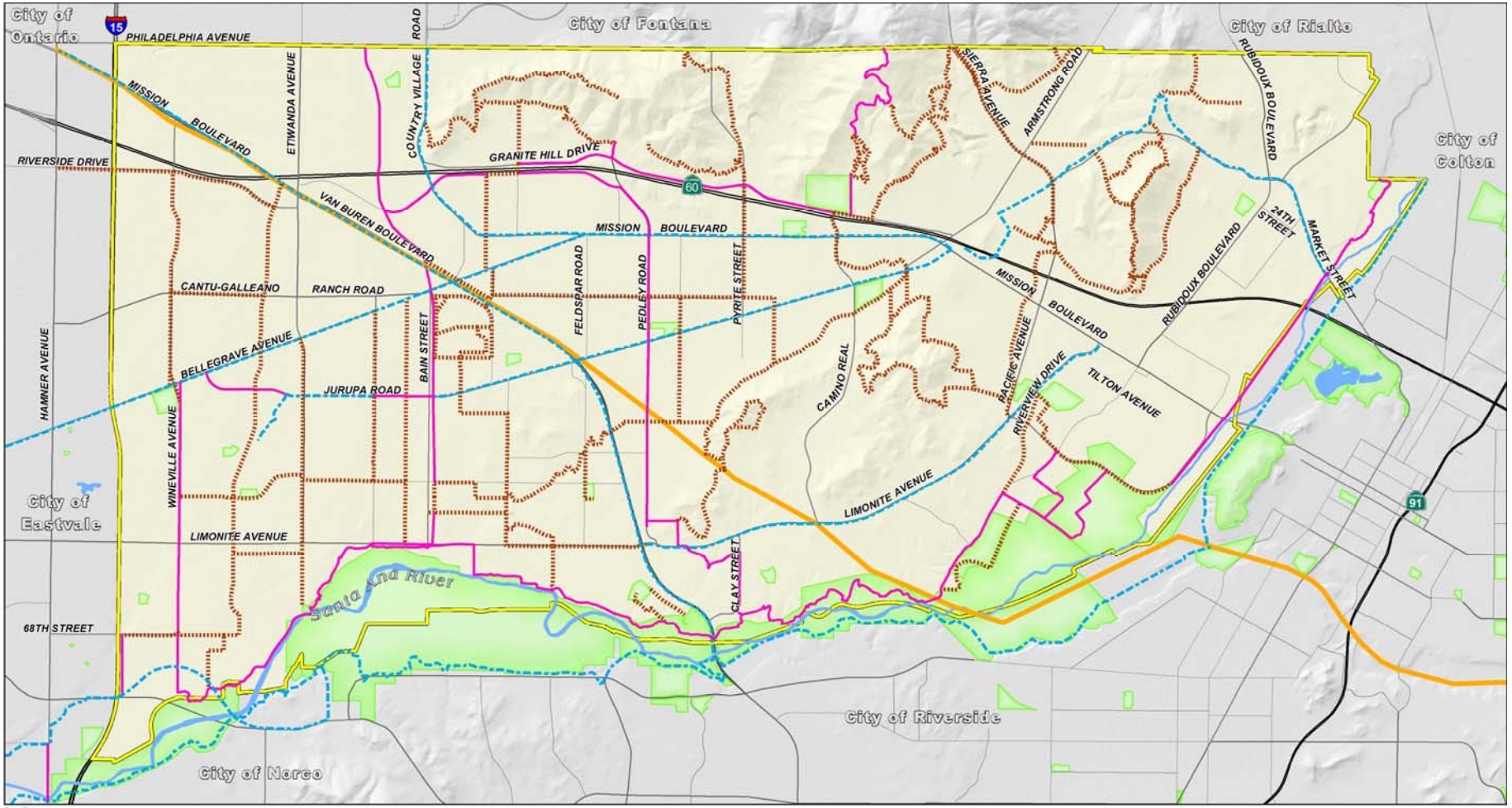
q. Establish a separate funding account for Multi-Purpose Community Trails development.

Figure 4.2 illustrates the Equestrian Trails Plan.

Truck Traffic

Due to its location relative to major highways and urban centers, Jurupa Valley serves as a major logistics shipping and receiving center for Southern California. Along with that regional role comes significant commercial truck traffic using highway off-ramps and City streets.

Figure 4.3 illustrates the existing daily truck traffic on major corridors within the City and shows most of the truck traffic within the City is located in the northern and eastern areas of the City, near the SR-60 corridor. It is anticipated that this trend will likely continue into General Plan Build-out conditions due to the Land Use Element's continued support of heavy industrial areas in the northwestern part of the City. The City is responsible for maintaining an extensive network of low-volume streets and roads in industrial and semi-rural areas to accommodate the transport and delivery of goods.



Jurupa Valley General Plan
Figure 4.2
Generalized Equestrian Trails Plan

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SAN SEVAINE WAY
VAN BUREN BOULEVARD
CAMPBELL STREET
LINDSAY ST
AVON STREET
MISSION BOULEVARD
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
HALL AVENUE
28TH STREET
PACIFIC AVENUE
CANTU-GALLEANO RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
CAMINO REAL
HAMNER AVENUE
BELLEGRAVE AVENUE
WINEVILLE AVENUE
ETIWANDA AVENUE
MARLATT STREET
BAIN STREET
RUTILE STREET
BEACH STREET
FELDSPAR ROAD
56TH STREET
58TH STREET
34TH STREET
RIVERVIEW DRIVE
46TH ST
CRESTMORE ROAD
LIMONITE AVENUE
PERALTA PLACE
CLAY STREET
HOLMES AVENUE
68TH STREET
60
91

LSA

City of Jurupa Valley
Parks

Daily Truck Percentage
< 5%
5% - 15%
15% - 25%
> 25%

Truck Volume
6000
3000
1000

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

Jurupa Valley General Plan
Traffic Study

Figure 4.3
Existing Roadway Segment Truck Percentage

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CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

CHAPTER CONTENTS

- General Plan Build-out Roadway Recommended Improvements
- Recommended General Plan Build-Out Circulation

The proposed Jurupa Valley General Plan Build-out roadway network includes the infrastructure that is feasible to accommodate the vision of the Land Use Element. Figure 5.1 illustrates the City's recommended General Plan Build-out Circulation System based on the General Plan Build-out Traffic Study. Due to constraints that have been identified earlier in this report, improvement to the roadway network has been limited to five major roads as described below.

General Plan Build-out Recommended Roadway Improvements

The General Plan Build-out scenario includes roadway modifications to the existing roadway network based on input from the City of Jurupa Valley to reflect the Jurupa Valley Mobility goals. Following are recommended improvements to the City's roadway network:

- **Etiwanda Avenue:** The roadway segment south of Limonite Avenue is proposed to include a two-lane Secondary roadway bridge extension from 66th Street over the Santa Ana River to Arlington Avenue.
- **Van Buren Boulevard:** The roadway segments from Etiwanda Avenue to Clay Street are proposed to be widened from a four-lane Urban Arterial to an eight-lane Expressway. The intersection of Van Buren Boulevard/Bellegrave Avenue is proposed to realign to the south with a new connector at Van Buren Boulevard/Van Buren Connector. Also, the intersection of Van Buren Boulevard/Jurupa Road is proposed to realign to the north with a new connector at Van Buren Boulevard/Van Buren Connector.
- **Cantu-Galleano Ranch Road:** The roadway segments between Etiwanda Avenue and Van Buren Boulevard are proposed to be widened from four-lane Major roadways to six-lane Urban Arterials. The roadway segment east of Etiwanda Avenue is proposed to align with Bellegrave Avenue and create a new intersection at Bellegrave Avenue/Cantu-Galleano Ranch Road.
- **Bellegrave Avenue:** The roadway segment between Marlatt Street and Dodd Street is proposed to realign with Cantu-Galleano Road and end at the new intersection of Bellegrave Avenue/Cantu-Galleano Ranch Road. A new intersection west of Bain Street is proposed to connect at Van Buren Connector/Bellegrave Avenue.
- **Market Street:** The roadway segment east of Rubidoux Boulevard is proposed to be widened from a two-lane Arterial to a three-lane Major Roadway.

Based on discussion with City staff, no additional improvements are recommended other than the ones listed in Chapter 3 under General Plan Build-out conditions. This is due to right-of-way constraints and the City's endeavor to maintain its rural character as well as to discourage cut-through traffic on local streets.

Recommended General Plan Build-Out Circulation

Roadway Segments

Figure 5.1 illustrates the City's recommended General Plan Build-out Circulation System based on the General Plan Build-out Traffic Study. Following is a description of recommended roadway configuration under General Plan Build-out conditions for all major roadways within the City:

Wineville Avenue/Road is oriented in a north-south direction. Wineville Road from Mission Boulevard to Riverside Drive is a four-lane Major roadway and from Riverside Drive to Bellegrave Avenue is a four-lane Secondary roadway. From Bellegrave to Limonite Avenue, Wineville Avenue is a four-lane Major roadway and from Limonite Avenue to 68th Street it is a three-lane Major roadway.

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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City of Ontario
City of Fontana
City of Rialto
City of Colton
City of Eastvale
City of Norco
City of Riverside
Santa Ana River
PHILADELPHIA AVENUE
MISSION BOULEVARD
RIVERSIDE DRIVE
ETIWANDA AVENUE
COUNTRY VILLAGE ROAD
GRANITE HILL DRIVE
SAN SEVAINE WAY
VAN BUREN BOULEVARD
CAMPBELL STREET
AVON STREET
SIERRA AVENUE
ARMSTRONG ROAD
RUBIDOUX BOULEVARD
20TH STREET
24TH STREET
MARKET STREET
PACIFIC AVENUE
HALL AVENUE
28TH STREET
CANTU-GALLEANO RANCH ROAD
GALENA STREET
PEDLEY ROAD
AGATE STREET
PYRITE STREET
JURUPA ROAD
CAMINO REAL
MISSION BOULEVARD
34TH STREET
RIVERVIEW DRIVE
46TH ST
CRESTMORE ROAD
HAMNER AVENUE
BELLEGRAVE AVENUE
WINEVILLE AVENUE
RUTILE STREET
FELDSPAR ROAD
BEACH STREET
BAIN STREET
56TH STREET
58TH STREET
LIMONITE AVENUE
LIMONITE AVENUE
PERALTA PLACE
CLAY STREET
HOLMES AVENUE
68TH STREET
91
60
15

LSA

City of Jurupa Valley
Parks
Expressway (Up to 220' ROW)
Urban Arterial (Up to 152' ROW)
Arterial (Up to 128' ROW)
Major (Up to 118' ROW)
Secondary (Up to 100' ROW)
Collector (Up to 74' ROW)
4 Number of Lanes

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 5.1
General Plan Build-Out Circulation System

CHAPTER 5 – CIRCULATION SYSTEM STRATEGIES

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Etiwanda Avenue is oriented in a north-south direction and is a six-lane Urban Arterial from the northern City limits to SR-60, from SR-60 to Van Buren Boulevard is a four-lane Arterial roadway, from Van Buren Boulevard to Bellegrave Avenue is a four-lane Major roadway, from Bellegrave Avenue to Limonite Avenue is a four-lane Arterial roadway, and from Limonite Avenue to Holmes Avenue is a two-lane Secondary roadway.

Bain Street is oriented in a north-south direction and is a two-lane Collector roadway from Bellegrave Avenue to Limonite Avenue.

Country Village Road is oriented in a north-south direction and is a four-lane Major roadway from Philadelphia Avenue to SR-60.

Pedley Road is oriented in a north-south direction and is a two-lane Major roadway from SR-60 Westbound Ramps to SR-60 Eastbound Ramps, from SR-60 Eastbound Ramps to Mission Boulevard is a four-lane Major roadway, from Mission Boulevard to Jurupa Road is a three-lane Major roadway, and from Jurupa Road to Limonite Avenue is a two-lane Major roadway.

Pyrite Street is oriented in a north-south direction and is a two-lane Major roadway from SR-60 Westbound Ramps to SR-60 Eastbound Ramps, from SR-60 Eastbound Ramps to Mission Boulevard is a four-lane Major roadway, from Mission Boulevard to Jurupa Road is a three-lane Major roadway, and from Jurupa Road to Limonite Avenue is a two-lane Major roadway.

Clay Street is oriented in a north-south direction from Limonite Avenue to General Road and transitions to an east-west direction from General Road to Van Buren Boulevard. Clay Street is a four-lane Major roadway.

Camino Real is oriented in a north-south direction and is a four-lane Arterial roadway from Mission Boulevard to Jurupa Road, and from Jurupa Road to Limonite Avenue is a four-lane Major roadway.

Philadelphia Avenue is oriented in an east-west roadway and is a two-lane Major roadway from Etiwanda Avenue to Country Village Road.

Van Buren Boulevard is oriented in a north-south direction and is a four-lane Arterial roadway from Wineville Avenue to Etiwanda Avenue, and from Etiwanda Avenue to Clay Street is an eight-lane Expressway.

Riverside Drive is oriented in an east-west direction and is a three-lane Major roadway from Wineville Road to Etiwanda Avenue.

Cantu-Galleano Ranch Road is oriented in an east-west direction and is a six-lane Urban Arterial from the I-15 Northbound Ramps to Bellegrave Avenue.

Mission Boulevard is oriented an east-west direction and is a four-lane Secondary roadway from SR-60 Eastbound Ramps to Bellegrave Avenue, from Bellegrave Avenue to Pedley Road is a four-lane Major roadway, from Pedley Road to Pyrite street is a four-lane Secondary roadway, from Pyrite Street to SR-60 Eastbound Ramps is a four-lane Major roadway, from SR-60 Eastbound Ramps to Valley Way is a four-lane Secondary roadway, and from Valley Way to Rubidoux Boulevard is a four-lane Arterial roadway.

Bellegrave Avenue is oriented in an east-west direction and is a four-lane Major roadway from west of Wineville Avenue to Cantu-Galleano Ranch Road, and from Cantu-Galleano Ranch Road to Mission Boulevard is a six-lane Urban Arterial roadway.

Jurupa Road is oriented in an east-west direction and is two-lane Secondary roadway from Bellegrave Avenue to Etiwanda Avenue, and from Etiwanda Avenue to Valley Way is a two-lane Collector roadway.

Valley Way is oriented in a north-south direction and is two-lane Collector roadway from Jurupa Road to Mission Boulevard, from Mission Boulevard to SR-60 is a four-lane Arterial roadway, from SR-60

Westbound Ramps to Sierra Avenue is a four-lane Major roadway, and north of Sierra Avenue is a two-lane Major roadway.

Limonite Avenue is oriented in an east-west direction and is a four-lane Major roadway from I-15 Southbound Ramps to I-15 Northbound Ramps, from I-15 Northbound Ramps to Wineville Avenue is a four-lane Arterial roadway, from Wineville Avenue to Etiwanda Avenue is a four-lane Major roadway, from Etiwanda Avenue to Bain Street is a two-lane Major roadway, from Bain Street to Pedley Road is a four-lane Major roadway, from Pedley Road to Clay Street is a four-lane Arterial roadway, from Clay Street to Riverview Drive is a five-lane Urban Arterial roadway, and from Riverview Drive to Mission Boulevard is a four-lane Major roadway.

Rubidoux Boulevard is oriented in a north-south direction and is a four-lane Major roadway from Mission Boulevard to Market Street.

Intersections

As discussed in Chapter 4, the following improvements to the intersections are recommended to support the City's General Plan Land Use Element:

- **I-15 Southbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **I-15 Northbound Ramps/Limonite Avenue:** Optimize the signal timing.
- **Wineville Road/Mission Boulevard:** Install a traffic signal.
- **Wineville Road/Riverside Drive:** Install a traffic signal.
- **Wineville Road/Cantu-Galleano Ranch Road:** Optimize the signal timing.
- **Mission Boulevard/SR-60 Eastbound Off-Ramp:** Optimization of the signal timing improves operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Philadelphia Avenue:** Stripe eastbound right-turn lane and add overlap phasing. Add westbound right-turn lane with overlap phasing. Add a second northbound left-turn lane. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/SR-60 Eastbound On-Ramp:** Install a traffic signal. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Etiwanda Avenue/Van Buren Boulevard:** Southbound right-turn lane with overlap phasing and optimization of signal timing improvements operations. No additional feasible mitigation is possible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Etiwanda Avenue/Bellegrave Avenue:** Optimize the signal timing.
- **Etiwanda Avenue/Limonite Avenue:** Add an eastbound left-turn lane and westbound left-turn lane. Add protected phasing to the eastbound/westbound approaches.
- **Country Village Road/Philadelphia Avenue:** Optimize the signal timing.
- **Country Village Road/SR-60 Westbound Ramps:** Add a second westbound right-turn lane; this will require modification of the westbound off-ramp. Stripe a southbound right-turn lane, and restripe the southbound through lane to a through/right-turn lane.
- **Van Buren Boulevard-Bellegrave Connector/Bellegrave Avenue:** Install a traffic signal. Add a westbound left-turn lane and restripe the southbound approach to include a southbound left-turn lane

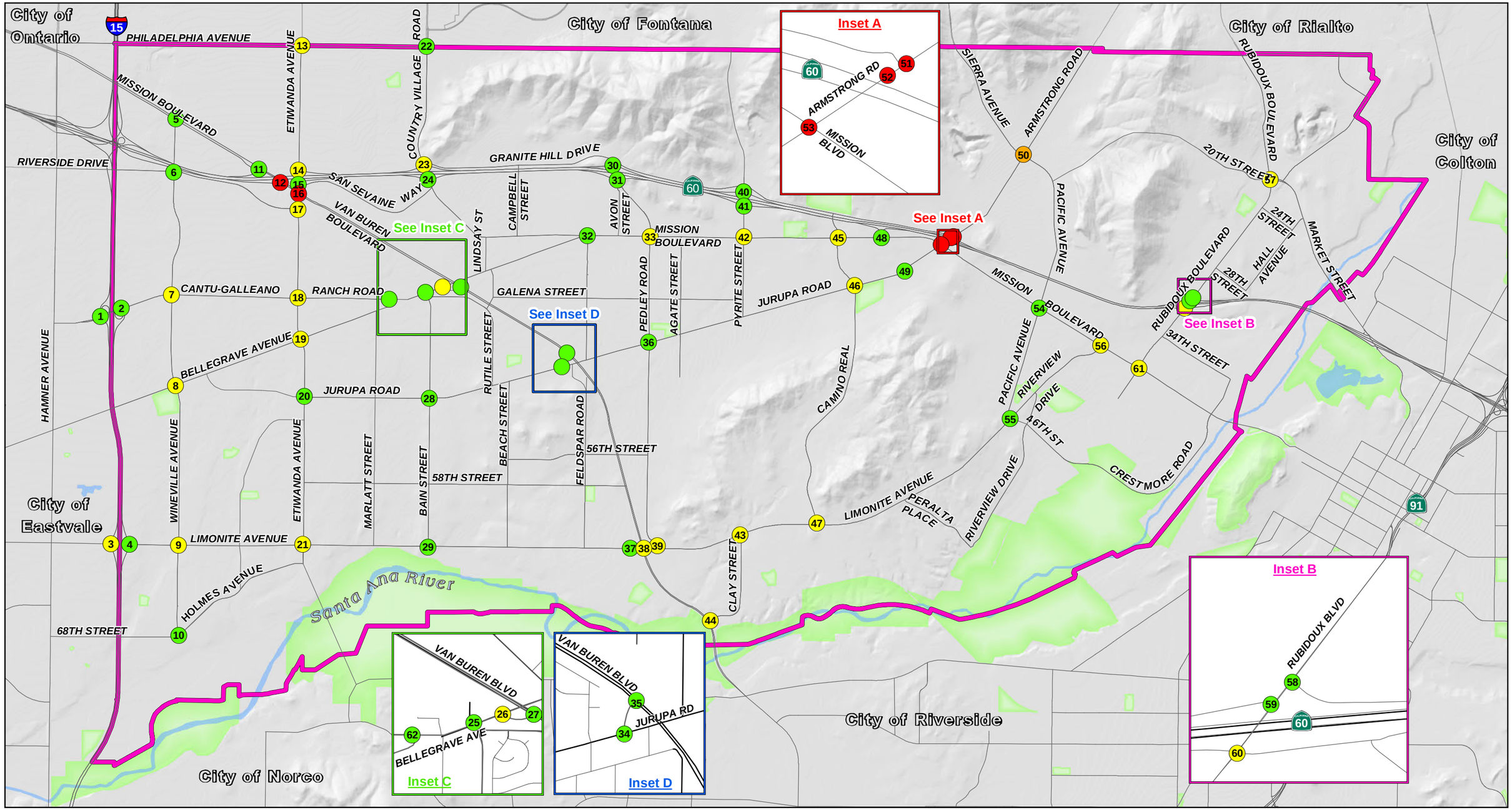
and through/right-turn lane. Restripe the northbound approach to include a northbound left-turn lane and a through/right-turn lane.

- **Van Buren Boulevard/Van Buren-Bellegrave Connector:** Install a traffic signal, add two northbound left-turn lanes, a second eastbound right-turn lane, and a southbound right-turn lane.
- **Pedley Road/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pedley Road/SR-60 Eastbound Ramps:** Install a traffic signal. Although this intersection operates satisfactorily, a signal has been added due to the addition of a signal at Pedley Road/SR-60 Westbound Ramps.
- **Jurupa Road/Van Buren-Jurupa Connector:** Install a traffic signal. Add an eastbound left-turn lane.
- **Van Buren Boulevard/Van Buren-Jurupa Connector:** Install a traffic signal. Add two northbound left-turn lanes.
- **Pedley Road/Jurupa Road:** Install a traffic signal.
- **Pedley Road-Morton Avenue/Limonite Avenue:** Optimize the signal timing.
- **Pyrite Street/SR-60 Westbound Ramps:** Install a traffic signal.
- **Pyrite Street/SR-60 Eastbound Ramps:** Install a traffic signal.
- **Clay Street/Limonite Avenue:** Add overlap phasing to the northbound right-turn lane.
- **Van Buren Boulevard/Clay Street:** Optimize the signal timing.
- **Camino Real/Jurupa Road:** Add a northbound right-turn lane with overlap phasing.
- **Camino Real/Limonite Avenue:** Add overlap phasing to the southbound right-turn lane.
- **Byrne Road-SR-60 Eastbound Ramps/Mission Boulevard:** Add a southbound left-turn lane. This improvement will require modification to the off-ramp.
- **Valley Way/Jurupa Road:** Install a traffic signal. Add an eastbound left-turn lane.
- **Armstrong Road/Sierra Avenue:** Add overlap phasing to the eastbound right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive:** Restripe the north leg to separate the southbound left-turn lane and right-turn lane. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/SR-60 Westbound On-Ramp:** This intersection may be combined with Valley Way/SR-60 Westbound Off-Ramp-Granite Hill Drive as a five-legged intersection with one signal controller. This will require Caltrans review. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Valley Way/Mission Boulevard:** Optimize the signal timing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the a.m. and p.m. peak hours.
- **Riverview Drive/Mission Boulevard:** Add a second northbound right-turn lane and add overlap phasing to the northbound right-turn lane and eastbound right-turn lane. Restripe the north leg approach to the southbound left-turn lane and through/right-turn lane. Change the northbound/southbound signal phasing from split-

phasing to protected phasing. No other improvements are feasible due to right-of-way constraints.

- **Rubidoux Boulevard/Market Street:** Add overlap phasing to the northbound right-turn lane and reduce the median on the east leg to accommodate a separate westbound left-turn lane. Restripe the westbound through/left-turn lane to a through lane. Change the eastbound/westbound signal phasing from split phase to protected phasing. No other improvements are feasible due to right-of-way constraints. Therefore, this intersection is forecast to continue operating at a deficient Level of Service in the p.m. peak hour.
- **Rubidoux Boulevard/SR-60 Eastbound Ramps:** Add a northbound right-turn lane and an eastbound left-turn lane. The eastbound left-turn lane will require widening of the eastbound off-ramp and will require Caltrans review.
- **Rubidoux Boulevard/Mission Boulevard:** Restripe the south leg to accommodate separate northbound left-turn lane and through-right-turn lane. Change the northbound/southbound signal phasing from split phase to protected phasing. Add overlap phasing to the southbound and westbound right-turn lane.
- **Bellegrave Avenue/Cantu-Galleano Ranch Road:** Install a traffic signal. Add a westbound left-turn lane and overlap phasing to the northbound right-turn lane.

Previously referenced Table 4.B illustrates the General Plan Build-Out conditions with the recommended intersection improvements. Previously referenced Figures 4.1-1 and 4.1-2 illustrate the resulting intersection geometrics. Figure 5.2-1 and 5.2-2 illustrate the resulting intersection levels of service with the addition of the above listed improvements at study intersections. With implementation of the above improvements, 9 intersections will continue to operate at deficient LOS.



LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service F

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

Jurupa Valley General Plan
Traffic Study

Figure 5.2-1
General Plan Build-Out With Improvements A.M. Peak Hour Intersection Levels of Service

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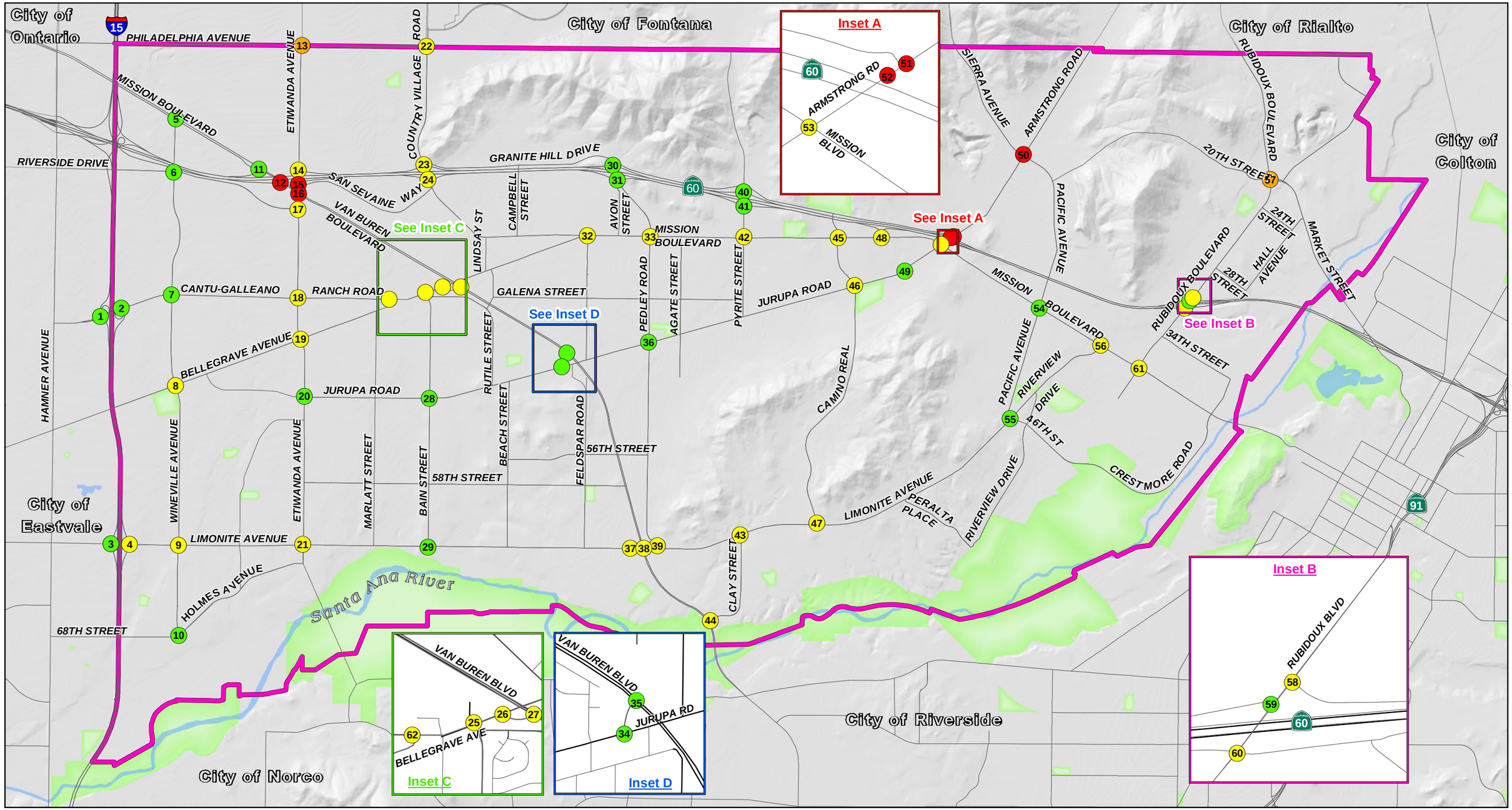

LSA

City of Jurupa Valley
Parks

Intersections

Level of Service A - C
Level of Service D
Level of Service E
Level of Service

SOURCE: Riverside County 7/2015

0 2,000 4,000
Feet

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Jurupa Valley General Plan
Traffic Study

Figure 5.2-2
General Plan Build-Out With Improvements P.M. Peak Hour Intersection Levels of Service

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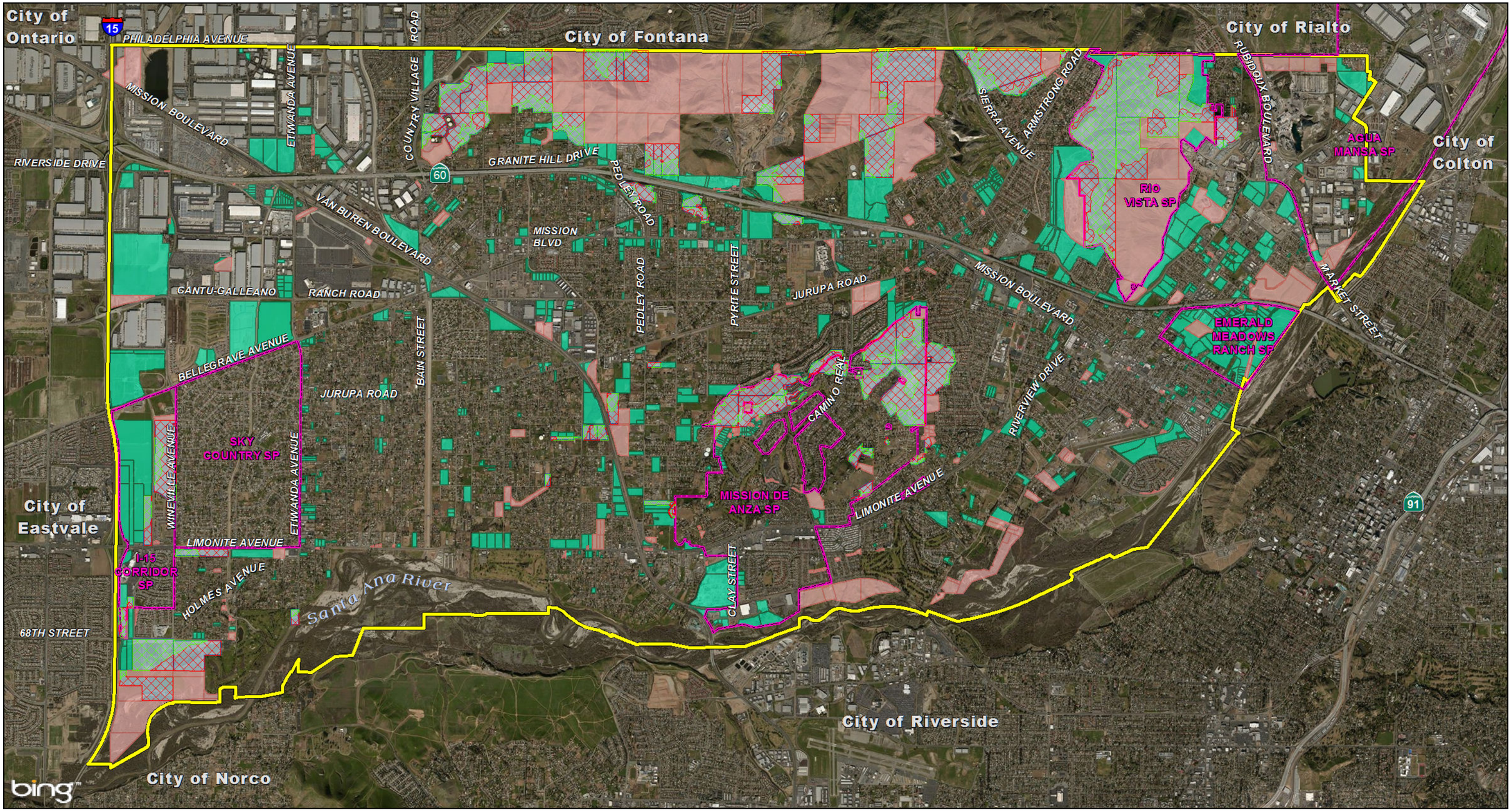

LSA

City of Jurupa Valley
Specific Plan

Parcels
Constrained Parcels
Partially Constrained Parcels
Opportunity Parcels

Partially Constrained Parcels
Constrained Portion
Opportunity Portion

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

0 2,000 4,000
Feet

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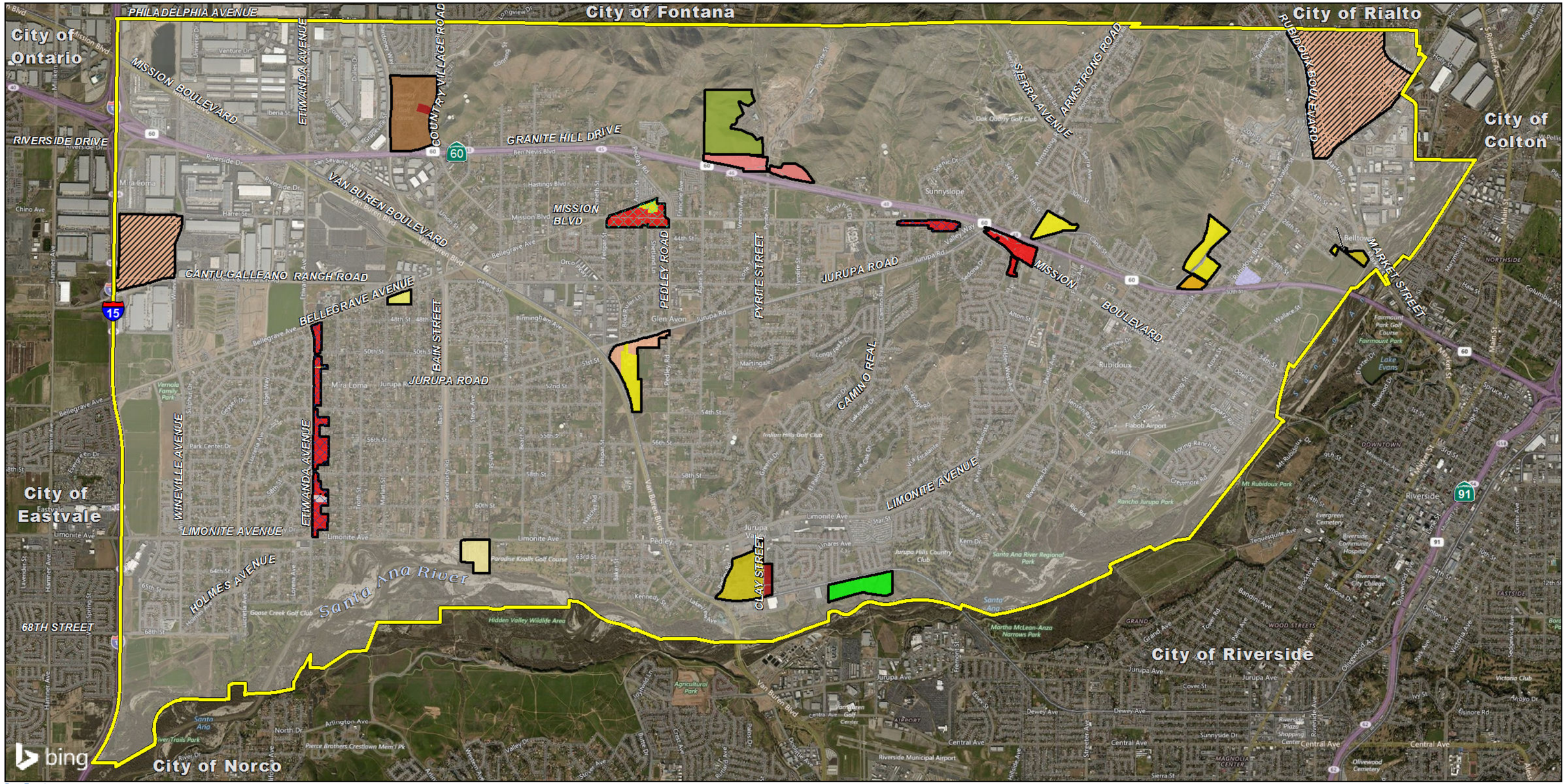
Jurupa Valley Interim General Plan

Attachment A
Vacant Land Analysis



LSA

City of Jurupa Valley

LUA-# Land Use Amendment Areas

Overlays

Community Development

Village Center

General Plan Land Use Amendments

VLDR - Very Low Density Residential

LDR - Low Density Residential

MDR - Medium Density Residential

MHDR - Medium High Density Residential

HDR - High Density Residential

LUA-20, HHDR - Highest Density Residential

CO - Commercial Office

CR - Commercial Retail

CN - Commercial Neighborhood

LI - Light Industrial

BP - Business Park

BP-SP - Business Park - Specific Plan

CT - Commercial Tourist

OS-R - Open Space Recreation

OS-C - Open Space Conservation

Rail - Railroad

0 2,000 4,000

Feet

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

Jurupa Valley Interim General Plan

Figure _

General Plan Land Use Amendments

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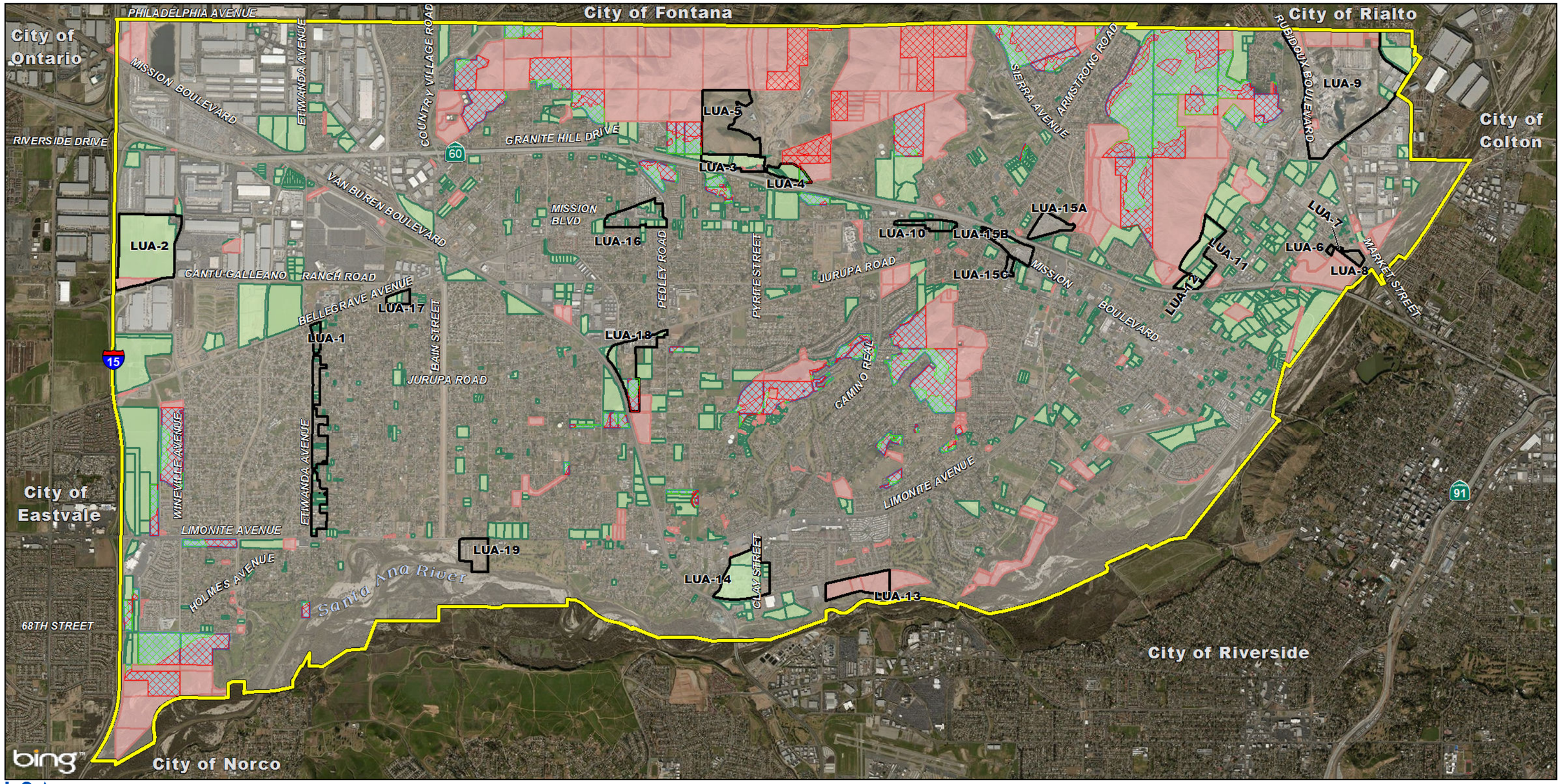

LSA

City of Jurupa Valley

LUA-# Land Use Amendment Areas

Parcels

Constrained Parcels

Partially Constrained Parcels

Opportunity Parcels

Partially Constrained Parcels

Constrained Portion

Opportunity Portion

0 2,000 4,000

Feet

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

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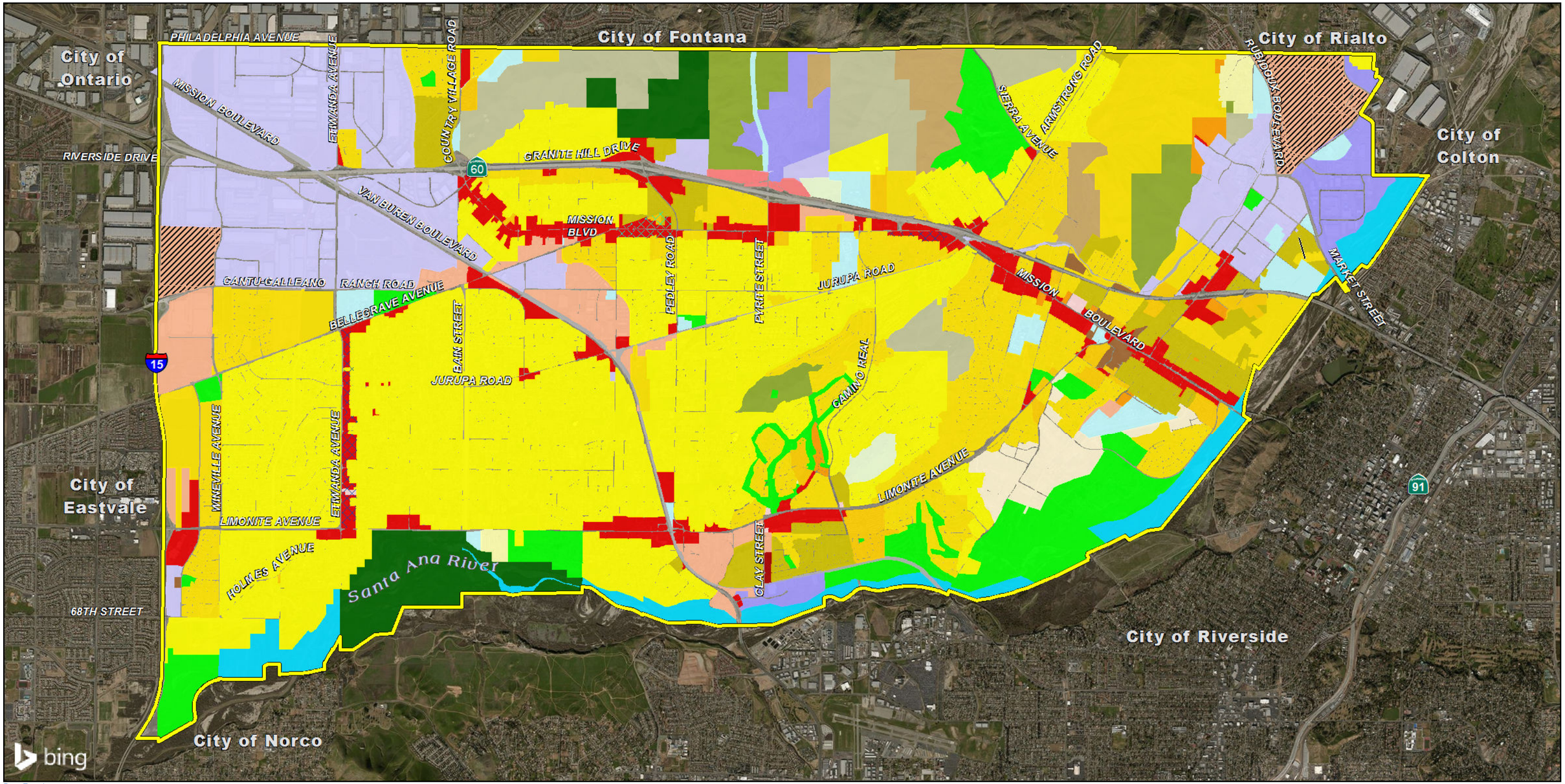


LSA

City of Jurupa Valley

LU Amendment Overlays

Community Development

Village Center

See *Figure X Land Use Overlays and Policy Areas* for existing overlays

Residential

- RR - Rural Residential
- EDR - Estate Residential
- VLDR - Very Low Density Residential
- LDR - Low Density Residential
- MDR - Medium Density Residential
- MHDR - Medium High Density Residential
- HDR - High Density Residential
- VHDR - Very High Density Residential
- HHDR - Highest Density Residential

Commercial

- CR - Commercial Retail
- CT - Commercial Tourist
- CO - Commercial Office
- CN - Commercial Neighborhood

Open Space

- OS-C - Conservation
- OS-CH - Conservation Habitat
- OS-R - Open Space Recreation
- OS-MIN - Mineral Resources
- OS-RUR - Open Space Rural
- OS-W - Water

Industrial

- LI - Light Industrial
- HI - Heavy Industrial

Business Park/Other

- BP - Business Park
- BP-SP - Business Park - Specific Plan
- PF - Public Facilities
- Rail - Railroad

0 2,000 4,000

Feet

SOURCE: Bing Aerial, 2015; Riverside County 7/2015, 12/2001.

Jurupa Valley Interim General Plan

Figure _

Proposed General Plan Land Use

I:\CJV1502\Reports\GP\figX_Proposed_GPLU.mxd (7/7/2016)

November 20, 2015

CITY OF JURUPA VALLEY
DRAFT PROPOSED GENERAL PLAN LAND USE AMENDMENTS

Overview

Two types of proposed land use changes are discussed below: 1) Basic or "integrated" land use changes to be adopted with the new Interim General Plan, and 2) "Program" land use changes to be implemented following General Plan adoption. In the first type of amendments, the underlying land use designations are proposed to change, as described for each amendment. In the second type, future changes to General Plan land use designations are anticipated. The second type of amendment is indicated by a "Community Development Overlay" (CDO) zoning. Land Use Amendments **LUA-1** and **LUA-10** are of this type. In these areas, staff proposes that the City *retain existing General Plan land use designations* until it can engage property owners and residents in more detailed land use discussions and hearings, following General Plan adoption. The other LUAs are basic land use changes.

LUA-1. Etiwanda Residential Infill Corridor



Figure 1

A. **What**: Initiate a change in the land use designation of approximately 100 acres from Retail Commercial (C-R) to Retail Commercial – Community Development Overlay (CR-CDO), *Figure 1*.

B. **Where**: Along entire east side of Etiwanda, between Bellegrave and Limonite, in the community of Mira Loma.

C. **Why:** Implement General Plan program to preserve residential uses along Etiwanda, to accommodate Neighborhood Commercial uses at street corners and to discourage "strip commercial" development. This approach is consistent with General Plan Advisory Committee (GPAC) recommendations to protect large lot and equestrian properties, and to encourage residential property upkeep and improvement.

D. **Discussion:** In the map area shown, the City is considering adding a "Community Development Overlay" to the existing "Retail Commercial" land use map designation (CR). This would do two things: 1) it would provide an incentive for residential development by allowing owners of parcels of five acres or larger,

except on corner lots, to request rezoning to allow Medium Density Residential development (allows up to 5 dwelling units per acre). This rezoning would then be allowed under the new General Plan; and 2) it would indicate the City intends to work with property owners in the future, after the new General Plan is approved, to conduct public outreach to determine whether the General Plan should continue to allow for Retail Commercial uses in this area, and if so, where. Existing, legal uses could continue under this approach.

The area consists of mostly deep lots, 1-5 acres, occupied by rural residential and commercial uses. Etiwanda is a two-lane arterial, planned for eventual widening to four lanes. Approximately 35 percent of the parcels include commercial uses. The entire length of Etiwanda's east side, between Limonite and Bellegrave is designated Retail-Commercial. The west side of Etiwanda consists of mostly Low- and Medium-Density housing. The existing configuration could result in development of "strip commercial" retail uses with many one-half acre lots, considered too small for efficient Retail-Commercial development that is compatible with the adjacent residential neighborhoods. GPAC encouraged preservation of large lot, equestrian-oriented residential properties in areas substantially committed to that use. The proposed designation would encourage the preservation of equestrian- and semi-rural residential uses by setting a framework for future public outreach and land use changes to implement the Interim General Plan.

E. **Alternative:** Change CR designation to Medium Density Residential (MDR, up to 5 dwelling units per acre, or "du/A") to encourage additional housing infill with single family detached and attached residences, with limited agricultural, equestrian and animal keeping, with Commercial Neighborhood (CN) uses allowed at street intersections. This approach would require additional outreach with multiple property owners and could have budget implications for the existing General Plan work, unless it were included as a follow-up General Plan Implementation Program.

DRAFT

LUA-2. Business Park and Historic Galleano Winery

A. **What:** Change approximately 150 acres of Business Park (BP) designation to Business Park – Specific Plan (BP-SP),

Figure 2



B. **Where:** Bounded by Harrel Street, Wineville Road, Cantu-Galleano Ranch Road and I-15, in Mira Loma.

C. **Why:** The requirement for a Specific Plan will set framework for more detailed land use planning for this large site, which is adjacent to I-15 and may be well suited for business or leisure-travel hotel, conference, restaurant and other visitor- and business-serving uses; and to preserve a historic winery as an important part of City's heritage and tourist destination.

D. **Discussion:** City has ample Business Park (BP) and Industrial designated land; however virtually no CT (Commercial-Tourist) land is designated in the City. This area already designated for business park development. 150 acres is large enough to accommodate a wide range of uses, including Business Park, commercial recreation, quality hotel with conference facilities, restaurants, retail, visitor-serving uses and open space – conservation/historic uses (Winery). With ideal highway visibility and access, a combination of Business Park, retail, visitor serving and historic uses would be compatible with and supportive of adjacent Business Park and Industrial uses. Existing agricultural, winery and related uses – now, non-conforming uses -- could then continue as legal, *conforming* uses. Property owners would need to prepare a Specific Plan to determine the mix and arrangement of future land uses. This approach follows GPAC recommendations to encourage visitor-serving uses such as a hotel or conference center and to preserve historic resources.

E. **Alternative:** Maintain BP designation on approximately one-half of the site; designate remainder for CT uses (portion of site adjacent to I-15 and Cantu Galleano Ranch Road). Designate Historic Galleano Winery as Agriculture-Historic (AG-H) to preserve historic property and allow winery use to continue as legal, conforming use.

LUA-3. Pyrite-Granite Hill Commercial-Tourist Area

A. **What:** Change approximately 35 acres of Light Industrial (LI) and Retail Commercial (CR) to Commercial Tourist (CT), *Figure 3*. A portion of the site near intersection of Pyrite and Granite Hill is developed with tourist- and truck-serving commercial uses. The remainder of the site is undeveloped, with remnant foundations of past development.

B. **Where:** Between Pyrite and Agate St. along Granite Hill Dr. and CA-60, in the Sunnyslope area.

C. **Why:** Site is adjacent to major interstate; an ideal location for traveler services (fueling station, restaurant, lodging, commercial recreation and other tourist-serving uses); avoids extending warehousing or business park/light industrial uses outside of Mira Loma and surrounding area and within view of highway; possibly preserve lower hillside area as open space (possible Transfer of Development Credit site). Would encourage redevelopment and site clean-up.

D. **Discussion:** City has ample BP and Industrial designated land; virtually no CT land is designated in City. This area already has a fueling station, car wash and mini-mart and is heavily used by commercial truckers. It also has some remnant building foundations, off road motorcycle trails, and some unsightly dump areas. The site is not suitable for residential use due to its location near Stringfellow Remediation Site. Proposed land uses are subject to State review for consistency with safety and remediation plans. Easy on-easy off location adjacent to CA-60, at base of scenic hillside. Warehouse development project previously approved by County for this site. Previous approvals have expired. This approach is consistent with GPAC recommendations to encourage visitor-serving uses and to limit the expansion of industrial uses and warehousing within the City.

E. **Alternative:** Change Light Industrial (LI) designation to Commercial Retail (CR), with the possibility of dedicating the westerly portion of site as Open Space/Conservation (OS-C).

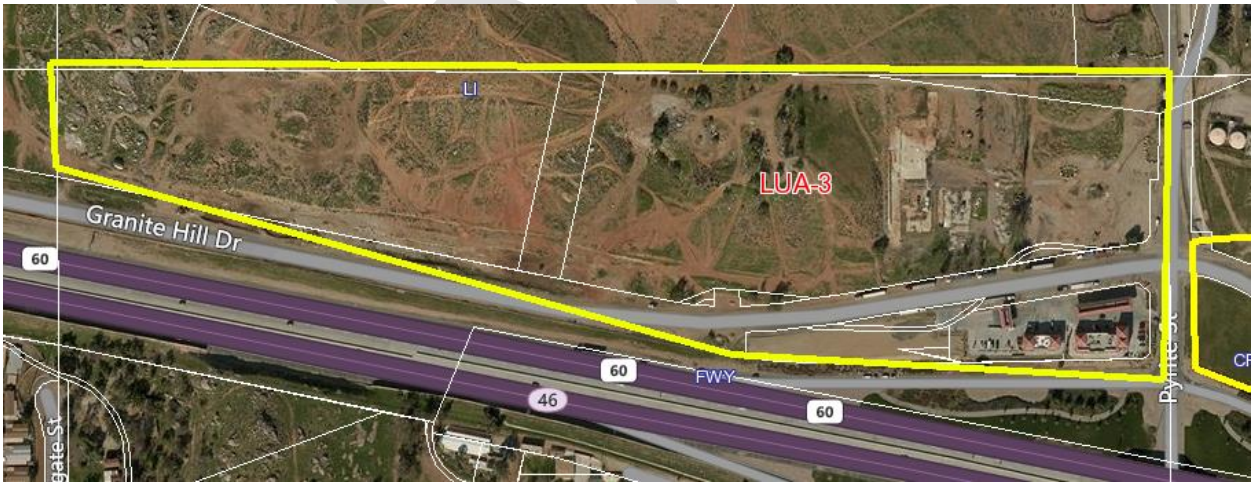


Figure 3

LUA-4. Pyrite-Granite Hill Commercial-Tourist Area

A. **What:** Change approximately 19 acres of Light Industrial (LI) and Commercial Retail (CR) to Commercial Tourist (CT), *Figure 4*.

B. **Where:** Between Pyrite and Agate St. along Granite Hill Dr. and CA-60, in the Sunnyslope area. The site is located just east of *LUA-3*.

C. **Why:** Site is adjacent to major interstate; ideal location for traveler services (fueling station, restaurant, lodging, commercial recreation and other tourist-serving uses); avoids extending warehousing or light industrial uses outside of existing areas committed to those uses and within view of highway; preserves lower portion of hillside area as open space (possible transfer of development options site).

D. **Discussion:** This area is a vacant, gently sloping terrace, located adjacent to areas designated for Commercial Retail, Light Industrial and Rural Residential. Not suitable for residential uses (near auto recyclers and adjacent to Stringfellow Remediation Site). Proposed uses subject to State approval for consistency with remediation plans. Easy on-easy off location adjacent to CA-60, at base of scenic hillside. This approach is consistent with GPAC recommendations to encourage visitor-serving uses and to limit the expansion of industrial uses and warehousing within the City.

E. **Alternative:** Change Light Industrial (LI) designation to Commercial Retail (CR), with the possibility of dedicating the upper portions of site as Open Space/Conservation (OS-C).

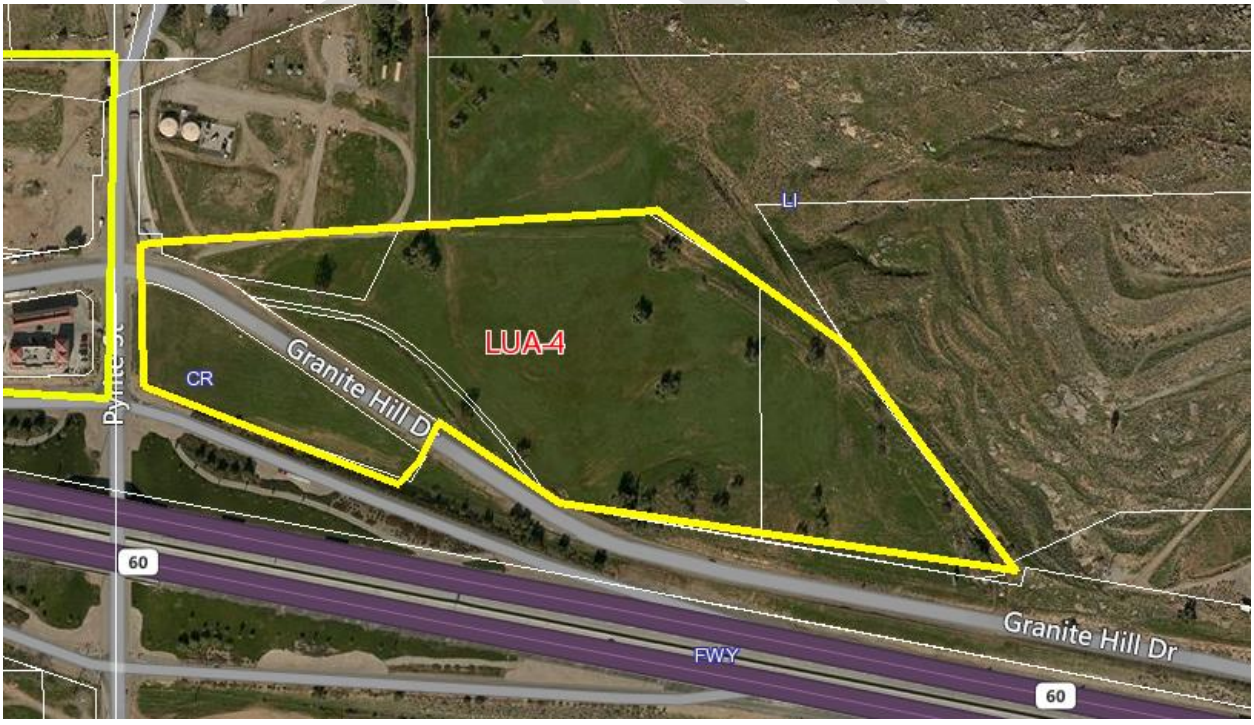


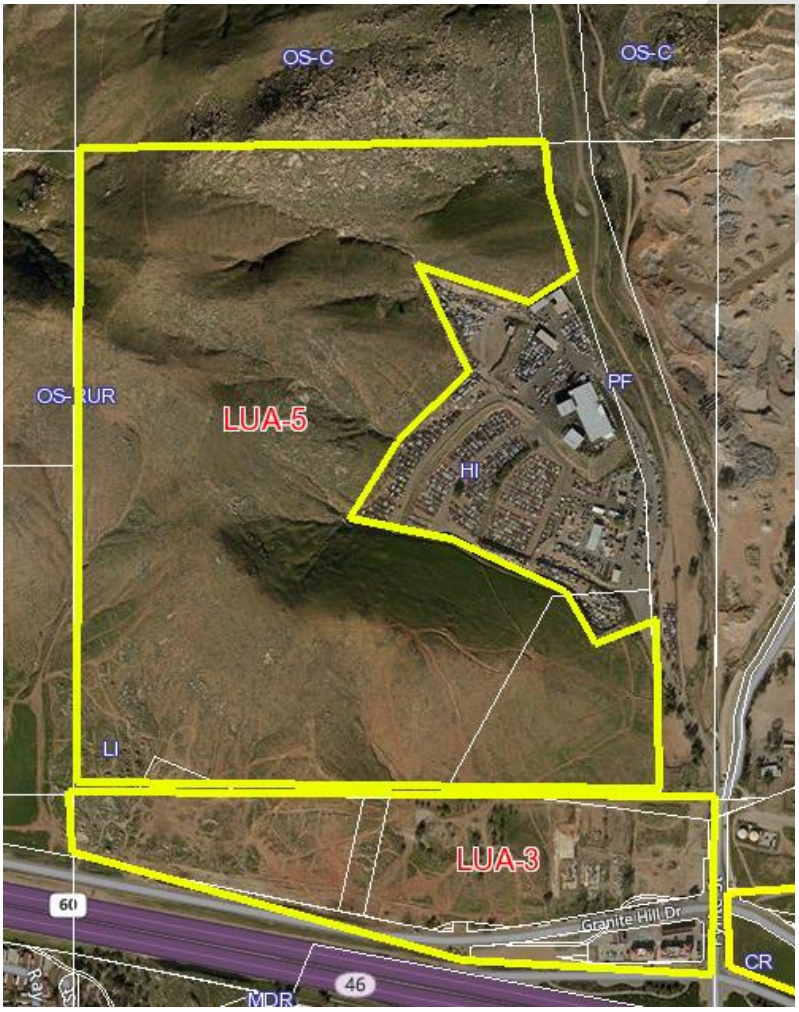
Figure 4

LUA-5. 3760 Pyrite St. – Hillside Portion of Heavy/Light Industrial Site

A. **What:** Change approximately 110 acres of Light Industrial (LI) to Open Space – Conservation (OS-C), *Figure 5.*

B. **Where:** At the terminus of Pyrite Street, at the base of, and including a portion of the Jurupa Hills ridgeline, adjacent to the Stringfellow Remediation site, in the Sunnyslope area. The large hillside site includes a level area at the base of the hills occupied by Hillside Truck and Auto Recyclers, at 3760 Pyrite Street. Under the proposed change, the entire auto recycle property would remain Heavy Industrial and could, in consideration of an open space dedication, continue as a legal, conforming use.

Figure 5



C. **Why:** This large property is surrounded by open space and is located in one of the most scenic viewsheds of the City. It is a designated wildlife habitat area. The proposed land use change would recognize that the long-standing, existing auto recycling yard use could continue, while extending open space protection to the uphill portions of the site which are not suitable for development due to steep slopes, wildfire danger, habitat value and visual sensitivity.

D. **Discussion:** City has ample Light and Heavy Industrial designated land. Undeveloped open space areas adjacent to urbanized land are limited and merit protection for environmental health and to preserve City's incredibly scenic setting and semi-rural character. Much of the roughly 130 acre site consists of steep hillsides and canyons that are unsuitable for urban development. Open space designation would bring this property into conformance with adjacent hillside parcels and would be consistent with GPAC recommendations to preserve open space and outstanding views of the Jurupa Hills.

E. **Alternative:** Designate entire site Open Space/Conservation. Under this approach, the auto recycler use could continue legally but could not expand in area or be significantly changed. If the use were discontinued for an extended period, it could not be re-established.

LUA-6. 5302 El Rio Avenue

A. **What:** Change 1.85 acres of Heavy Industrial (HI) to Medium Density Residential (up to 5 du/A), *Figure 6.*

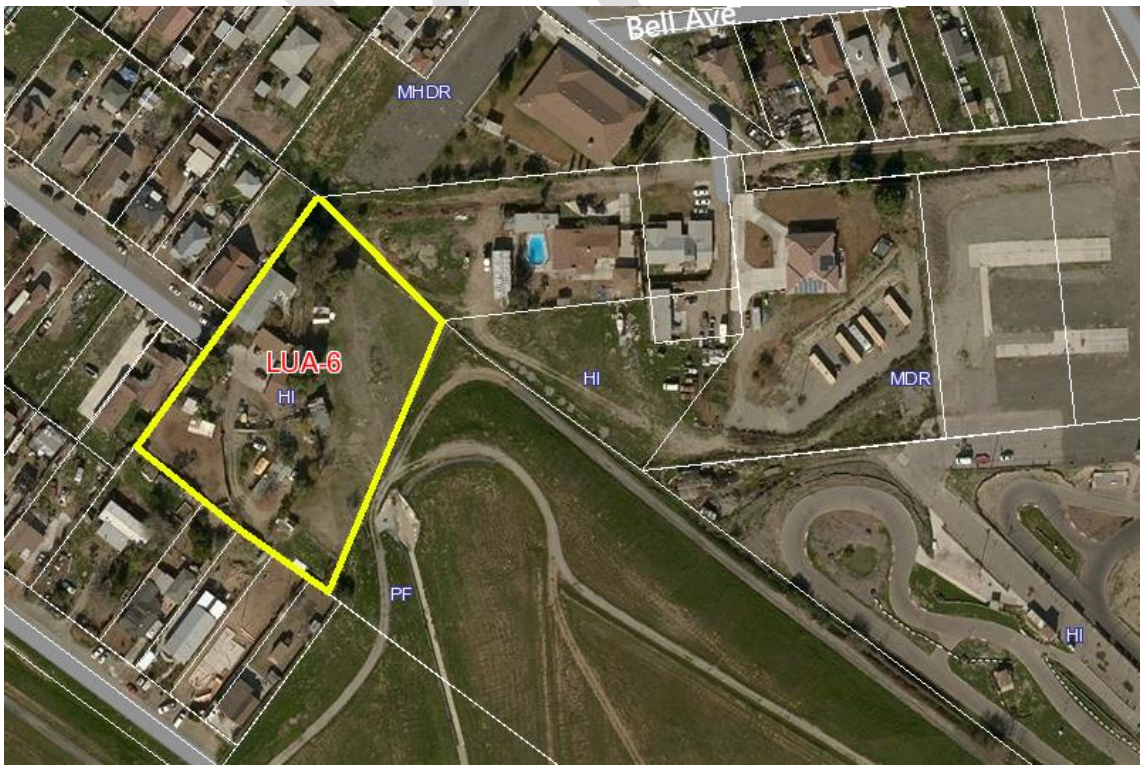
B. **Where:** At the end of El Rio Avenue, adjacent to Medium High Density Residential properties and two other properties designated for HI use but used for non-industrial uses, proposed amendments LUA-7 and LUA-8. The property has a house and several accessory buildings. Street access is available from El Rio Avenue. The site is in the community of Belltown.

C. **Why**: This parcel is essentially surrounded by residential uses and is too small for most industrial uses. Its current use is Very Low Density Residential. Although near Agua Mansa and industrial uses along Market Street, the parcel is in a neighborhood which is committed to residential uses and features mostly single-family houses on relatively small parcels (10,000 square feet (SF) or less). The City intends to minimize or avoid the presence of Industrially-designated properties immediately adjacent to residential uses. Re-designating this property for Medium Density residential would achieve this and make the existing use legal, conforming.

D. **Discussion:** City has ample Heavy Industrial designated land. This neighborhood is primarily residential with a few, randomly located and small industrial sites. This land use change is intended to protect residential uses and establish reasonable separation between residential and industrial land and is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts.

E. **Alternative:** Designate the parcel as Medium High Density Residential (MHDR, up to 8 du/A.), consistent with the designation of adjacent parcels.

Figure 6



LUA-7. 5288 Bell Avenue

A. **What**: Change approximately 30,000 SF of Heavy Industrial (HI) to Medium Density Residential (MDR, up to 5 du/A), *Figure 7*.

B. **Where:** Vacant, landlocked parcel adjacent to 5288 Bell and part of a single-family residential use, the community of Belltown. Adjacent to residential uses designated MHDR, MDR, and PF (Public Facility) on a large vacant site planned for a solar energy generation facility.

C. **Why:** This parcel is essentially surrounded by residential uses and is too small for most industrial uses. It's used for vehicle parking in connection with the house. Although near Agua Mansa and industrial uses along Market Street, it is in a neighborhood which is committed to residential uses and features mostly single-family houses on relatively small parcels (10,000 SF or less). The City intends minimize or avoid the presence of Industrially-designated properties immediately adjacent to residential uses. Re-designating this property for Medium Density residential would achieve this and make the existing use legal, conforming.

D. **Discussion:** City has ample Heavy Industrial-designated land. This neighborhood is primarily residential with a few, randomly located and small industrial sites. This land use change is intended to establish reasonable separation between residential and industrial land and is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts.

E. **Alternative:** Designate the parcel as Medium-High Density Residential, consistent with the designation of adjacent parcels. MHDR allows a residential density of up to 8 du/A.

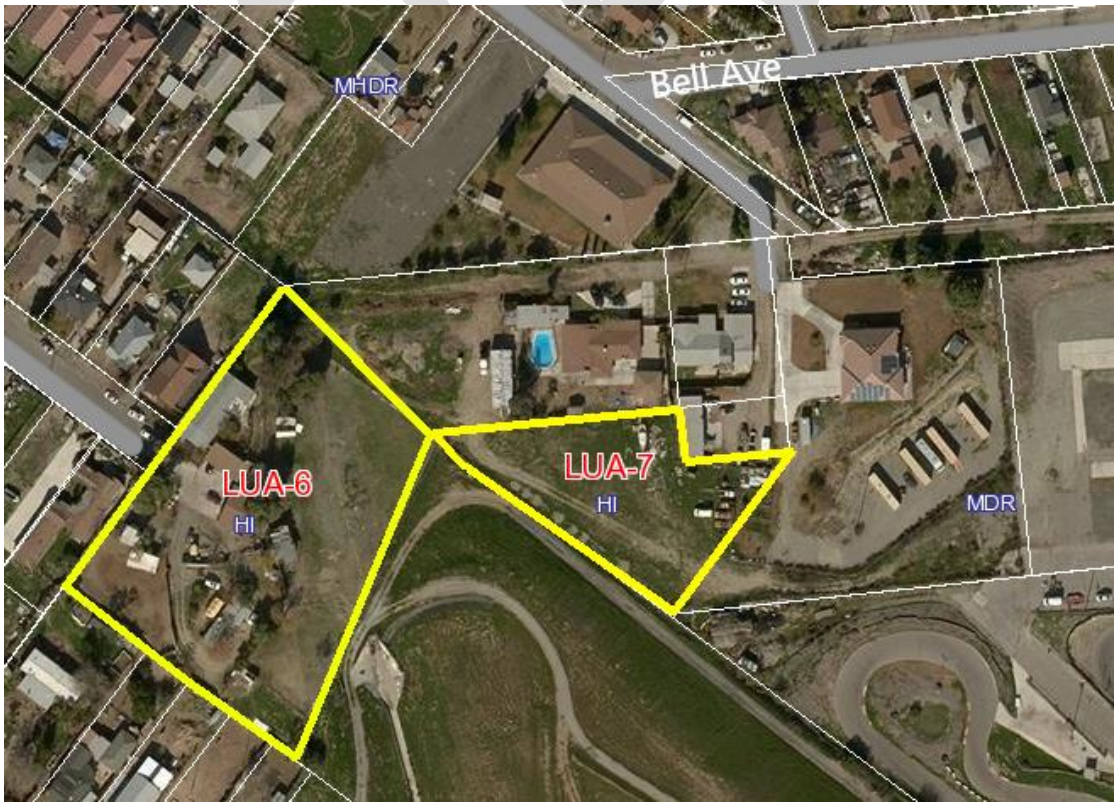


Figure 7

LUA-8. 5286 Bell Avenue, Adams Motorsports Park

A. **What:** Change 7.7 acres of Heavy Industrial (HI) to Commercial Tourist (CT), *Figure 8*.

B. **Where:** Large parcel along Market Street at the Santa Ana River and Market Street Bridge, in the community of Belltown. The site is adjacent to residential uses, open space, and heavy industrial uses across Market Street. It is improved with small commercial buildings, a race track, parking and related facilities.

C. **Why:** This parcel's location is at the edge of residential and industrial districts, and is a long-standing recreational use (go-kart racing and training). The Heavy Industrial designation does not accurately describe the existing use; Commercial Tourist more closely applies to commercial recreation uses. Although near Agua Mansa and industrial uses along Market Street, it is in a neighborhood which consists mostly of single-family houses on parcels of 10,000 SF or less. The City intends minimize or avoid the presence of Industrially-designated properties immediately adjacent to residential uses. If the current use were discontinued, the current HI land use designation would allow a heavy industrial use to be established immediately adjacent to housing. Designating this property for Commercial Tourist use recognizes a long-standing community attraction, makes the existing use legal, conforming and precludes the possibility of an expansion of industrial uses immediately adjacent to residential uses.

D. **Discussion:** City has ample Heavy Industrial designated land. Commercial Tourist and commercial recreation uses are uncommon in Jurupa Valley and this facility help meets diverse recreational needs. This approach is consistent with GPAC recommendations to preserve this community recreation feature and to encourage visitor-serving uses.

E. **Alternative:** Designate the parcel for Medium-High Density Residential, consistent with the designation of adjacent parcels.



Figure 8

LUA-9. 1500 Rubidoux Boulevard, Riverside Cement Holdings Company

A. **What:** Change approximately 370 acres of Heavy Industrial (HI) to Business Park – Specific Plan Overlay (BP-SP), *Figure 9,* on the following page.

B. **Where:** Multiple parcels bordered by Rubidoux Boulevard, El Rivino, Hall Avenue, Agua Mansa and Market Street, near the City's northeast limits. The area has multiple industrial uses, largest of which is the Riverside Cement Plant. The plant no longer mines aggregate or produces concrete mix on site. It is now primarily used for offices, sales and product distribution. The site abuts Low Density Residential Uses along El Rivino, and Public Facility uses on Rubidoux Boulevard, across from the Plant. The property is located in the Agua Mansa Specific Plan Area, County Plan No. 210, contains a denuded hill and includes offices, manufacturing facilities, railroad tracks, warehouses and outdoor storage areas, settling pond, undeveloped vacant areas, and other features.

C. **Why:** This area's large size, topography, easy access and location near the border of Riverside and San Bernardino counties makes it ideally suited for a variety of commercial, institutional or business park uses that require large sites. Due to its location near residential uses and past complaints regarding air quality impacts, full scale cement manufacturing is no longer conducted at this plant. This area is identified by the City's economic consultant as an "opportunity site" that may help meet General Plan goals to attract specialized uses such as research and development campus, regional retail, expanded health services, college campus or career training, sport facilities or other large scale uses. The City intends to minimize or avoid the presence of industrially-designated properties immediately adjacent to housing. If and when the current use is discontinued, the proposed "Specific Plan Overlay" clearly indicates the City's intent to require a Specific Plan to plan for and encourage clean-up and redevelopment of the site to better meet community needs, address environmental concerns and attract quality development to the area.

D. **Discussion:** City has ample Light and Heavy Industrial designated land. This HI-designated site has a long history as a cement plant, but over time, residential development in surrounding neighborhoods and more stringent air quality and noise requirements make continued concrete production here doubtful. As part of the Agua Mansa Specific Plan area and as one of the largest potential development sites in the City, it merits a new long-term plan for the site's eventual development to help implement General Plan policies and programs in this area. The Agua Mansa Specific Plan is outdated and needs substantial revision or possibly repeal. The proposed amendment is consistent with GPAC recommendations to promote redevelopment of this site with a use that provides major benefits to the community and that is more compatible with its surroundings. Possible uses discussed include campus-like research and development Business Park, hospital/medical center, college campus or job training center, or major sports facility.

E. **Alternative:** Designate the area for Light Industrial use with a requirement for a Specific Plan to set a planning framework to encourage redevelopment with a range of light industrial and service commercial uses as an extension of existing light industrial uses in the surrounding area, but with special features to buffer nearby residential uses and provide retail and commercial services.


2nd St
LDR
Castellano Rd
PF
LUA-9
Riverside Cement Company
Brown Ave
OS-RUR
HI
PF
20th St
LI
Avalon St
Wilson St
Wilson St

Figure 9

LUA-10. Mission Boulevard East Residential Infill Corridor

A. **What:** Change approximately 20 acres of Retail Commercial (C-R) to Retail Commercial, Community Development Overlay (CR-CDO), Figure 10.

B. **Where:** On the south side of Mission Blvd., between Formosa Street and Valley Way, in the community of Glen Avon. The area consists of multiple parcels with mostly residential development, but also includes diverse service-commercial and assembly uses, such as a building materials, feed store, upholstery, church, mini-market, insurance office, and drive-thru restaurants near Valley Way. About one-half of the parcels are vacant or nearly so. The area abuts residential uses to the south and larger lot Retail Commercial to the north, across Mission.



Figure 10

C. **Why:** Mission Boulevard is a major connection between Jurupa Valley and the City of Riverside. Historically, Mission was a primary entry to "West Riverside" and evolved into a mix of residential and relatively small commercial lots and businesses fronting on a major arterial Street. For most of its length, both sides of the Boulevard are designated for Commercial Retail (CR), although the predominant use in this area is residential, with single family detached housing adjacent to the street. This older, auto-oriented pattern can result in inefficient and unsightly retail "strip commercial" which makes economically viable commercial development difficult. Such development can result in sites being dominated by paving, excessive driveway cuts along the arterial street, and unsightly development patterns.

D. **Discussion:** The City seeks a balance of larger scale commercial sites for general retail sales and services to meet Citywide or regional needs, plus smaller scale, neighborhood-serving commercial areas. Under this approach, existing commercial and residential uses would continue to be legal, conforming land uses, but encouraged to redevelop and infill with compatible high-quality residential and commercial uses. Applying the "CDO" overlay to the base CR would help achieve that balance by encouraging redevelopment and combining lots to attract reinvestment, promote new housing and business opportunities, and beautify an

older commercial corridor. This approach is consistent with GPAC recommendations to encourage high quality development of mixed residential and commercial uses in certain corridor areas.

E. **Alternatives:**

1) Designate vacant parcels and parcels with residential uses for Medium High Density Residential (MHDR, up to 8 du/A) and apply the Mixed Use Overlay (MUO) to encourage the development of multi-family housing, allow existing residential and commercial uses to continue as conforming uses, and to allow the development of a diverse, more intensive residential and commercial corridor with an emphasis on higher density residential infill near CA-60. This approach would require additional outreach with multiple property owners and could have budget implications for the existing General Plan work, unless it were included as a follow-up General Plan Implementation Program, or,

2) Designate only vacant or underdeveloped parcels for Medium-Density Residential use, with density incentives to encourage lot assembly.

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LUA-11. Avalon Housing Expansion Area

A. **What:** Change approximately 45 acres of Light Industrial (LI) to Medium Density Residential (MDR, 2-5 du/A), *Figure 11.*

Figure 11



B. **Where:** In Belltown, on the northwest side of Avalon Street between Alta and Lakewood Streets, just north of CA-60 and adjacent to the base of the WB off-ramp. Canal Street provides access to the rear of the site. The vacant area consists of four parcels and abuts Medium-Density Residential on two sides, Open Space in the Jurupa Hills to the northwest, and vacant Light Industrial to the south. It is transitional between the industrially-oriented Agua Mansa area and the more residentially-oriented Rubidoux area. A large Retail Commercial area is nearby, to the south along Mission Boulevard.

C. **Why:** The Belltown community has enough vacant land to accommodate significant residential growth. Its location near the cities of Fontana and Riverside, near the CA-60, make it well-suited for additional low-medium density single-family housing near local job centers. The site borders open space and land developed with Medium-Density housing.

D. **Discussion:** The City seeks to avoid locating new Light- and Heavy Industrial uses adjacent to existing residential uses. The City already has large areas of LI- and HI designated land in Mira Loma, Sunnyslope and Agua Mansa, and needs additional new housing near jobs and Village Centers. Applying the MDR designation to this area would achieve these objectives and help meet the City's Regional Housing Needs. The area is the subject of a development applications, Emerald Ridge North and South, a 282-unit residential project. This approach is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts and to encourage compatible residential infill.

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E. **Alternatives:** Designate the area for Medium-High or High Density Residential (MHDR, 5-8 du/A or HDR, 8-14 du/A) to accommodate condominiums, and smaller attached and detached single-family homes.

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LUA-12. High Density Housing at CA-60 and Avalon

A. **What:** Change approximately 10 acres of vacant Light Industrial to High Density Housing (HDR, 8-14 du/A) to encourage the development of single-family attached and detached dwellings, including townhouses, stacked flats, courtyard homes, and patio homes near open space, *Figure 12*.

B. **Where:** On the NW side of Avalon, adjacent to the CA-60, in the community of Belltown. The site is accessed from Avalon, which dead ends at the highway, and has easy on- and off-highway access from 30th Street. Canal Street provides thru access to the rear of the site. Highway noise will require special design and construction features in dwelling units. The area abuts vacant LI land to the northeast and existing Medium Density housing to the northeast, along both sides of Avalon.

C. **Why:** Avalon Street's dead end adjacent to the CA-60, and the site's location near existing residential make it less suitable for Industrial uses than other properties located in nearby Agua Mansa. The site's location at the base of the Jurupa Hills allows for open space recreation uses and minimal surface street traffic along the Avalon Street frontage.



Figure 12

D. **Discussion:** As with site LUA-11, the City seeks to avoid locating new Light- and Heavy Industrial uses adjacent to existing residential uses. The City already has large areas of LI- and HI designated land in Mira Loma, Sunnyslope and Agua Mansa, and needs additional new housing near jobs and Village Centers more than it needs additional Industrial and warehouse uses. Applying the HDR designation to this area would achieve these objectives and help meet the City's Regional Housing Needs. This approach is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts and to encourage compatible, higher density housing near highway corridors.

E. **Alternative**: Designate the area for Medium High Density Residential (MHDR, 5-8 du/A) to provide multi-family housing opportunities.

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LUA-13. Hidden Valley Open Space Area

A. **What:** Change approximately 44 acres of vacant Light Industrial (LI) to Open Space, Recreation (OS-R), *Figure 13*.

B. **Where**: Three parcels bordered by the Santa Ana River to the south, railroad tracks and Low Density Residential to the north, developed and undeveloped Light Industrial and Open Space, in the Pedley area. The site is near Clay Street and Van Buren Boulevard, but has no direct access to a public street. The nearest public right-of-way serves the adjacent parcel at 6580 General Road. Most of the site is owned by Riverside County Recreation and Parks District and is located at a wide bend in the Santa Ana River and within the Hidden Valley Wildlife Area. The center portion of the site is owned by the Metropolitan Water District (MWD) for utilities access.



Figure 13

C. **Why:** Due to its location near residential neighborhoods and environmentally-sensitive riparian habitat, and the lack of public street access, LI and HI uses are not appropriate here. The site is recommended to be designated for Open Space, Recreation (OS-R) to be consistent with the large, adjacent River front parcel to the east. The site is located in the Riverside Airport Influence Area Zone D, which limits the types of uses that can be developed. Light Industrial and Business Park could also be suitable, however the parcels' lack of street access, hilly topography, and setting make Open Space a logical land use designation. Future trail connections along the River are planned.

D. **Discussion:** This LI-designated site includes several river front properties that due to their location and special development constraints, merit a different land use. Historically, there were several Industrial uses in the vicinity of Clay Street and the River. Over time, the largest of these closed and residential development expanded, "sandwiching" the Industrial uses between the surrounding neighborhoods and the River, making traditional Industrial development and resource extraction uses less suitable here than it was under County land use controls. This approach is consistent with GPAC recommendations to preserve open

space, protect environmentally sensitive areas in and along the Santa Ana River floodway, and encourage recreation uses.

E. **Alternative:** The site is located in the Riverside Airport Influence Area Zone D, which limits the types of uses that can be developed here. Light Industrial, Business Park, and Commercial Office, may also suitable, if access can be provided.

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LUA-14. Clay Street Opportunity District

A. **What:** Change approximately 80 acres of vacant Light Industrial (LI) to Medium High Density Residential (MHDR, 5-8 du/A) with Commercial Neighborhood (CN) along the east side of Clay Street, *Figure 14*.

B. **Where:** Multiple parcels bordered by railroad tracks to the south, Business Park to the north and west, Medium- and Medium-High Density Residential to the east, and Light Industrial to the south and southeast, in the Pedley area. The Santa Ana River is about ¼ mile from Clay Street to the south. Much of the district was formerly occupied by industrial uses and the north portion of the site contains a narrow, wooded stream canyon which drains several hillside neighborhoods and a golf course to the north, across Limonite. The site has good access from Clay Street and Pedley Road.



Figure 14

Figure 14

C. **Why:** This area's location near housing, key cross-town connecting streets, the Metrolink station, De Anza Commercial Plaza and the Spectrum Center, Clay's Park and Linares Avenue School make this area well suited for both residential and commercial uses. Due to its location near the Pacifica Senior Living development on Clay and Low- and Medium-Density Residential nearby, LI and HI uses are no longer appropriate here. Changing the land

use designation from Light Industrial to allow Residential uses, with offices and neighborhood-serving commercial uses along the Clay Street frontage reduces the potential for noise, vibration, odor, dust and other industrial-related impacts to adjacent residential uses and neighborhoods. Redevelopment of the site could also help address the littering, illegal dumping and camping occurring on the site, and help provide economic incentive to maintain and improve the adjacent, partially vacant De Anza Commercial Center.

D. **Discussion:** This LI-designated site may have been more appropriate at a time when parcels along the River were commonly used for resource extraction activities and manufacturing, before residential uses were developed nearby. LI uses such as warehousing, outdoor storage and repairs, auto sales, warehousing/distribution facilities, assembly and light manufacturing uses would not be compatible with nearby residential uses. The site has excellent access, is close to public transportation and near retail sales and services in commercial centers along Limonite. By applying Medium High Density Residential and the Neighborhood Commercial designation (on the east side of Clay Street), this site will help provide starter and workforce housing, close to jobs, recreation opportunities, Metrolink, and neighborhood-serving commercial uses along Clay and Limonite. This approach is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts and to encourage compatible residential infill, and with Airport Land Use Commission rules requiring a residential density of greater than five dwelling units per acre.

E. **Alternative:** Designate the area for Business Park to provide job-rich professional, administrative or research and development type uses in a well-landscaped, campus-like setting. Commercial, Industrial, Business Park, Office, Open Space and other relatively low intensity uses are generally suitable; however, due to the site's location within the Riverside Airport Influence Area Zone D, residential uses are limited to either one dwelling per five acres or less, or to densities of greater than five dwellings per acre (MHDR).

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LUA-15A, 15B and 15C. Change Light Industrial to Medium-Density Residential and Retail Commercial, SR-60 near Mission Avenue

A. **What:** Change the General Plan designation of three areas totaling approximately 59 acres, from Light Industrial (LI) to Medium Density Residential (MDR) north of SR-60 (LUA 15A), and to Retail Commercial south of SR-60 (LUA-15B and LUA-15C, as described below. Both areas are developed with light industrial and service-commercial uses, such as storage and construction materials sales, vehicle and construction materials.

B. **Where:** In three subareas, generally located in the vicinity of the intersection of Jurupa Road, Mission Boulevard, and SR-60, in the Sunnyslope community, as shown in *Figure 15*. *LUA-15A* is north of the highway, near the intersection of Florine Avenue and 33rd Street. It consists of two parcels designated Light Industrial, covers about 28 acres and consists mainly of paved areas used for vehicle storage. It is bordered by Medium-Density Residential. A proposed 300-unit "Highland Park" residential subdivision is planned on adjacent parcels to the northeast. *LUA-15B* is south of the highway, located near the intersection of Jurupa Road and Mission Boulevard. It consists of multiple parcels, is designated Light Industrial, covers about 26 acres and includes various service-commercial uses, such as construction materials storage and sales, recycling yard and auto sales.

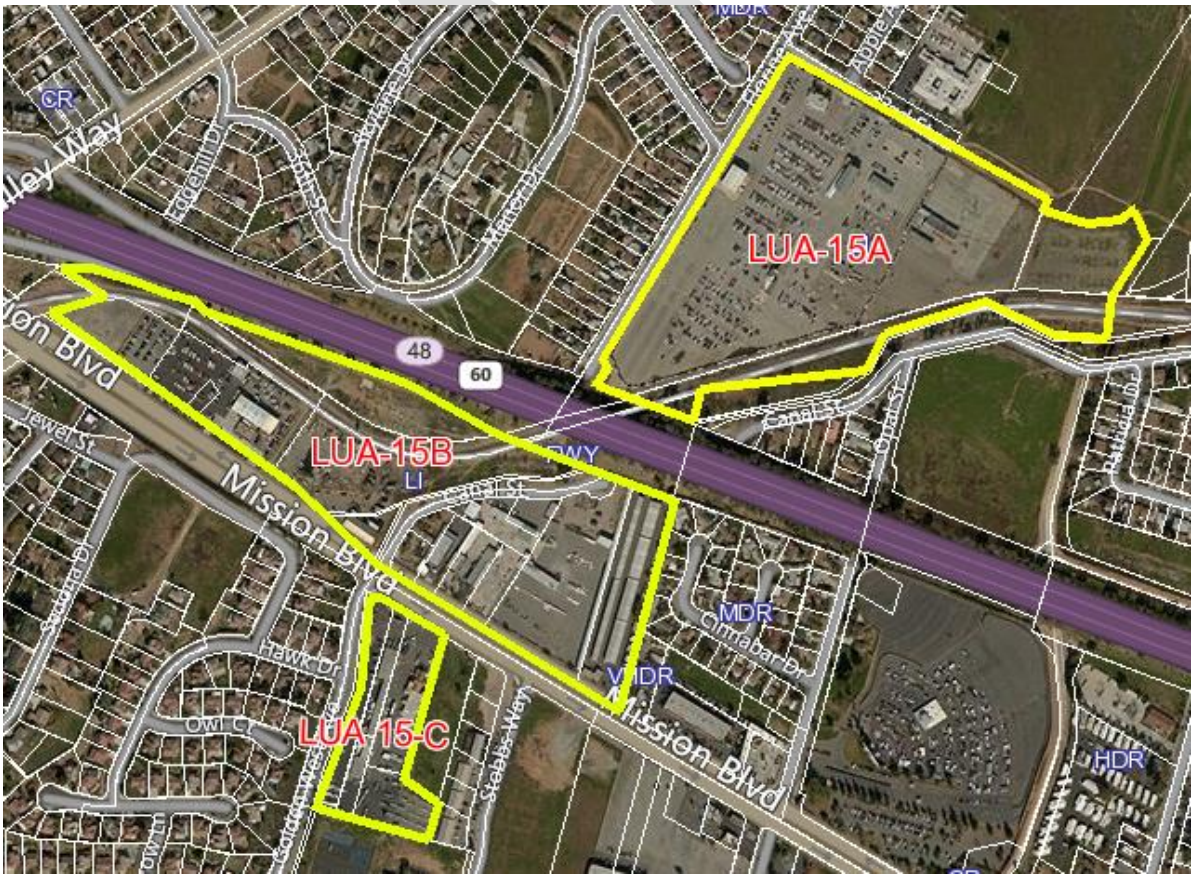

Figure 15

LUA-15C is located south of Mission Boulevard, with Medium-Density Residential land to the west and south, General Commercial to the east, and Light Industrial to the north. It consists of multiple parcels covering about five acres and is bordered by Golden West Avenue on the west, Stobbs Way on the east, and Rustic Lane Elementary School on the south. It's near the Rubidoux Drive-In and is about one mile from the Rubidoux Village Area. The three areas are zoned "Manufacturing/Service-Commercial" (M-SC) on the City's Official Zoning Map.

C. **Why:** County land use decisions resulted in a number of areas throughout the City where "islands" of Industrial land abut residential uses. In addition, the City already has large areas designated for warehousing and industrial uses and seeks a more balanced land use pattern. A key City objective in the new General Plan is to reduce and/or prevent conflicts between land uses, particularly between industrial land uses and housing. Medium-Density housing would be more compatible with existing land uses north of SR-60; Retail Commercial (C-R) would be more compatible with adjacent land uses south of SR-60 and promote retail uses in an area already substantially committed to that use, from Golden West Avenue, east to Rubidoux Village.

D. **Discussion:** To achieve General Plan objectives, it is proposed that the City consider changing some areas designated "Industrial" to a different General Plan land use designation which, over time, will encourage development of more compatible uses. With such a change, the existing Industrial/Service-Commercial uses could continue as allowed, non-conforming uses, as provided in the City's Zoning regulations, or changed to the new land use, at the property owners' option. On February 16, 2012, the City Council initiated a General Plan Amendment from Open Space and Medium-High Density Residential to Medium-Density Residential for the Highland Park residential subdivision, in the area of *LUA-15A*. Council was concerned that future industrial uses at this location may be incompatible with the existing residential neighborhoods and the proposed new subdivision, which is currently in the City for discretionary Planning review. This approach is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts and to encourage quality retail uses in areas substantially committed to that land use.

E. **Alternative:** Designate LUA-15B and 15C for a new Residential/Commercial Corridor (RCC) land use designation which allows mixed commercial and residential uses, allowing residential density of up to 8-14 du/A, thereby encouraging multi-family housing opportunities close to jobs, shopping and freeway access. LUA 15A would change to Medium Density Residential (MDR).

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LUA-16. Mission Boulevard West – Glen Avon Village Center

A. **What**: Change approximately 45 acres of Retail Commercial (CR) and High Density Residential (HDR) to Retail Commercial with Village Center Overlay (CR-VCO), *Figure 16*.

B. **Where**: On both sides of Mission Blvd., between Feldspar and Pedley Road. The area consists of multiple parcels with a mix of small and large lot commercial and residential development, with several vacant parcels. The area abuts residential uses to the south, with larger lot Retail Commercial and Medium High, High, and Highest Density Residential to the north, across Mission. The area is one of three historic community or "village" centers (along with Rubidoux and Pedley centers) and can function as a commercial and social center for the Glen Avon community.



Figure 16

C. **Why:** For most of its length, both sides of Mission Boulevard are designated for Commercial Retail. However, the resulting land use pattern is characterized by many relatively small commercial lots fronting on a major arterial. This older, auto-oriented pattern can result in inefficient and unsightly retail "strip commercial" which makes economically viable commercial development difficult. Such development can result in sites being dominated by paving with limited parking and loading spaces, and can impact the economic viability of older commercial areas. The area now has a mix of commercial and residential uses. The proposed VC Overlay would allow parcels to be developed with either retail commercial or residential uses. The existing retail-, service-commercial and residential uses would continue to be permitted, conforming uses. As property owners chose to develop or redevelop their property, the VC Overlay designation would encourage lot assembly and high-quality redevelopment by allowing a range of densities and FARs, depending upon parcel size. Larger lots would allow increased residential density or FAR, subject to specific development standards to ensure compatibility with adjacent uses. This will increase development options, *avoid creating non-*

conforming uses, increase property values and encourage redevelopment and infill with new commercial uses and high quality, multi-family housing.

D. **Discussion:** The City seeks a balance of larger scale commercial sites for general retail sales and services to meet Citywide or regional needs, plus smaller scale, neighborhood-serving commercial areas. Under this approach, existing commercial and residential uses would continue to be legal, conforming land uses, but encouraged to redevelop and infill with compatible high-quality residential and commercial uses. Applying the VC Overlay helps achieve that balance by encouraging redevelopment and combining lots to attract reinvestment, promote new housing and business opportunities, and beautify an older commercial corridor. This approach is consistent with GPAC recommendations to encourage community centers and to encourage mixed use where appropriate.

E. **Alternative:** Designate the area for High Density Residential (HDR, 8-14 du/A) or Very High Density Residential (14-20 du/A) to allow multi-family housing opportunities. This approach would require additional outreach with multiple property owners and could have budget implications for the existing General Plan work, unless it were included as a follow-up General Plan Implementation Program.

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LUA-17. Bellegrave Low Density Residential Infill

A. **What**: Change approximately 10 acres of Light Industrial to Low Density Residential to allow single-family detached residences on ½ acre lots, *Figure 17*.

B. **Where:** On the south side of Bellegrave, between Marlatt and Dodd Streets, in the Mira Loma Community. South of Bellegrave is designated as Low Density Residential and consists mainly of large-lot residential uses with animal-keeping. North of Bellegrave is mainly Business Park and Light Industrial uses. Open Space – Recreation (Community Park) is directly across Bellegrave, with schools and neighborhood commercial nearby.

C. **Why**: Just over six of the 10 acres is vacant; the remaining acreage is developed with a mix of single-family residential and accessory commercial uses. The area's location makes it more suitable for large lot residential than for Industrial development.

D. **Discussion**: With this Interim General Plan, the City seeks to protect residential areas from impacts of Industrial development, and to provide greater separation between residential and industrial uses. The City has large areas devoted to Light- and Heavy Industrial uses (LI and HI) in Mira Loma, Sunnyslope and Agua Mansa, and needs additional new housing near jobs and Village Centers more than it needs additional Industrial and warehouse uses. Applying the LDR designation to this area would encourage compatible residential development, in keeping with the character of much of Mira Loma and Pedley. This approach is consistent with GPAC recommendations to protect residential neighborhoods from industrial use impacts and to encourage compatible residential infill.



Figure 17

E. **Alternative:** Change designation of all parcels fronting onto Bellegrave, between Dodd Street and Etiwanda, to "Residential Commercial Corridor (RCC), to allow mixed use development with residential and commercial land uses.

This approach would require additional public outreach with multiple property owners and could have budget implications for the existing General Plan work, unless it were included as a follow-up General Plan implementation program.

LUA-18. Pedley Low-Density Residential Infill

A. **What**: Change approximately 80 acres of Business Park (BP) to Low Density Residential (LDR, 2 du/A) to allow large lot single-family detached residences and animal keeping, consistent with the adjacent properties to the east, *Figure 18*.

B. **Where:** Between Van Buren and Pedley Road, on interior lots from Jurupa Road to 56th Street, in the community of Pedley. Most of the properties in this area are designated as "Rural Community – Low Density Residential" at a density of 2-5 du/A., and consisting of large-lot residential uses with equestrian properties and animal-keeping on both sides of Pedley Road. Along Jurupa Road between Van Buren and Pedley are several older industrial uses and outdoor storage.

C. **Why**: Most of the area is low density residential, with a predominantly equestrian and agrarian character. The existing industrial uses are concentrated along Jurupa Road, adjacent to the railroad tracks. The area's location makes it more suitable for residential use than for Industrial or Business Park uses. Consequently, the residential integrity of this area should be maintained and no further industrial or business park type uses allowed to encroach in this neighborhood. Existing industrial uses would be "grandfathered" and permitted to continue as legal, non-conforming uses.



Figure 18

D. **Discussion**: With this Interim General Plan, the City seeks to protect residential area from impacts of Industrial development, and to provide greater separation between residential and industrial type uses. The City has large areas devoted to Business Park, Light- and Heavy Industrial uses (LI and HI) in Mira Loma, Sunnyslope and Agua Mansa, and needs additional new housing near jobs and Village Centers more than it needs additional Industrial and warehouse uses. Expanding the LDR designation to this area would encourage compatible residential development, in keeping with the semi-rural character of much of Mira Loma and Pedley.

E. **Alternative:** Designate the parcels with existing industrial uses from BP to Light Industrial (LI) to reflect actual uses; and designate the remainder of BP to Low Density Residential (LDR).

LUA-19. West Limonite Residential/Equestrian Area

A. **What:** Change approximately 30 acres of Light Industrial (LI) and Agriculture (AG) to Very Low Residential Density (VLDR), *Figure 19*.

B. **Where**: Three large parcels between Limonite Avenue and the Santa Ana River, in the community of Pedley. The westerly parcels are designated Light Industrial and adjacent to Public Facility use (Jurupa Community Services District) but were once developed and used for agricultural uses (poultry). The westerly parcel is designated Agriculture (AG) is currently used for agricultural/equestrian uses. Paradise Knolls Golf Course abuts the site on the east. The City has received a Planning application to convert the Golf Course to a 300-unit residential subdivision. The Santa River and Hidden Valley Wildlife Area abut the site on the south. Low Density Residential with agricultural uses border the site on the north, across Limonite Avenue.



Figure 19

C. **Why:** Light Industrial and Agricultural uses may no longer be compatible with nearby existing and planned residential uses. However the site's location adjacent to Santa Ana River, past

farming and equestrian use, and the large- lot, equestrian oriented neighborhood north of Limonite may make very-low density residential uses particularly appropriate. At a density of one unit per acre, the site could accommodate large-lot, high quality housing, animal keeping and equestrian facilities, such as stables, training areas, and riding trails linking to planned trails along the River, comparable to some of the large lot residential areas on Crestmore Road and Riverview Road in Rubidoux. Some agriculturally-related commercial uses may also be appropriate along Limonite.

D. **Discussion:** These LI- and AG-designated parcels, due to their location, special development constraints, and possible changes in area land use, may merit a different land use. Limonite is planned for widening from two to four lanes, and a large residential subdivision is proposed to replace the Paradise Knolls Golf Course, now designated as Open Space-Recreation (OS-R). A change to Very Low Density Residential would help maintain Jurupa Valley's historic semi-rural, equestrian character and be compatible with existing and proposed uses. It would allow existing light industrial and agricultural uses to continue until such time as the owners chose to redevelop their properties. And it could accommodate an area of "above moderate" income housing which would help meet the City's range of housing needs. Residential uses should be buffered from Limonite Avenue by a horizontal separation, landscaping, or other means. This approach is consistent with GPAC recommendations to avoid land use conflicts between Industrial and Residential land uses, preserve Jurupa's semi-rural character, encourage equestrian uses, and protect environmentally sensitive areas in and along Santa.

E. **Alternatives:** 1) Designate the site as Low Density Residential (LDR, at two du/A); or 2) change the Light Industrial designation to Agriculture to maintain the entire site in its historic agricultural use. This approach would allow a wide range of agricultural related and equestrian uses, and one dwelling per 10 acres.

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November 20, 2015

Draft Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Jurupa area, guiding the City's growth and improvement, and on preserving and enhancing its citizens' quality of life. To accomplish this, the City intends to update and refine the current General Plan land use designations that were originally applied by Riverside County before Jurupa's incorporation as a City. The updated land uses are described in Section XX, below.

The Jurupa Valley Land Use Plan, Figure 3 (to be added), depicts the geographic distribution of planned land uses. The Plan is organized around 24 land use designations and seven land use overlays. *Table 1, Land Use Designations Summary*, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the land use designations. Section XX contains more detailed descriptions and policies for of the General Plan's plan land use designations.

Jurupa Valley's rich heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its environmental and economic sustainability are reinforced by strong commitments to open space preservation and urban development, as provided in this Interim General Plan.

The proposed land use designations represent a wide range of uses that respond to community needs, natural characteristics of the land, and the economic potential to accommodate a range of compatible uses. Many factors led to the designation of land use patterns. Among the most influential were: previous county plans, established land use patterns, public input, transportation plans and needs, conservation and habitat plans, citizen input, and Planning Commission and City Council guidance. The result of these considerations is shown in Figure 3, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Interim General Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Overall Land Use Concept

The Interim General Plan continues to provide for substantial areas devoted to semi-rural, suburban and equestrian uses, as allowed by the Estate Density and Low Density Residential designations. The land use plan also allows for more conventional urban residential densities as reflected by the Medium Density, Medium High Density, High Density, Very High Density and Highest Density Residential Designations. Complementing these residential land uses are several Commercial Retail corridors, Commercial Tourist and a new Commercial Neighborhood designation. In addition, there are seven Overlay designations that, when used in combination with based designations like "LDR" or "CR", help meet special community needs or address special planning concerns.

For example, the Community Development Overlay allowing multiple use options to encourage the eventual conversion of older land uses to more compatible, high quality land uses. The Plan also retains several large Open Space-Conservation and Recreation areas, large swaths of Open Space-Conservation Habitat land in the Santa Ana River corridor and the Jurupa Mountains, and an abundance of employment opportunities within the Light Industrial and Business Park

designations along Interstate 15, State Route 60, and Van Buren Boulevard. Heavy Industrial designations are also provided at Agua Mansa and in the vicinity of the Stringfellow Reclamation Site. Mining uses are also identified within the Jurupa Mountains.



For more information on

Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan ***Land Use Element.***

Several older "strip commercial corridors" have a mix of residential, light industrial/service-commercial, and commercial uses. These corridors include portions of Mission Boulevard and Etiwanda Avenue. To encourage redevelopment with residential and commercial uses in selected areas, a Specific Plan overlay is applied to encourage more detailed planning in these areas, with the possibility of encouraging lot consolidation and redevelopment under the new Residential/Commercial Corridor designation. This designation allows commercial and residential uses on adjacent lots, with a range of residential densities and floor area ratios (FAR) is allowed, depending upon lot size. As an incentive to encourage more attractive development and fewer driveways, this designation allows Medium, Medium-High to High Density Residential uses on lot ranging from 20,000 square feet, 1 acre, and 2 acres respectively. Commercial retail, service-commercial and light industrial is also permitted, where appropriate, with a range of FARs allowed, depending upon parcel sized. One existing single-family dwelling continues to be allowed on legal, conforming parcels of any size.

The Village Center Overlay is applied at key existing community centers, namely the Glen Avon area along West Mission Boulevard, the Pedley/Limonite area, and the Rubidoux Village Center along northeast Mission Boulevard. These areas are intended to function as pedestrian-oriented Village Centers, in keeping with their historic uses in Jurupa Valley. These areas are encouraged to develop with a mixture of high-quality residential, retail, office and public uses in close proximity. The strategic location of these centers offers compelling reasons to focus attention on such a valuable economic resource. The Village Center Overlay in Rubidoux takes advantage of the existing pattern of development on Mission Boulevard by allowing for residential units next to commercial uses, thereby increasing the development feasibility and economic value of this area.

The Interim General Plan provides for major employment centers at the Interstate 15/State Route 60 junction, along Van Buren Boulevard, and in the Agua Mansa area. Typical employment uses within Business Park and Light Industrial designated areas include research and development, manufacturing, assembling, research institutions, academic institutions, medical facilities, and support commercial uses. Heavy Industrial designated areas would accommodate the most intensive types of industrial activities, including heavy manufacturing and processing plants. Warehousing is limited to the area north of Galena Avenue and west of San Sevaine Channel.

The proximity to a major freeways, Metrolink services and railroad tracks provide an opportunity for regional multi-modal transportation connections. Combined with the relatively compact activities envisioned in the Village Centers, these highly valuable access facilities offer the long term potential to accommodate improved transit access. Future multi-modal transportation options are a part of this Plan because of the need to ultimately take some of the pressure from the highway and freeway systems. This is particularly critical here because of the extensive truck traffic, which complicates vehicle flow despite its obvious importance to economic development.



Large swaths of open space line the Santa Ana River corridor, providing an expansive natural buffer between Jurupa and the City of Riverside. Portions of the Jurupa Mountains also contain Open Space designations intended to preserve the rugged nature of this area and protect sensitive habitat areas. Recreational open space areas designed for active recreational uses, such as golf courses and athletic fields, are located throughout Jurupa Valley.

The pattern and types of land uses described above are an extension of the existing land use patterns for Jurupa Valley and consequently, help maintain the identity and character of its eight distinctive communities. Selective additions to the land use choices refine the potential here without changing the basic character of these local communities. Additionally, preserving the natural features and unique landscape helps to distinguish this area from surrounding communities.

Table 1: Land Use Designations Summary

Land Use Designation	Building Intensity Range (Min. parcel size/du) or Floor Area Ratio)[1, 2,3]	Notes
Agriculture and Open Space		
Agriculture (AG)	10 ac min.	• Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. • One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Conservation (OS-C)	N/A	• Protection of open space for natural hazards, cultural resource preservation, wildlife and habitat, and natural and scenic resources. • Existing agricultural uses are permitted.
Water (OS-W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to conditional use permit (CUP). May be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
Recreation (OS-R)	20 ac min.	• Recreational uses including parks, trails, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses.
Rural (OS-RUR)	20 ac min.	• One single-family residence allowed per 20 acres. • Extraction of mineral resources subject to CUP may be permissible provided that scenic resources and views are protected.
Mineral Resources (OS-MR)	N/A	• Mineral extraction and processing facilities conditionally allowed. • Includes areas held in reserve for future mineral extraction and processing.
Commercial/Industrial		
Commercial Retail (CR)	0.20 - 0.35 FAR	• Local and regional serving retail and service uses. • Applied to shopping centers of 5 acres or more.

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*Residential/Commercial Corridor (RCC)	5 – 20+ du/ac Max. 1.0 FAR	• Allows a mix of residential, retail and neighborhood commercial, office and other compatible uses. • Flexible residential density and development standards are applied to encourage compatible, attractive, high-quality development.
*Commercial Neighborhood (CN)	0.25 - 0.60 FAR	• Uses providing goods and services to meet the frequent shopping needs of people living nearby, typically within a one-half mile radius of residences served. • Allowed uses include small grocery stores, cleaners, laundromats, drug stores, restaurants, small specialty stores, feed and tack, and other neighborhood convenience uses. • Applied to smaller commercial centers, generally less than 5 acres in area.
Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist related commercial including hotels, restaurants, conference and meeting facilities, theaters, museums, golf courses, and recreation/amusement activities.
Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office and office-related uses including financial, legal, medical, dental, real estate, insurance and other office services.
Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial, service-commercial and related uses including warehousing/distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses.
Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities, such as manufacturing, materials processing, and any related industrial activity that generate significant impacts such as excessive noise, dust, and other nuisances.
Business Park (BP)	0.25 - 0.60 FAR	• Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
Residential		
Estate Density Residential (EDR)	2 ac. min.	• Single-family detached residences on large parcels of at least 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Very Low Density Residential (VLDR)	1 ac. min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Low Density Residential (LDR)	1/2 ac. min.	• Single-family detached residences on large parcels of ½ to 1 acre. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.

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Land Use Designation	Building Intensity Range (du/ac or Floor Area Ratio)[1, 2,3]	Notes
Medium Density Residential (MDR)	Up to 5 du/ac.	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 20,000 sq. ft.
Medium High Density Residential (MHDR)	Up to 8 du/ac	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 4,000 to 5,500 sq. ft.
High Density Residential (HDR)	Up to 14 du/ac	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.
Very High Density Residential (VHDR)	Up to 20 du/ac	• Single-family attached residences and all types of multi-family dwellings.
Highest Density Residential (HHDR)	20+ du/ac	• Multi-family dwellings, includes apartments and condominium. • Multi-level (3+) structures are allowed. • Max. density set by City Council.
Other		
Public/Institutional (PF)	Max. 1.0 FAR	• Civic uses and facilities providing academic, medical, governmental or similar services to the public, including health care facilities, social services, cultural and public recreational uses, compatible businesses (provided they do not displace public uses), and other public and
Railroad/Utility Corridor	N/A	• Applied to areas dedicated for railroads, public utilities or other specialized uses.
Overlays		
Community Development Overlay (CDO)	N/A	• Encourages new development and land use changes to be applied through future General Plan Amendments. • Applied to Opportunity sites and areas where land use changes are anticipated or encouraged. • May include development incentives, such as flexible development standards or transfer of development potential. • Incentives may require minimum site area.

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Land Use Designation	Building Intensity Range (du/ac or Floor Area Ratio)[1, 2,3]	Notes
*Village Center Overlay (VCO)	N/A	• Applied to three historic core areas, namely Rubidoux Village, Pedley Village and Glen Avon Village. • Promotes infill and improvement of established town centers a more urbanized, pedestrian-oriented mix of residential, commercial, office, entertainment, civic, transit, educational, and/or recreational uses, or other uses is encouraged.
Specific Plan (SP)	N/A	• Requires preparation of a specific plan before an area can be further developed. • Typically applied to large undeveloped or underdeveloped areas. • Special land use and development standards may apply. (See Land Use Element and specific plans for detailed information).
*Equestrian Lifestyle Overlay (ELO)	N/A	• Defines areas in which the long-term character, safety and viability of equestrian uses are specifically protected from encroachment by incompatible uses, activities and public facilities.
Mixed Use Overlay (MPO)	N/A	• This designation is applied to areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned, allowing either vertical or horizontal mixed use.
Business Park Overlay (BPO)	N/A	• Applies to areas where a clear separation of industrial and business park uses from residential uses is desired.
*Historic Overlay (HO)	N/A	• Allows use of flexible development standards, incentives and building codes to encourage preservation of historically-designated properties and districts, such as Mills Act and the Historic Building Code.

NOTES:

***Asterisk indicates new land use designation**

[1]FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

[2]The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

[3]Clustering is encouraged in all residential designations. The allowable density of a particular land

use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat).

[4]Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. Policy Areas accommodate several locally specific designations, such as the Equestrian Protection Area and the Rubidoux Village, and correspond to an adopted Area or Community plan. Consult the applicable Area Plan or Policy Area text for details

Land Use Designations to be Removed

Several existing land use designations are proposed to be removed from the previously adopted General Plan, either because they were associated with Riverside County land use designations and are no longer needed or relevant, or because they are redundant with other land use designations in the Interim General Plan. They are:

1) **Foundation Components**: Agriculture Foundation Component, Rural Foundation Component, Open Space Foundation Component, and Community Development Foundation Component.

2) **Rural Residential**

3) **Rural Mountainous**

4) **Rural Desert**

5) **Community Center - Name changed to "Village Center Overlay" and moved to Overlays**.

6) **Mixed Use Planning Area (Name changed to "Mixed Use Overlay" and moved to Overlays**.

7) **Commercial Retail Overlay**

8) **Community Center Overlay**

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Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, Policy Areas (to be added), and are described in detail below.

Eight policy areas have been designated within Jurupa. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Jurupa area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4, Policy Areas, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Policy Areas[4]	
Mission Boulevard	Mission Boulevard corridor includes vacant and/or aging buildings along with numerous vacant lots are scattered throughout many of the commercially designated commercial corridors in Jurupa, including those along Mission Boulevard in Glen Avon. This policy area is intended to facilitate optimum development of these infill properties and stimulate economic development of the adjacent communities.
Equestrian Preservation Area	Intended to protect the long-term character, safety and viability of equestrian uses from encroachment by incompatible uses, activities and public facilities.
Mira Loma Warehousing Distribution Center	Within the Business Park, Light Industrial, and Heavy Industrial land use designations, warehousing and distribution uses, and other goods storage facilities, shall be permitted only in a defined area in Mira Loma.
Business Park	Intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic and dangerous traffic congestion at railroad grade crossings.
Stringfellow Reclamation Area/Pyrite Canyon	Applies to a recognized as a hazardous waste disposal reclamation site which is subject to an abatement and reuse plan to be prepared and implemented by the appropriate authorities.
Limonite Avenue	Applies to a property designated Light Industrial located easterly of a sewage treatment facility on the south side of Limonite Avenue, easterly of Bain Street, to maintain compatibility with adjacent uses.
Rubidoux Village	The Rubidoux Village Policy Area is a significant and identifiable component of the Interim General Plan and is subject to special standards and development/public improvement programs to enhance its overall character and economic vitality.
Santa Ana River	The Santa Ana River is an integral part of the City and region's multipurpose open space system, watershed, wildlife habitat, and recreation resources. Special policies apply to this critically important resource.

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Jensen-Alvarado Ranch	Special policies apply to this historic/cultural landmark to preserve its character and historic/architectural integrity and to prevent encroachment by incompatible uses and/or activities.
Flabob Airport Influence Area	Special policies apply to this area to minimize land use conflicts with adjacent uses and to maintain consistency with the Western Riverside County Airport Land Use Plan.
Riverside Municipal Airport Influence Area	Special policies apply to this area to minimize land use conflicts with adjacent uses and to maintain consistency with the Western Riverside County Airport Land Use Plan.

1 - Mission Boulevard

Vacant and/or aging buildings along with numerous vacant lots are scattered throughout many of the commercially designated commercial corridors in Jurupa, including those along Mission Boulevard in Glen Avon. This policy area is intended to facilitate optimum development of these infill properties and stimulate economic development of the communities served by Mission Boulevard.

Policies:

PA 1.1 Adhere to policies found in the Redevelopment Plan for the Jurupa Valley Project Area.

PA 1.2 Consider allowing the development of housing on vacant and underutilized nonresidential parcels along the Mission Boulevard corridor.

PA 1.3 Provide incentives for lot consolidation and other strategies to promote cohesive, unified planning of development.

2 - Equestrian Preservation Area

Equestrian uses are commonplace in Jurupa, particularly in the communities of Mira Loma and Glen Avon. These are located within and defined by the Equestrian Lifestyle Overlay. The purpose of the following policies is to protect the equestrian character of areas throughout Jurupa.

Policies:

PA 2.1 Establish an assessment district or other funding mechanism for the acquisition of rights-of-way and the construction and maintenance of multi-purpose trails within the Policy Area.

PA 2.2 Establish traffic control along those streets designated as part of the multi-purpose trail system within the Policy Area.

PA 2.3 Provide special signals on those designated streets for equestrian crossing use.

PA 2.4 Discourage the encroachment of incompatible land uses into the Policy Area.

3 - Mira Loma Warehouse/Distribution District

The Mira Loma Warehouse/Distribution District (MLWD) is an area substantially committed to warehousing, shipping, trucking and other similar uses. In this area, uses are concentrated close to major highways and access routes and generally away from residential neighborhoods. It is the City's

policy to restrict such uses to the (MLWD) and other designated locations and to not new uses or expansion of these types of existing uses outside City-designated areas.

Policies:

PA 3.1 Requires that in the Business Park, Light Industrial, and Heavy Industrial land use designations within the Interim General Plan, warehousing and distribution uses, and other goods storage facilities, shall be permitted only in the following area: the area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north, unless otherwise provided in a City-adopted specific plan.

This policy shall not apply to firms which only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility and other environmental and socioeconomic concerns. Any manufacturing project proposal outside of the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the County of Riverside. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals or cross dock facilities shall be allowed outside of the aforementioned area.

4 - Business Park

The Business Park Policy Area is intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic and dangerous traffic congestion at railroad grade crossings. Besides ensuring compatibility between residential and industrial uses, the additional landscaping requirements for new development or expansion of existing uses are intended to enhance community identity within the area, particularly along Van Buren Boulevard, Bellegrave Avenue, Galena Street, Jurupa Road, Felspar Street, and Clay Street.

Policies:

PA 4.1 Truck terminals, as well as draying, freight and trucking operations, or other industrial/manufacturing uses which could be expected to generate substantial truck traffic, shall not be allowed in areas designated Business Park on the Interim General Plan land use map.

PA 4.2 Require appropriate setback and landscape buffering standards per the Riverside County Land Use Ordinance.

5 - Stringfellow Remediation Area/Pyrite Canyon

The area, also known as the Stringfellow Acid Pits, (designated Open Space-Mineral Resources) is a former hazardous waste disposal site which is being cleaned up, pursuant to a remediation plan prepared by various government agencies. The Open Space-Mineral Resources designation was selected for this site because it does not allow residential uses (except for on-site caretakers). The remainder of the Policy Area is designated for commercial or industrial uses, or Open Space-Rural. When all significant hazards have been abated, the City, in coordination with County, State and Federal agencies, will determine if a different designation and land use change are appropriate.

Policies:

PA 5.1 In addition to the commercial and industrial development policies within this text, development proposals within the Policy Area must meet the following requirements:

- Piped water and domestic sewer service shall be provided.
- Clearance from the State Health Department must be provided and must indicate that all significant hazards have been abated and the proposed project can occur without jeopardizing public health and safety, or that any proposed clean-up plans have been determined adequate by the State Health Department to permit development of the site.
- In general, only commercial and industrial uses which do not consist of a high concentration of people shall be permitted within this area. A residence for an onsite caretaker shall not be permitted without clearance from the State Health Department.

6 - Limonite Avenue

The Limonite Avenue Policy Area applies to a property designated Light Industrial located easterly of a sewage treatment facility on the south side of Limonite Avenue, easterly of Bain Street. The Light Industrial designation reflects existing use of the property; however, there are no other properties designated for industrial uses along the segment of Limonite Avenue easterly of Wineville Road and westerly of Van Buren Boulevard. Therefore, care must be taken to provide for compatibility with the surrounding neighborhood.

Policies:

PA 6.1 Semi-truck traffic generated by uses within this Policy Area shall be limited to a maximum of 15 trucks per day, Monday through Friday.

PA 6.2 Proposed development applications, or applications to bring existing uses into conformity with City requirements, shall provide for improvements to Limonite Avenue, which may include, but are not limited to, street widening in accordance with General Plan right-of-way width, access limitations (not more than one driveway), provision of right-of-way for sidewalks/multi-purpose trails, bike lanes, street trees, street lighting, paving and striping, and other required improvements.

7 - Rubidoux Village

The Rubidoux Village Policy Area is a significant and identifiable component of the Interim General Plan area and in the recent past, was targeted to receive specific assistance in terms of redevelopment and public improvement plans. To continue the area's economic revitalization and improvement, the following land use policies are established. To further implement the policies, the Rubidoux Village Commercial Zone, a Rubidoux Village Sign Program, and specialized shared parking provisions have been established. In addition, the "Rubidoux Village Design Workbook" has been produced to provide a set of guidelines intended to improve the architectural aesthetics of downtown Rubidoux, in support of the area's economic development strategy as originally outlined in the Jurupa Valley Redevelopment Plan.

Policies:

PA 7.1 The Rubidoux Village Policy Area is intended to be redeveloped with a variety of intense compact commercial and service uses appropriate for a community center.

PA 7.2 The entire Rubidoux Village Policy Area shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook.

PA 7.3 To revitalize the commercial area, infill development of vacant and deteriorated properties and the expansion and improvement of existing businesses shall receive the highest priority.

The concept of the Rubidoux Village Policy Area as a downtown center has been further developed by dividing the area into three distinct planning sub-areas (East Village, Village Center and West Village). Each planning sub-area has been determined to be suitable for specific uses given the intent of the Jurupa Valley Redevelopment Plan. The types of community characteristics that have been used to define the sub-areas are as follows:

- The intensity of development in adjoining areas;
- The nature of the Mission Boulevard landscaping;
- The nature and intensity of traffic flows;
- The availability of alleys; and
- The uses and facilities existing in the area.

Refer to the Rubidoux Village Design Workbook for further specific design requirements.

PA 7.4 All signage within the Rubidoux Village Policy Area shall be subject to the Rubidoux Village Sign Program prepared specifically for the area. The sign program shall be implemented through the City Zoning Ordinance.

PA 7.5 Provide special consideration for parking through the establishment of a shared parking program designed specifically for the Rubidoux Village Policy Area as outlined in the City's Zoning Ordinance.

PA 7.6 Require projects adjacent to residential lots to provide mitigation measures so as to buffer the impacts of the commercial development from the residential uses. These mitigation measures shall include, but not be limited to, landscaping, noise berms, and reasonable limits on hours of operation.

PA 7.7 Permit modification of development standards stated in the design workbook for architectural features when a project applicant can demonstrate that, due to the design of the existing building(s) and/or structure(s), it would be infeasible architecturally or structurally to incorporate the specific architectural design(s). Modifications shall be subject to the approval of the Planning Director.

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8 - Santa Ana River Corridor

A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, glaciers, deserts, and/or grasslands.

The Santa Ana River watershed, which receives an average annual rainfall of about 13 inches, covers over 2,650 square miles of widely varying terrain.

The Santa Ana River is an integral part of the City and region's multipurpose open space system. It includes the Santa Ana River Trail, a national recreation trail designated within this corridor that, when completed, will incorporate 110 miles of trail system from San Bernardino County in the north to Orange County in the south. Beyond that, it is the centerpiece of a massive, 2,650 square mile watershed that involves major portions of three counties. The river drains southwest toward Prado Dam, and serves as a prominent natural buffer between the City and the cities of Riverside and Norco. Several natural and channelized drainage courses connect with the river. In addition to their fundamental water related functions, these watercourses provide important wildlife corridors through developed land and link open spaces. They also provide foraging, nesting and watering areas for many wildlife species. The following policies preserve and protect this important natural and recreational feature.

Policies:

PA 8.1 Protect the multipurpose open space attributes of the Santa Ana River Corridor through adherence to flood policies in the Safety Element, the Multiple Species Habitat Conservation Plans section in the Conservation and Open Space Element and the land use policies in the Land Use Element.

PA 8.2 Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.



Santa Ana River in Jurupa Valley

PA 8.3 Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

PA 8.4 Minimize the disruption of sensitive vegetation and species.

PA 8.5 Preserve areas subject to erosive flooding in a natural state.

PA 8.6 Encourage recreation development, such as parks and golf courses along the river banks above and outside of flood zones.

PA 8.7 Establish trails and related facilities for riding, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally-designated Orange County and San Bernardino Santa Ana River trails and connected with the local and countywide

system of trails.

PA 8.8 Provide for recreational trail use under bridge structures crossing the river, where feasible.

PA 8.9 Require private development along the river to provide for riding, hiking, and biking trails and for connection to the countywide system of trails.

PA 8.10 Require the placement and design of roads to be compatible with the natural character of the river corridor.

PA 8.11 Coordinate with the California Department of Transportation (Caltrans) on future freeway expansions to ensure compatibility with the natural character of the river corridor.

PA 8.12 Discourage the addition of local road crossings. If any additional crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the river and to avoid destruction of natural values.

PA 8.13 Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.

PA 8.14 Prohibit recreational uses that restrict stream flows in the river in order that such flows will be adequate year round for the maintenance of fish and wildlife.

PA.8.15 Participate in the regional planning of the Santa Ana River through the Santa Ana River Watershed Planning Authority and the Santa Ana River Watershed Group.

9 - Flabob Airport Influence Policy Area

Flabob Airport has enjoyed a long and storied history in the Jurupa area, and continues to serve an important role providing aviation services and community events for local residents. To minimize land use conflicts with adjacent uses, much of the remaining undeveloped area surrounding the airport is designated as Estate Density Residential.

Policies:

PA 9.1 Should the airport discontinue flight operations, staff shall review the Flabob Airport Influence Policy Area to determine appropriate amendments to the Land Use Map.

PA 9.2 There are three safety zones associated with the Flabob Airport Influence Area. These safety zones are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence Policy Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. Within Flabob Airport imaginary approach surfaces and Areas of Additional Safety Concerns, residential lot sizes smaller than two and one-half acres are not allowed. These land use restrictions are fully set forth in Appendix L and are summarized in Table 4, Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports, and land use proposals shall be evaluated for appropriateness within these safety zones. For more information on these zones and additional airport policies, refer to Appendix L and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

PA 9.3 To provide for the orderly development of Flabob Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Flabob Airport as fully set forth in Appendix XX and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Interim General Plan.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for Flabob Airport[1,2]

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I		0 [3]	No significant obstructions [4] No petroleum or explosives No above-grade powerlines
Area II	Uses in Structures: [5] 25 persons/ac. OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5 Acre minimum lots Uses in Structures: [5] 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. [6]
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. [6]

NOTES:

1. The following uses shall be prohibited in all airport safety zones:
2. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
3. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
4. Any use which would generate smoke or water vapor or which would attract large concentrations of

birds, or which may otherwise affect safe air navigation within the area.

5. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.
6. Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
7. No structures permitted in the ETZ or ISZ zones.
8. Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-breakaway street light and sign standards, billboards.
9. A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters. This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

    - This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
    - Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.
    - Land uses described as uses to be discouraged, which were lawfully established prior to the adoption of the Comprehensive Land Use Plan, shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Table 5: Land Use Compatibility Guidelines for Riverside Municipal Airport

Safety Zone	Maximum Population	Maximum Coverage	Land Use
ETZ - Emergency Touchdown Zone	0 [1]	0 [1]	No significant obstructions [2]
ISZ - Inner Safety Zone	0 [1]	0 [1]	No petroleum or explosive No above-grade powerlines
OSZ - Outer Safety Zone	Uses in structures [3]: 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.

ERC - Extended Runway Centerline Zone	3 du/net acre Uses in structures[3]: 100 persons/ac.(see text in the source document for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. [4]
TPC - Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums [5] Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. [4,5]

NOTES:

1. The following uses shall be prohibited in all airport safety zones:
2. Any use which would direct a steady light or flashing light or red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator.
3. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
4. Any use which would generate smoke or water vapor or which would attract large concentrations or birds, or which may otherwise affect safe air navigation within the area.
5. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
6. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.
7. No structures permitted in the ETZ or ISZ zones.
8. Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-breakaway street lights and sign standards, billboards.
9. Structures include fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

- This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
- Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.

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- Land uses described as uses to be discouraged, which were lawfully established prior to the adoption of the Comprehensive Land Use Plan, shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Riverside Municipal Airport Influence Policy Area

The boundary of the Riverside Municipal Airport Influence Area is shown on Figure 4, Policy Areas. There are four safety zones associated with the Airport Influence Area. These safety zones are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence Policy Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix XX and are summarized in Table 5, Land Use Compatibility Guidelines for Airport Safety Zones for Riverside Airport. For more information on these zones and additional airport policies, refer to Appendix XX and the Land Use, Circulation, Safety and Noise Elements of the Interim General Plan.

Policies:

PA 9.1 To provide for the orderly development of Riverside Municipal Airport and the surrounding area, City will comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix L and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the General Plan.

Specific Plans

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special site assets, issues and community needs that apply to the area being proposed for development and/or conservation.

Specific Plans are identified in this section because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The five specific plans located in the Jurupa planning area are listed in Table 3, Adopted Specific Plans in Interim General Plan. Specific Plan No. 123 (Mission de Anza), Specific Plan No. 210 (Agua Mansa), Specific Plan No. 243 (Rio Vista) and Specific Plan No. 337 (Emerald Meadows Ranch) are determined to be Community Development Specific Plans. Specific Plan No. 125 (Sky Country) is determined to be a Rural Community Specific Plan

Table 3: Adopted Specific Plans in Interim General Plan [1]

Specific Plan	Specific Plan #
Mission de Anza	123
Sky Country	125
Agua Mansa	210
Rio Vista	243
Emerald Meadows Ranch	337

[1]Source: Riverside County Planning Department.

City of Jurupa Valley

STAFF REPORT

DATE: **FEBRUARY 18, 2016**

TO: **HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL AND PLANNING COMMISSION**

FROM: **GARY S. THOMPSON, CITY MANAGER**
BY: **THOMAS G. MERRELL, AICP, PLANNING DIRECTOR**

SUBJECT: **AGENDA ITEM NO. XX**

JOINT GENERAL PLAN STUDY SESSION ON THE GENERAL PLAN HOUSING ELEMENT: POTENTIAL HOUSING ISSUES, NEEDS, AND STRATEGIES

RECOMMENDATION

Receive an introduction on the Interim General Plan (IGP) Housing Element's key issues, needs and strategies, discuss and provide input as appropriate, and refer the item to the Planning Commission for further review.

PURPOSE OF MEETING

This evening, the City Council and Planning Commission will learn about the key housing factors in Jurupa Valley to be addressed in the Housing Element, including important housing issues that merit special discussion, and staff's thoughts on potential strategies to address those issues. This meeting is intended to *introduce* these topics for discussion and to provide comments to staff. No decisions or final actions will be taken. The draft Housing Element will be considered by the Planning Commission and the City Council later this year.

BACKGROUND

The City is updating its housing element. Originally prepared by the County of Riverside and adopted by the City when it incorporated in 2011, the current Element is out of date, not relevant to the young City's goals and needs, and is due for updating. Jurupa Valley's new Housing Element will set out the City's housing goals, policies and programs through the year 2021.

Simply stated, the housing element does two things: 1) it serves as the main policy guide for local decision-making on all housing matters, and 2) describes the City´s demographic, economic and housing factors. Of the seven mandatory chapters, or "elements" in a general plan, the Housing Element is the most detailed and precisely defined by State law. Along with the Safety Element, it is one of only two elements that must be reviewed and approved by State

agencies. The Housing Element works in concert with the other General Plan elements to help achieve broad community goals.

Requirements of State Law

State law recognizes the vital role local governments play in the supply and affordability of housing. Housing element law, enacted in 1969, requires cities and counties to adequately plan to meet the existing and projected housing needs for all economic segments of the community. For the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. As a result, California housing policy depends largely upon local general plans and, in particular, on local housing elements. Housing element law also requires the Department of Housing and Community Development ("HCD") to review local housing elements for compliance with State law and to report its written findings to the local government and to certify housing elements that meet the law.

City of Jurupa Valley Perspective

As the City engages the subject of its housing element, it is important to keep the discussion of sensitive subjects in perspective. Meeting State requirements for housing will not be difficult to satisfy, and will not jeopardize the community values developed by the General Plan Advisory Committee. Thus, staff encourages the Commission and Council to keep the following factors in mind when considering the key housing issues:

1. The City's land area is approximately 29,000 acres. Preliminary studies suggest that only about 18 acres of medium and high density zoning may needed to satisfy State requirements for affordable housing. If such zoning is located in several areas, it will have no significant effect on the community character of low density, small town with traditional neighborhoods and equestrian lifestyle.
2. The GPAC has considered the value of allowing medium and high density residential in a few areas of the City as a strategy to increase property values in distressed neighborhoods and provide the economic conditions to attract quality retail and dining uses.
3. A diversity of housing types is essential to the long term sustainability of any community.
4. Medium or high density does not automatically translate into rental apartments. Multiple dwelling residential projects can include townhomes, condominiums and other forms of home ownership. The result is new high quality, ownership neighborhoods that serve entry level housing needs for young adults that are newly entering the job market.
5. Residents of affordable housing are typically young adults, young families or senior citizens with steady incomes and ties to the local community.

KEY HOUSING ISSUES

Following is a description of key housing issues that need to be addressed in the new Housing Element. These issues merit discussion and may require changes to City General Plan and/or Zoning Codes. Staff has analyzed the City's demographic picture, housing constraints, and vacant land resources for the construction of new housing. The preliminary results of these analyses provide the technical background on which the Housing Element's policies and

programs will be based. And while the Housing Element must contain certain information to meet State law, it must also be consistent with the other General Plan elements and with the Community's values, hopes and aspirations as reflected in the adopted Community Value Statement. Staff has identified the following preliminary key housing issues:

1. Regional Housing Needs Allocation ("RHNA") Compliance.

What is "RHNA?" It is an abbreviation for the Regional Housing Needs Allocation, a statewide requirement that all cities and counties "accommodate" a share of their region's total housing need. This share, measured in terms of numbers of dwelling units, must be addressed in the jurisdiction's general plan housing element. Jurupa Valley's RHNA numbers for the current seven-year planning period are shown in Table 1.

Table 1: City of Jurupa Valley's Regional Housing Needs Allocation, 1/1/2014 – 10/1/21

Income Level	Very Low	Low	Moderate	Above Mod	Total
No. of Dwelling Units	409*	275	307	721	1,712
% of Total	24%	16%	18%	42%	100%
Source: SCAG 2012					

To meet their RHNA requirement, cities typically identify adequate sites for residential development. Adequate sites includes the following:

•Vacant residentially zoned sites.
•Vacant non-residentially zoned sites that allow residential uses.
•Underutilized residentially zoned sites which are capable of being redeveloped/remodeled at a higher density.
•Non-residential zoned sites that can be redeveloped for, and/or rezoned for, residential use.

Briefly, RHNA is met when a jurisdiction shows that within the Planning Period, it has approved construction of sufficient housing units to meet its allocation, or has designated sufficient vacant land at appropriate densities for each income level. Housing developed at densities of at least 25 dwelling units per acre (du/A) is deemed to be "affordable" to lower income households.

Jurupa Valley has already met its RHNA requirement for Moderate and Above Moderate cost housing; however the City needs additional zoned land suitable for the development of at least 315 new, lower income dwellings at a density of 25 du/A, plus 102 new dwellings at a density of about 20 du/A for Moderate Income housing. Based on a preliminary analysis of Jurupa Valley's vacant land inventory, the City should consider two actions to comply with RHNA:

1) Amend the General Plan Land Use Map and rezone about 13 acres designated at 25 du/ac and about 5 acres designated at 20 du/ac to meet the RHNA numbers; and

2) Amend the General Plan and Zoning Ordinance to allow a residential density of at least 25 du/A in the Highest Residential Density (HHDR) General Plan land use designation and in the Residential Incentive (R-6) Zone.

The General Plan Advisory Committee (GPAC) felt that higher density, multi-family housing, including apartments and condominiums, should generally be located close to jobs, commercial centers, and major thoroughfares. Based on GPAC comments and staff's assessment, potential areas where higher residential densities may be appropriate include portions of Belltown, Industrial designated land south of 26th Street, neighborhoods adjacent to and south of CA-60, the Crestmore Project area, the Emerald Meadows Specific Plan area and in Country Village. The residential project proposed by the Riverside County Housing Authority south of the Mission Plaza site would satisfy most or all of the City's RHNA.

2. Affordable Housing.

There are many different interpretations of "affordable housing." As used in many cities' general plans and government-sponsored housing programs, affordable housing means housing that is sold or rented at costs that do not exceed a percentage of a Very Low, Low or Moderate Income household's budget – typically, 30 to 35 percent of the household's gross monthly income. To qualify as "affordable" under state or federal standards, such housing is subject to deed restrictions or other mechanism that ensures the housing remains affordable for a set period.

"Affordability" is tied to an area's median income ("AMI"), as published by the State of California on an annual basis. The five household income levels are "Above Moderate", with the annual income set at 120 percent or higher of AMI, "Moderate" with the income level from 80 and 119 percent of AMI, "Low" with the income level between 50 and 79 percent of AMI, "Very Low" with an annual income range of less than 50 percent AMI and "Extremely Low" income which is the higher of 30 percent of the Area Medium Income or the federal poverty level. Table 2 shows the 2015 State Income Limits for Riverside County:

Table 2: State Household Income Limits ($), Riverside County, 2015

Income Level	**Household Size**					
	1	2	3	4	5	6
Moderate	54,600	62,400	70,200	78,000	84,250	90,500
Median	45,500	52,000	58,500	**65,000**	70,200	75,400
Low	37,550	42,900	48,250	53,600	57,900	62,200
Very Low	23,450	26,800	30,150	33,500	36,200	38,900
Extremely Low	14,100	16,100	20,090	24,250	28,410	32,570

The City's Housing Profile shows Jurupa Valley's 2011 median household income ranged from $45,600 to $68,300, depending upon the community. A preliminary evaluation of the City's housing needs showed that in 2015, a significant portion of households in Jurupa Valley had a cost burden greater than 30 percent. Cost burden is the fraction of a household's total gross

income spent on housing costs. For renters, housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

Among renters, 56 percent of Jurupa households spent more than 30 percent of their income on housing costs. About 29 percent of renters spent more than 50 percent of their income on housing costs, which is often referred to as a severe housing cost burden. Cost burden rates were also high among Jurupa Valley homeowners. Almost 42 percent of owner-households spent more than 30 percent of their income on housing, and 19 percent spent more than 50 percent of their income on housing. From this and other available housing data, it is evident that many of our own residents would benefit by more diversity and affordability of housing in Jurupa Valley. Much of the City's most affordable housing is in older neighborhoods where many units have deferred maintenance or do not meet current building and zoning codes.

During the process of developing a Housing Element, we must determine the best means of encouraging housing that meets an entire range of housing needs and budgets, including large equestrian properties and multi-family housing. Even with relatively "affordable" sales and rental prices when compared with coastal areas, Jurupa's new housing is priced too high for many seniors, veterans, disabled persons, young families, and adult children hoping to continue to live in the communities in which they grew up. These and other lower income households must sometimes move outside Jurupa Valley to find apartments or condominiums at a lower price point that meets their budget. Properly designed and located, new affordable housing can be designed to complement nearby market-rate housing, and enhance a neighborhood's appearance and quality of life, consistent with its overall character. Distressed neighborhoods, in particularly, can benefit from the additional investment and new construction that affordable housing development can bring.

Cities use various tools to encourage affordable housing, including zoning, density incentives, "inclusionary housing incentives" (requiring a percentage of new housing be developed as "affordable"), state and federal grants, and cooperative programs with housing agencies and non-profit housing providers, such as the Riverside County Housing Authority, Habitat for Humanity and others. The City's Housing Element will include programs to address constraints to housing production and to promote the full range of housing types and needs, including affordable housing.

3. Homeless Shelter and SB 2 Compliance.

Housing for homeless persons is one type of "special needs housing" that must be addressed in all housing elements. According to a 2015 Point-In-Time Homeless Count Report prepared by Riverside County, there were 168 unsheltered homeless persons living in the City in 2015, or about 11 percent of the 1587 total unsheltered persons living in Riverside County. The Report notes that of Riverside County's cities and unincorporated areas, the City of Jurupa Valley is second in terms of highest number of unsheltered homeless persons, behind the City of Riverside with 399 persons, and followed by the cities of Palm Springs and Hemet with 118 and 117 unsheltered homeless persons, respectively.

SB 2 is a state law intended to encourage the construction of emergency shelters to provide temporary housing for homeless persons. It requires cities and counties to designate at least one zone where emergency shelters are allowed as a permitted use, without requiring

discretionary approval. SB 2 does not require cities and counties to actually build, fund or provide emergency shelters. The Housing Element must describe how the City intends to meet this requirement.

Jurupa Valley's Municipal Code addresses the SB 2 requirement by allowing homeless shelters in the Industrial Park zone (I-P), subject to the approval of a Site Development Permit. It establishes basic standards that include minimum floor areas for various use areas, off-street parking, outdoor lighting and on-site management. This language was originally prepared by the County of Riverside and adopted by the City upon incorporation in 2011. According to the recent Vacant Land Inventory, the City has about 290 acres of vacant land zoned "I-P." There may be two potential problems with this approach:

1) *Discretionary Approval Required.* Jurupa Valley's Zoning Ordinance requires approval of a homeless shelter through approval of a Site Development Permit. SB 2 requires that the emergency shelter use be allowed with only a building permit issuance and provided that the minimum required shelter standards are met. If the existing City process is deemed inconsistent with SB 2, standards for this use can be amended to provide for compatibility and other concerns that would otherwise be addressed through a Site Development Permit; and

2) *Environmental Justice Element.* Locating emergency shelters in an Industrial zone may not be consistent with the EJ Element policy EJ-2.5, which requires that "the Zoning Regulations provide adequate separation and buffering of residential and industrial uses." This provision may be addressed by a) including a modification to the homeless shelter standards to address the need for a land use buffer (building setbacks, landscaping, fencing), to the extent allowed by SB 2; or b) by designating a non-industrial zone where a homeless shelter would be allowed. Other zones where the homeless shelter use may be appropriate are the Regulated Development Zone (R-D) and the Residential Incentive zone (R-6). Both zones are non-industrial and allow a wide range of residential multi-family uses, assembly and commercial uses. The City has about 17 acres of R-D zoned land and about 32 acres of R-6 zoned land.

DISCUSSION

Staff requests that the City Council and Planning Commission discuss and where appropriate, provide input on the key housing issues. Specifically, input is requested on the following:

1. Diversity of housing types.
2. Encourage affordable housing that provides entry level ownership.
3. Options to address homeless shelter needs.
4. Are there additional significant housing issues that should be addressed in the Housing Element?

Prepared by: Submitted by:

Thomas G. Merrell

Thomas G. Merrell, AICP
Planning Director

Gary S. Thompson
City Manager

Reviewed by:

Peter M. Thorson	Alan Kreimeier
City Attorney	Administrative Services Director

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
152020003	51.41	44.08	Partially Constrained	in 100 year flood zone, potential haz mat site
152020005	7.44	7.44	Opportunity	
152020007	1.05	1.05	Opportunity	
152020008	5.73	5.73	Opportunity	
152020010	1.89	1.89	Opportunity	
152020012	10.07	4.81	Partially Constrained	in 100 year flood zone
152020021	5.55	5.55	Opportunity	in 100 year flood zone
152020022	1.73	1.73	Opportunity	in 100 year flood zone
152060001	12.38	--	Constrained	in 100 year flood zone
152060006	51.38	--	Constrained	in 100 year flood zone
152060007	15.17	--	Constrained	in 100 year flood zone
152060008	40.15	1.65	Partially Constrained	in 100 year flood zone
152060009	0.94	--	Constrained	in 100 year flood zone
152070008	20.51	--	Constrained	in 100 year flood zone
152611019	0.95	--	Constrained	soil block slides, appears to be a greenbelt within existing development
152630008	4.05	4.05	Opportunity	
152630027	2.69	1.90	Partially Constrained	in 100 year flood zone
152640003	7.96	7.96	Opportunity	in 100 year flood zone
153020003	2.74	--	Constrained	in 100 year flood zone
153020003	30.34	--	Constrained	in 100 year flood zone
153020013	2.37	--	Constrained	subject to conservation easements, in 100 year flood zone
153020013	3.53	--	Constrained	in 100 year flood zone
156020009	13.51	--	Constrained	owned by SCE
156020010	29.37	--	Constrained	potential haz mat site, mine/quarry
156030016	2.19	2.19	Opportunity	
156030017	1.37	1.37	Opportunity	
156030042	3.45	3.45	Opportunity	
156030044	0.11	--	Constrained	exempt parcel
156040075	3.33	3.33	Opportunity	
156040076	0.40	--	Constrained	owned by Jurupa CSD
156040078	8.16	8.16	Opportunity	
156050027	135.93	135.93	Opportunity	
156090026	2.46	2.46	Opportunity	potential haz mat site
156112001	0.10	0.10	Opportunity	
156112002	0.74	0.74	Opportunity	
156112003	0.70	0.70	Opportunity	
156112004	0.70	0.70	Opportunity	
156112005	0.64	0.64	Opportunity	
156112006	0.38	0.38	Opportunity	
156112007	0.12	0.12	Opportunity	
156112008	0.41	0.41	Opportunity	
156112012	0.07	--	Constrained	very small parcel
156120005	0.72	0.72	Opportunity	
156120006	0.34	0.34	Opportunity	
156120007	0.32	0.32	Opportunity	
156120008	0.31	0.31	Opportunity	
156120009	0.31	0.31	Opportunity	
156120010	0.31	0.31	Opportunity	
156120011	0.25	0.25	Opportunity	
156120012	0.35	0.35	Opportunity	
156120013	0.36	0.36	Opportunity	
156120014	0.56	0.56	Opportunity	
156120015	0.70	0.70	Opportunity	
156120016	0.83	0.83	Opportunity	
156120017	0.93	0.93	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
156120018	0.75	0.75	Opportunity	
156120019	0.74	0.74	Opportunity	
156120024	0.05	0.05	Opportunity	very small parcel, common ownership with neighboring parcels
156120025	0.33	0.33	Opportunity	
156120027	0.05	0.05	Opportunity	very small parcel, common ownership with neighboring parcels
156120028	0.39	0.39	Opportunity	
156120030	0.60	0.60	Opportunity	
156120032	0.61	0.61	Opportunity	
156120040	2.13	2.13	Opportunity	
156120041	2.53	2.53	Opportunity	
156130005	0.14	0.14	Opportunity	
156130007	0.02	--	Constrained	very small parcel
156130008	0.14	0.14	Opportunity	
156130011	0.11	0.11	Opportunity	
156140042	24.35	24.35	Opportunity	
156140043	16.74	16.74	Opportunity	
156140044	11.95	11.95	Opportunity	
156200039	3.03	--	Constrained	owned by SCE
156200047	0.49	0.49	Opportunity	
156200050	0.62	0.62	Opportunity	
156210007	0.98	--	Constrained	owned by Jurupa CSD
156210069	0.67	--	Constrained	exempt parcel
156210070	0.19	0.19	Opportunity	
156210093	20.94	20.94	Opportunity	
156310029	0.87	0.87	Opportunity	
156310063	0.90	0.90	Opportunity	
156310072	1.12	1.12	Opportunity	
156340045	1.14	1.14	Opportunity	
156340046	7.16	--	Constrained	owned by County flood control, basin
156340049	0.43	0.43	Opportunity	owned by County RDA
156350013	0.95	0.95	Opportunity	
156350019	2.69	2.69	Opportunity	
156350020	2.69	2.69	Opportunity	
156350021	1.13	1.13	Opportunity	
156350022	1.02	1.02	Opportunity	
156350023	1.13	1.13	Opportunity	
156350024	1.13	1.13	Opportunity	
156350025	2.51	2.51	Opportunity	
156350026	1.52	1.52	Opportunity	
156360015	5.10	5.10	Opportunity	
156360020	5.32	5.32	Opportunity	
156360021	1.16	1.16	Opportunity	
156360026	1.59	--	Constrained	owned by Jurupa CSD
156360027	5.11	5.11	Opportunity	
156360028	6.14	6.14	Opportunity	
156360031	2.15	2.15	Opportunity	
156360041	6.00	6.00	Opportunity	
157041015	0.97	0.97	Opportunity	in 100 year flood zone
157051012	0.94	--	Constrained	in 100 year flood zone
157092020	0.86	0.86	Opportunity	
157142008	0.42	--	Constrained	in 100 year flood zone
157142009	0.05	--	Constrained	in 100 year flood zone, very small parcel, common ownership with neighboring parcels, exempt
157142022	0.79	--	Constrained	in 100 year flood zone
157142025	0.23	--	Constrained	in 100 year flood zone
157150001	1.46	1.46	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
157181001	0.74	0.74	Opportunity	
157190007	1.06	1.06	Opportunity	
157190008	1.09	1.09	Opportunity	
157190009	0.95	0.95	Opportunity	
157201018	0.52	0.52	Opportunity	
157201019	0.47	0.47	Opportunity	
157202016	1.78	--	Constrained	in 100 year flood zone
157202018	0.92	0.92	Opportunity	
157210001	48.73	8.84	Partially Constrained	in 100 year flood zone, soil block slides, potential haz mat site
157210008	4.72	1.54	Partially Constrained	in 100 year flood zone, soil block slides
157210014	7.44	--	Constrained	in 100 year flood zone
157221004	0.93	0.93	Opportunity	
157222025	0.20	--	Constrained	owned by County
157240001	1.47	1.47	Opportunity	
157250002	4.23	--	Constrained	exempt parcel
157250011	14.18	14.18	Opportunity	in 100 year flood zone
157250013	15.03	6.15	Partially Constrained	in 100 year flood zone
159030001	4.21	4.21	Opportunity	
159030002	1.92	1.92	Opportunity	potential haz mat site
159030007	0.52	0.52	Opportunity	
159040021	0.64	0.64	Opportunity	
159040024	0.66	0.66	Opportunity	
159101017	0.10	0.10	Opportunity	
159101020	0.49	0.49	Opportunity	
159101031	0.55	0.55	Opportunity	
159101032	0.04	--	Constrained	very small parcel, owned by County flood control
159101036	0.49	0.49	Opportunity	
159101037	0.49	0.49	Opportunity	
159101039	0.12	0.12	Opportunity	
159101040	0.41	0.41	Opportunity	
159101041	0.16	0.16	Opportunity	potential haz mat site
159101042	0.56	0.56	Opportunity	
159101043	1.25	1.25	Opportunity	
159101044	0.41	0.41	Opportunity	
159131008	0.57	0.57	Opportunity	
159141030	0.55	0.55	Opportunity	
159181002	0.13	0.13	Opportunity	
159181003	0.31	0.31	Opportunity	
159181006	0.45	0.45	Opportunity	
159202014	0.97	0.97	Opportunity	
159221017	0.30	0.30	Opportunity	
159221025	0.28	0.28	Opportunity	
159231013	0.50	0.50	Opportunity	
159242011	4.91	4.91	Opportunity	
159242013	1.34	1.34	Opportunity	
159261003	0.97	0.97	Opportunity	
159261004	0.64	0.64	Opportunity	
159261005	0.19	0.19	Opportunity	
159271009	0.35	0.35	Opportunity	
159322004	0.96	0.96	Opportunity	
160040011	0.54	--	Constrained	owned by State
160040014	2.84	2.84	Opportunity	
160040024	2.61	2.61	Opportunity	
160040035	4.85	--	Constrained	in 100 year flood zone
160040040	4.24	4.24	Opportunity	
160040042	78.04	78.04	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
160040044	10.43	--	Constrained	basin
160040045	1.54	--	Constrained	owned by Jurupa CSD
160050005	18.55	18.55	Opportunity	
160050021	4.84	4.84	Opportunity	in 100 year flood zone
160050023	21.32	21.32	Opportunity	
160050027	6.90	6.90	Opportunity	
160050031	18.28	18.28	Opportunity	
160050047	65.68	12.73	Partially Constrained	in 100 year flood zone
160050048	77.78	77.78	Opportunity	
160050050	15.95	9.54	Partially Constrained	in 100 year flood zone
160060064	60.41	60.41	Opportunity	potential haz mat site
160060065	61.09	61.09	Opportunity	
160060068	6.43	6.43	Opportunity	potential haz mat site
160060070	4.40	4.40	Opportunity	
160351044	0.56	--	Constrained	basin, in 100 year flood zone
161020008	0.50	0.50	Opportunity	
161060030	0.17	0.17	Opportunity	
161060032	0.34	0.34	Opportunity	
161060036	0.45	0.45	Opportunity	
161082005	0.81	0.81	Opportunity	
161082008	2.46	2.46	Opportunity	
161082019	0.57	0.57	Opportunity	
161100002	1.17	1.17	Opportunity	
161100003	1.21	1.21	Opportunity	
161140006	0.22	0.22	Opportunity	
161140008	0.23	0.23	Opportunity	
161140013	0.53	0.53	Opportunity	
161140019	0.16	0.16	Opportunity	
161140039	0.49	0.49	Opportunity	
161180007	0.95	0.95	Opportunity	
161180018	0.64	0.64	Opportunity	
161180033	1.53	1.53	Opportunity	
161220001	1.20	1.20	Opportunity	
161220005	0.62	0.62	Opportunity	
161220007	0.23	0.23	Opportunity	
161220017	0.92	0.92	Opportunity	
161220023	1.93	1.93	Opportunity	potential haz mat site
161260008	1.07	1.07	Opportunity	
161300006	0.78	0.78	Opportunity	potential haz mat site
161300013	0.91	0.91	Opportunity	
161300014	0.90	0.90	Opportunity	
161300015	1.02	1.02	Opportunity	
161300017	0.26	0.26	Opportunity	
161311009	0.52	0.52	Opportunity	
161323001	0.17	--	Constrained	in 100 year flood zone
161323003	0.31	--	Constrained	in 100 year flood zone
161323004	0.36	--	Constrained	in 100 year flood zone
161331015	0.44	0.44	Opportunity	in 100 year flood zone
161331017	0.19	--	Constrained	in 100 year flood zone, owned by County
161332003	2.77	2.77	Opportunity	
162032008	5.27	5.27	Opportunity	
162051002	0.52	0.52	Opportunity	
162070018	3.92	--	Constrained	slope constraints
162110004	4.86	4.86	Opportunity	
162110059	0.93	0.93	Opportunity	
162121012	0.51	0.51	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
162121020	0.92	0.92	Opportunity	
162121021	0.09	0.09	Opportunity	very small parcel, common ownership with neighboring parcels
162121022	0.34	0.34	Opportunity	
162141008	0.29	0.29	Opportunity	
162160007	2.52	1.78	Partially Constrained	in 100 year flood zone, soil block slides
162170001	4.68	4.68	Opportunity	
162170040	1.09	1.09	Opportunity	
162170041	1.08	1.08	Opportunity	
162190002	4.67	--	Constrained	in 100 year flood zone
162190004	3.94	--	Constrained	in 100 year flood zone, owned by County flood control
162190008	0.87	0.87	Opportunity	in 100 year flood zone
162190009	0.94	0.94	Opportunity	
162200008	4.84	4.84	Opportunity	soil block slides
162200009	4.59	4.59	Opportunity	in 100 year flood zone, soil block slides
162210004	4.90	4.90	Opportunity	soil block slides
162210011	4.73	4.73	Opportunity	soil block slides
162210012	3.72	3.72	Opportunity	
162312016	6.15	--	Constrained	in 100 year flood zone
163021029	0.27	--	Constrained	owned by County
163021032	0.16	--	Constrained	owned by County
163021033	0.06	0.06	Opportunity	very small parcel, common ownership with neighboring parcels
163021037	1.20	1.20	Opportunity	
163021038	0.09	0.09	Opportunity	very small parcel, common ownership with neighboring parcels
163022005	0.28	0.28	Opportunity	
163031003	0.70	0.70	Opportunity	
163031004	1.41	1.41	Opportunity	
163032001	0.49	0.49	Opportunity	
163032005	0.20	0.20	Opportunity	
163080027	0.64	0.64	Opportunity	
163092021	0.78	0.78	Opportunity	
163151016	0.53	0.53	Opportunity	
163170005	0.22	--	Constrained	owned by SoCal Gas company
163170007	0.23	0.23	Opportunity	
163230008	0.65	0.65	Opportunity	
163400001	16.18	16.18	Opportunity	in 100 year flood zone
163400009	0.74	0.74	Opportunity	
163400010	0.74	0.74	Opportunity	
163400011	1.98	1.98	Opportunity	
163400014	7.22	7.22	Opportunity	soil block slides
163400016	5.03	5.03	Opportunity	soil block slides
163400017	10.13	10.13	Opportunity	soil block slides
163400026	1.62	1.62	Opportunity	
163400028	1.48	1.48	Opportunity	
163400029	1.03	1.03	Opportunity	
163400036	1.91	1.91	Opportunity	in 100 year flood zone
163400046	5.72	5.72	Opportunity	potential haz mat site
163400052	49.59	49.59	Opportunity	in 100 year flood zone, potential haz mat site
165020004	1.49	1.49	Opportunity	moderate landslide risk
165020007	1.51	1.51	Opportunity	
165020010	1.50	1.50	Opportunity	
165020011	3.35	2.74	Partially Constrained	slope constraints
165030005	4.43	2.75	Partially Constrained	in 100 year flood zone, soil block slides
165030006	4.69	1.45	Partially Constrained	in 100 year flood zone
165030007	5.42	2.76	Partially Constrained	in 100 year flood zone
165050016	18.05	--	Constrained	in 100 year flood zone
165060015	2.31	2.31	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
165070005	2.81	2.81	Opportunity	
165080002	4.16	4.16	Opportunity	
165080008	4.78	4.78	Opportunity	
165100027	7.11	7.11	Opportunity	
165120006	2.28	2.28	Opportunity	
165120007	2.30	--	Constrained	owned by school district
165120016	0.22	--	Constrained	owned by school district
165120017	4.01	4.01	Opportunity	
165130019	2.04	--	Constrained	owned by school district
165130021	2.25	--	Constrained	owned by school district
165130028	2.26	--	Constrained	owned by school district
165130029	2.46	--	Constrained	owned by school district
165140027	2.72	2.72	Opportunity	
165140028	3.31	3.31	Opportunity	
165140029	4.62	4.62	Opportunity	
165140039	4.18	4.18	Opportunity	soil block slides and slumps, moderate landslide risks
165140041	0.71	0.38	Partially Constrained	slope constraints, moderate landslide risks
165140042	3.93	3.93	Opportunity	soil block slides, moderate landslide risks
165140044	1.03	0.41	Partially Constrained	slope constraints, moderate landslide risks
165140045	9.80	9.80	Opportunity	soil block slides
165140047	0.82	0.59	Partially Constrained	slope constraints, moderate landslide risks
165150021	3.23	3.23	Opportunity	
165150022	2.20	2.20	Opportunity	
165160017	4.83	4.35	Partially Constrained	soil block slides and slumps, moderate landslide risks
165160019	0.19	0.06	Partially Constrained	slope constraints, moderate landslide risks
165190034	0.92	--	Constrained	owned by County
165190043	0.79	--	Constrained	owned by County
165190045	0.41	--	Constrained	owned by County
165190047	1.00	1.00	Opportunity	
165190048	0.07	0.07	Opportunity	very small parcel, common ownership with neighboring parcels
165200001	0.16	--	Constrained	exempt parcel
165200010	0.24	0.24	Opportunity	potential haz mat site
165240018	5.64	5.64	Opportunity	
165240019	5.16	5.16	Opportunity	
166040014	0.26	0.26	Opportunity	
166040018	0.63	0.63	Opportunity	
166040019	0.19	0.19	Opportunity	
166040020	0.02	--	Constrained	very small parcel, owned by State
166040021	6.92	6.92	Opportunity	
166050001	0.54	0.54	Opportunity	
166050003	0.21	--	Constrained	owned by County
166060054	0.21	0.21	Opportunity	
166070018	10.51	10.51	Opportunity	soil block slides and slumps
166070035	3.73	3.73	Opportunity	
166070038	2.13	0.81	Partially Constrained	slope constraints, soil slumps
166080018	0.28	0.28	Opportunity	
166080024	0.90	--	Constrained	soil block slides and slumps, owned by MWD
166080025	1.20	--	Constrained	owned by MWD
166080027	28.98	4.57	Partially Constrained	slope constraints, moderate landslide risks
166090028	27.92	5.19	Partially Constrained	slope constraints, moderate landslide risks
166090029	2.89	2.89	Opportunity	
166090030	6.81	6.81	Opportunity	
166100007	3.35	--	Constrained	slope constraints
166100022	37.98	6.47	Partially Constrained	slope constraints, moderate landslide risks
166120001	9.56	9.56	Opportunity	soil block slides
166120003	2.61	2.61	Opportunity	soil block slides and slumps

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
166120040	3.63	0.88	Partially Constrained	slope constraints
166210004	3.23	3.23	Opportunity	soil block slides
166210032	0.24	0.24	Opportunity	
166240021	0.78	--	Constrained	slope constraints, soil block slides, moderate landslide risks
166240023	0.34	--	Constrained	slope constraints, moderate landslide risks
166271020	0.46	0.46	Opportunity	
166370016	0.77	0.77	Opportunity	
166370017	0.06	0.06	Opportunity	very small parcel
166370019	0.05	--	Constrained	very small parcel, slope constraints, moderate landslide risks
166540001	0.28	0.28	Opportunity	
166540002	0.27	0.27	Opportunity	
166540003	0.31	0.31	Opportunity	
166540004	0.36	0.36	Opportunity	
166540005	0.39	0.39	Opportunity	
166540006	0.51	0.51	Opportunity	
166540007	0.59	--	Constrained	slope constraints
166540008	0.83	0.83	Opportunity	
166540010	0.24	0.24	Opportunity	
166540012	0.18	0.18	Opportunity	
166540014	0.23	0.23	Opportunity	
166540016	0.33	0.33	Opportunity	
166540018	0.32	0.32	Opportunity	
166540020	0.35	0.35	Opportunity	
166540022	0.40	0.40	Opportunity	
166540024	0.64	0.64	Opportunity	
166540026	0.77	0.77	Opportunity	
166550001	0.90	0.90	Opportunity	
166550002	0.87	0.87	Opportunity	
166550003	0.92	0.92	Opportunity	
166550004	0.80	0.80	Opportunity	
166550005	0.78	0.78	Opportunity	
166550006	0.71	0.71	Opportunity	
166550007	0.47	0.47	Opportunity	
166550008	0.51	--	Constrained	slope constraints
166550009	0.41	--	Constrained	slope constraints
166550010	0.23	--	Constrained	slope constraints
166550011	0.28	--	Constrained	slope constraints
166550012	0.49	0.49	Opportunity	
166550013	0.51	0.51	Opportunity	
166550014	0.47	0.47	Opportunity	
166550015	0.41	0.41	Opportunity	
166550016	0.53	0.53	Opportunity	
166550017	0.35	0.35	Opportunity	
166550018	0.32	0.32	Opportunity	
166550019	0.03	--	Constrained	very small parcel
166550020	0.28	0.28	Opportunity	
166550021	0.13	0.13	Opportunity	
166550022	0.06	--	Constrained	very small parcel
166550023	0.17	--	Constrained	slope constraints
166550025	0.22	--	Constrained	slope constraints
166550026	0.18	0.18	Opportunity	
166550027	0.37	0.37	Opportunity	
166550028	0.18	0.18	Opportunity	
166550029	0.45	--	Constrained	slope constraints
166550030	0.29	0.29	Opportunity	
166550032	0.27	0.27	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
166550034	0.26	0.26	Opportunity	
166550036	0.25	0.25	Opportunity	
166560001	0.48	0.48	Opportunity	
166560002	0.19	0.19	Opportunity	
166560003	0.24	--	Constrained	slope constraints, moderate landslide risks
166560004	0.40	--	Constrained	slope constraints, moderate landslide risks
166560005	0.02	--	Constrained	very small parcel
166560006	0.44	0.44	Opportunity	moderate landslide risk
166560007	0.42	0.42	Opportunity	moderate landslide risk
166560008	0.52	0.52	Opportunity	
166560009	0.77	--	Constrained	slope constraints
166560010	0.41	0.41	Opportunity	
166560011	0.50	0.50	Opportunity	
166560012	0.35	0.35	Opportunity	
166560013	0.02	--	Constrained	very small parcel
166560014	0.39	0.39	Opportunity	
166560015	0.29	0.29	Opportunity	
166560016	0.30	0.30	Opportunity	
166560017	0.40	0.40	Opportunity	
166571005	0.60	0.60	Opportunity	
166590038	0.82	--	Constrained	appears to be a greenbelt within existing development
166630088	0.63	--	Constrained	appears to be a greenbelt within existing development
167050010	0.36	0.36	Opportunity	
167090031	0.51	0.51	Opportunity	
167090032	0.49	0.49	Opportunity	
167090033	0.74	0.74	Opportunity	
167090034	0.74	0.74	Opportunity	
167110030	3.11	3.11	Opportunity	
167110031	2.23	2.23	Opportunity	
167110032	1.31	1.31	Opportunity	
167110033	1.56	1.56	Opportunity	
167110034	2.33	2.33	Opportunity	
167110036	3.19	--	Constrained	basin
167110037	5.01	--	Constrained	basin
167110039	15.02	15.02	Opportunity	
167160027	1.15	1.15	Opportunity	
167160028	1.13	1.13	Opportunity	
167160039	5.32	5.32	Opportunity	
167171026	1.52	1.52	Opportunity	
167200051	0.48	0.48	Opportunity	
167222015	0.99	0.99	Opportunity	
167233002	0.54	0.54	Opportunity	
167321010	0.60	0.60	Opportunity	
167321011	0.47	0.47	Opportunity	
167322005	1.21	1.21	Opportunity	
167322006	0.04	--	Constrained	very small parcel
167330006	0.58	0.58	Opportunity	
167330010	0.37	0.37	Opportunity	
167330013	0.39	0.39	Opportunity	
167330015	0.23	0.23	Opportunity	
169021001	0.83	0.83	Opportunity	
169022006	1.12	1.12	Opportunity	
169022046	0.55	0.55	Opportunity	
169022047	0.55	0.55	Opportunity	
169031001	1.72	1.72	Opportunity	
169031002	0.18	0.18	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
169031003	0.19	0.19	Opportunity	
169031004	0.30	0.30	Opportunity	
169031005	0.14	0.14	Opportunity	
169031006	0.10	0.10	Opportunity	
169031008	0.89	0.89	Opportunity	
169032001	1.98	1.98	Opportunity	
169032002	1.51	1.51	Opportunity	
169032004	0.65	0.65	Opportunity	
169032020	0.06	--	Constrained	very small parcel
169040003	0.24	0.24	Opportunity	
169040004	0.81	0.81	Opportunity	
169040005	3.08	3.08	Opportunity	
169040027	24.22	12.52	Partially Constrained	soil block slides, moderate, high landslide risks
169050015	0.71	0.71	Opportunity	
169060005	0.84	0.84	Opportunity	
169070006	2.53	2.53	Opportunity	
169070031	0.98	0.98	Opportunity	owned by County Housing Authority
169080003	1.25	1.25	Opportunity	
169090017	0.73	0.73	Opportunity	
169100055	3.26	3.26	Opportunity	owned by County Housing Authority
169100057	2.27	2.27	Opportunity	owned by County Housing Authority
169110011	0.03	--	Constrained	very small parcel
169110072	0.47	0.47	Opportunity	
169120037	0.87	0.87	Opportunity	
169150020	1.65	1.65	Opportunity	
169150021	1.38	1.38	Opportunity	
169150022	0.28	0.28	Opportunity	
169150023	0.93	0.93	Opportunity	
169160022	0.44	0.44	Opportunity	
169172072	2.65	2.65	Opportunity	
169172073	1.24	1.24	Opportunity	
169172075	2.53	2.53	Opportunity	
169181002	0.94	0.94	Opportunity	
169181003	0.79	0.79	Opportunity	
169181006	0.71	0.71	Opportunity	
169181009	0.16	0.16	Opportunity	
169181018	0.95	0.95	Opportunity	
169280017	2.16	2.16	Opportunity	
169290002	2.07	2.07	Opportunity	
169290003	2.53	2.53	Opportunity	soil block slides
169290005	6.48	--	Constrained	in 100 year flood zone
169290012	5.01	5.01	Opportunity	
169290013	9.09	9.09	Opportunity	
169300002	13.21	6.30	Partially Constrained	in 100 year flood zone
169300004	7.52	--	Constrained	in 100 year flood zone
169300005	8.33	8.33	Opportunity	in 100 year flood zone
169300006	1.16	1.16	Opportunity	
169300012	21.45	21.45	Opportunity	in 100 year flood zone, soil block slides
169300015	2.46	--	Constrained	in 100 year flood zone
169310013	3.24	3.24	Opportunity	
169310039	2.85	1.66	Partially Constrained	in 100 year flood zone, potential haz mat site
169310040	3.12	3.12	Opportunity	
170030004	3.07	3.07	Opportunity	
170060002	0.49	0.49	Opportunity	
170060003	0.54	0.54	Opportunity	
170070002	0.52	0.52	Opportunity	

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
170070003	0.41	0.41	Opportunity	
170070013	0.94	0.94	Opportunity	
170120005	0.20	0.20	Opportunity	
170120006	0.20	0.20	Opportunity	
170120007	0.20	0.20	Opportunity	
170120008	0.20	0.20	Opportunity	
170120016	0.25	0.25	Opportunity	
170120031	0.95	0.95	Opportunity	
170120033	1.45	1.45	Opportunity	
170120034	0.37	0.37	Opportunity	
170130037	2.37	2.37	Opportunity	
170130038	2.02	2.02	Opportunity	
170140038	1.36	1.36	Opportunity	
170140039	0.99	0.99	Opportunity	
170140041	2.38	--	Constrained	owned by County office of Education
170140042	2.34	--	Constrained	owned by County office of Education
170162014	1.58	1.58	Opportunity	
170180030	0.22	0.22	Opportunity	
170190014	3.17	3.17	Opportunity	
170220012	2.41	2.41	Opportunity	
170220013	2.47	2.47	Opportunity	
170250040	3.55	3.55	Opportunity	
170260023	1.95	1.95	Opportunity	
170302041	0.54	0.54	Opportunity	
170302047	1.05	1.05	Opportunity	
170330008	0.23	0.23	Opportunity	
170330014	1.25	1.25	Opportunity	
170330026	3.70	3.70	Opportunity	
170330029	0.11	0.11	Opportunity	
170330032	9.48	9.48	Opportunity	
170350043	1.20	1.20	Opportunity	
170350044	1.02	1.02	Opportunity	
170350045	1.12	1.12	Opportunity	
170350046	1.07	1.07	Opportunity	
170350047	1.06	1.06	Opportunity	
170350048	1.07	1.07	Opportunity	
170350049	1.13	1.13	Opportunity	
170410027	1.41	1.41	Opportunity	
170410028	4.33	4.33	Opportunity	
171020001	6.48	6.48	Opportunity	soil block slides
171020004	0.12	0.12	Opportunity	soil block slides
171020025	25.98	25.98	Opportunity	soil block slides
171020027	0.11	0.11	Opportunity	soil block slides
171020030	9.92	9.40	Partially Constrained	soil block slides and slumps, moderate landslide risks
171030001	2.20	2.20	Opportunity	
171030004	15.19	6.10	Partially Constrained	slope constraints, high, moderate landslide risks
171030005	3.87	3.70	Partially Constrained	high, moderate landslide risks
171030006	16.83	--	Constrained	slope constraints, high, moderate landslide risks
171030013	0.92	0.92	Opportunity	
171030015	9.53	9.53	Opportunity	soil block slides
171040004	9.55	9.55	Opportunity	moderate landslide risk
171040005	1.14	1.14	Opportunity	soil block slides and slumps
171040007	0.04	0.04	Opportunity	very small parcel, soil block slides
171040012	0.06	--	Constrained	very small parcel
171040026	0.08	--	Constrained	very small parcel, solid block slides
171040033	0.82	0.82	Opportunity	moderate landslide risk

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
171040034	14.15	14.15	Opportunity	soil block slides and slumps, moderate landslide risks, potential haz mat site
171040036	0.81	0.81	Opportunity	soil block slides
171040037	0.11	--	Constrained	soil block slides, owned by water company
171040038	0.20	0.20	Opportunity	soil block slides
171040039	7.21	6.84	Partially Constrained	moderate landslide risks
171040044	2.72	2.72	Opportunity	
171040046	0.03	--	Constrained	very small parcel, soil block slides, owned by Caltrans
171040047	0.01	--	Constrained	very small parcel, solid block slides, owned by Empire Water Corp.
171050014	1.21	0.41	Partially Constrained	slope constraints, soil block slides and slumps
171050017	8.04	5.07	Partially Constrained	slope constraints, soil block slides, moderate landslide risks
171060013	0.06	--	Constrained	very small parcel, slope constraints, soil block slides
171060025	0.40	0.40	Opportunity	soil block slides
171071027	0.53	0.53	Opportunity	
171071030	0.45	0.45	Opportunity	
171071031	0.35	0.35	Opportunity	
171071034	0.51	0.51	Opportunity	
171081001	0.80	0.80	Opportunity	soil block slides
171082007	0.31	0.31	Opportunity	
171082011	0.10	0.10	Opportunity	
171082018	1.83	1.83	Opportunity	
171082034	0.43	0.43	Opportunity	
171082035	0.22	0.22	Opportunity	
171082038	0.10	0.10	Opportunity	
171090010	2.92	2.92	Opportunity	soil block slides
171090012	0.72	0.72	Opportunity	soil block slides
171090013	1.45	1.45	Opportunity	soil block slides
171101071	0.89	0.89	Opportunity	
171101072	3.29	3.29	Opportunity	
171101073	1.97	1.97	Opportunity	
171150008	4.61	4.61	Opportunity	
171170002	2.48	2.48	Opportunity	
171220019	0.52	0.52	Opportunity	
171220020	0.59	0.59	Opportunity	
171260006	0.65	0.65	Opportunity	
171260007	2.69	2.69	Opportunity	
171260012	2.26	2.26	Opportunity	
171260013	4.51	4.51	Opportunity	
171261001	1.65	1.65	Opportunity	
173020020	10.59	10.59	Opportunity	soil block slides
173020021	10.77	10.77	Opportunity	soil block slides
173020022	37.29	10.83	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
173020023	29.03	2.77	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
173020026	1.95	1.95	Opportunity	
173020046	29.62	8.18	Partially Constrained	slope constraints, moderate landslide risks
173020053	46.77	15.31	Partially Constrained	slope constraints, very high, high, moderate landslide risks
173020055	30.32	--	Constrained	owned by Jurupa CSD, soil block slides, high, very high, moderate landslide risks
173020056	14.03	14.03	Opportunity	
173020059	42.83	6.97	Partially Constrained	slope constraints, soil slumps, moderate, high landslide risks
173030006	7.99	4.55	Partially Constrained	slope constraints, moderate landslide risks
173030007	39.78	13.46	Partially Constrained	slope constraints, soil slumps, high, moderate landslide risks
173030008	15.75	--	Constrained	slope constraints, soil slumps, moderate landslide risks

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
173030010	4.31	--	Constrained	owned by Jurupa CSD, slope constraints, moderate landslide risks
173030055	14.58	3.86	Partially Constrained	slope constraints, soild block slides, moderate landslide risks
173040010	0.28	--	Constrained	slope constraints, soil slumps
173050014	1.63	1.63	Opportunity	soil block slides
173082001	0.76	0.76	Opportunity	soil block slides and slumps
173082016	3.52	3.52	Opportunity	soil block slides and slumps
173090003	4.07	4.07	Opportunity	moderate landslide risk
173090008	2.64	2.64	Opportunity	soil block slides and slumps, moderate landslide risks
173090009	3.16	--	Constrained	soil block slides, moderate landslide risks, owned by school district
173110001	40.46	--	Constrained	slope constraints, soil slumps, very high, high, moderate landslide risks
173110002	41.52	17.56	Partially Constrained	soil block slides and slumps, very high, high, moderate landslide risks
173110003	9.43	2.40	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
173110004	30.51	1.90	Partially Constrained	slope constraints, soil block slides and slumps, very high, moderate landslide risks
173110005	122.31	--	Constrained	subject to conservation easements, very high, high, moderate landslide risks
173110006	41.71	--	Constrained	slope constraints, very high, high, moderate landslide risks
173110007	40.22	--	Constrained	subject to conservation easements, very high, high, moderate landslide risks
173120001	33.42	18.68	Partially Constrained	soil block slides, high, moderate landslide risks
173120002	40.90	--	Constrained	subject to conservation easements, very high landslide risks, soil block slides and slumps
173120003	39.67	--	Constrained	subject to conservation easements, very high landslide risks, soil block slides and slumps
173120004	39.37	--	Constrained	subject to conservation easements, very high landslide risks, soil block slides and slumps
173120005	11.23	6.68	Partially Constrained	slope constraints, soil block slides and slumps, moderate landslide risks
173120006	10.87	5.94	Partially Constrained	soil slumps, moderate, high landslide risks
173120007	21.57	9.47	Partially Constrained	high, moderate landslide risks
173130001	5.01	5.01	Opportunity	moderate landslide risk
173152003	0.52	0.52	Opportunity	soil block slides
173153002	0.49	0.49	Opportunity	
173153009	0.31	0.31	Opportunity	
173160001	1.23	1.23	Opportunity	
173160002	0.78	0.78	Opportunity	
173160003	0.26	0.26	Opportunity	
173160004	4.94	4.94	Opportunity	soil block slides and slumps
173160021	1.65	1.65	Opportunity	soil block slides, soil slumps
173160029	5.52	5.52	Opportunity	soil block slides and slumps
173160030	7.01	7.01	Opportunity	solid block slides
173160031	2.52	2.52	Opportunity	soil block slides
173170001	110.84	--	Constrained	subject to conservation easements, soil block slides and slumps, very high, high, moderate landslide risks
173170002	12.13	--	Constrained	soil block slides and slumps, moderate landslide risks, owned by MWD
173170003	36.54	--	Constrained	subject to conservation easements, soil block slides and slumps, high, moderate landslide risks
173170009	0.54	0.54	Opportunity	moderate landslide risk
173170014	34.08	--	Constrained	subject to conservation easements, high, moderate landslide risks

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
173170016	60.79	4.55	Partially Constrained	potential haz mat site, mine/quarry, soil block slides and slumps, high, moderate landslide risks
173180006	24.80	7.70	Partially Constrained	slope constraints, high, moderate landslide risks
173180013	0.94	0.94	Opportunity	
174020002	107.36	8.99	Partially Constrained	slope constraints, high, moderate landslide risks
174020003	5.50	--	Constrained	slope constraints, moderate landslide risks
174020004	5.36	1.70	Partially Constrained	slope constraints, moderate landslide risks
174020005	5.66	--	Constrained	slope constraints, moderate landslide risks
174020006	5.55	--	Constrained	slope constraints, moderate landslide risks
174020007	42.06	--	Constrained	subject to conservation easements, high, moderate landslide risks
174020009	140.98	--	Constrained	subject to conservation easements, very high, high, moderate landslide risks
174030001	18.20	2.80	Partially Constrained	slope constraints, high, moderate landslide risks
174030002	3.03	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030003	3.03	--	Constrained	slope constraints, very high, high landslide risks
174030004	3.03	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030005	3.03	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030006	3.03	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030007	3.03	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030008	2.36	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030009	2.36	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030010	2.36	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030023	29.30	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030024	8.74	--	Constrained	slope constraints, very high, high, moderate landslide risks
174030025	31.24	5.06	Partially Constrained	slope constraints, very high, high, moderate landslide risks
174030027	53.97	10.78	Partially Constrained	slope constraints, high, moderate landslide risks
174030028	77.25	--	Constrained	subject to conservation easements, very high, high, moderate landslide risks
174030029	4.05	--	Constrained	subject to conservation easements, high, moderate landslide risks
174040015	14.55	--	Constrained	subject to conservation easements, moderate landslide risks
174040017	21.49	11.10	Partially Constrained	slope constraints, soil block slides and slumps, moderate landslide risks
174040018	2.70	--	Constrained	soil block slides and slumps, moderate landslide risks, owned by Jurupa CSD
174040019	106.53	30.77	Partially Constrained	slope constraints, very high, high, moderate landslide risks
174040020	15.42	--	Constrained	owned by Jurupa CSD, slope constraints, soil block slides and slumps, moderate landslide risks
174081001	0.84	0.84	Opportunity	soil slumps
174101011	1.26	--	Constrained	soil block slides, owned by County
174131005	0.38	0.38	Opportunity	
174150009	3.29	3.29	Opportunity	
174150010	13.14	13.14	Opportunity	
174150014	26.86	26.86	Opportunity	moderate landslide risk
174150021	27.86	27.86	Opportunity	soil block slides and slumps, moderate landslide risks
174150022	3.31	3.31	Opportunity	owned by County RDA
174160002	6.85	6.85	Opportunity	soil block slides
174160003	2.02	2.02	Opportunity	potential haz mat site
174160010	1.26	1.26	Opportunity	
174160011	0.70	0.70	Opportunity	
174220004	1.56	--	Constrained	owned by school district
174250001	1.06	1.06	Opportunity	soil block slides
174250003	1.47	1.47	Opportunity	
174260016	2.81	2.81	Opportunity	soil block slides
174272002	0.81	0.81	Opportunity	

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
174280014	1.02	--	Constrained	owned by school district
174290017	0.21	0.21	Opportunity	
174290032	0.85	0.85	Opportunity	
174290034	0.54	0.54	Opportunity	
174310015	0.23	0.23	Opportunity	
174310035	0.89	0.89	Opportunity	
174320021	0.18	--	Constrained	owned by County, potential haz mat site
174320022	0.20	--	Constrained	owned by County
174320030	0.11	0.11	Opportunity	
174340022	1.66	1.66	Opportunity	
174340028	2.14	2.14	Opportunity	
174340037	3.60	3.60	Opportunity	
174340038	0.44	0.44	Opportunity	
174340040	4.26	4.26	Opportunity	
174380001	0.47	0.47	Opportunity	
174380002	0.47	0.47	Opportunity	
174380003	0.47	0.47	Opportunity	
174380004	0.47	0.47	Opportunity	
174380005	0.52	0.52	Opportunity	
174380006	0.49	0.49	Opportunity	
174380007	0.47	0.47	Opportunity	
174380008	0.53	0.53	Opportunity	
174380009	0.39	0.39	Opportunity	
174380010	0.46	0.46	Opportunity	
174380011	0.46	0.46	Opportunity	
174381001	0.49	0.49	Opportunity	
174381002	0.52	0.52	Opportunity	
174381003	0.49	0.49	Opportunity	
174381004	0.51	0.51	Opportunity	
174381005	0.49	0.49	Opportunity	
174381006	0.54	0.54	Opportunity	
174381007	0.52	0.52	Opportunity	
174381008	0.47	0.47	Opportunity	
174381009	0.47	0.47	Opportunity	
174381010	0.49	0.49	Opportunity	
174381011	0.51	0.51	Opportunity	
174381012	0.47	0.47	Opportunity	
174381013	0.47	0.47	Opportunity	
174381014	0.47	0.47	Opportunity	
174381015	0.48	0.48	Opportunity	
175080007	3.05	1.15	Partially Constrained	slope constraints, soil block slides and slumps, moderate landslide risks
175080010	148.31	123.58	Partially Constrained	slope constraints, very high, high, moderate landslide risks
175080011	36.44	36.44	Opportunity	soil block slides, moderate landslide risks
175080012	1.43	1.43	Opportunity	
175080021	10.97	10.97	Opportunity	
175080022	1.02	1.02	Opportunity	
175090001	164.57	120.05	Partially Constrained	slope constraints, soil block slides and slumps, very high, high, moderate landslide risks
175090002	24.79	14.94	Partially Constrained	slope constraints, moderate landslide risks
175090003	24.36	--	Constrained	slope constraints, moderate landslide risks
175090004	68.66	48.14	Partially Constrained	slope constraints, very high, high, moderate landslide risks
175090005	39.22	--	Constrained	slope constraints, very high, high, moderate landslide risks
175100002	0.99	0.99	Opportunity	soil block slides
175100003	31.49	31.49	Opportunity	soil block slides and slumps

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
175100005	38.29	26.20	Partially Constrained	slope constraints, soil block slides and slumps, very high, high, moderate landslide risks
175100006	11.55	--	Constrained	slope constraints, soil slumps, very high, high, moderate landslide risks
175100007	1.99	1.99	Opportunity	soil block slides
175100008	1.44	1.44	Opportunity	
175122016	0.55	0.55	Opportunity	soil block slides and slumps
175122017	0.46	0.46	Opportunity	soil block slides and slumps
175142021	0.44	0.44	Opportunity	soil block slides and slumps
175142022	0.46	0.46	Opportunity	soil block slides and slumps
175150006	0.80	--	Constrained	slope constraints, soil slumps
175150007	0.79	0.08	Partially Constrained	slope constraints, soil slumps
175150008	0.80	0.14	Partially Constrained	slope constraints, soil slumps
175160001	30.50	--	Constrained	soil block slides and slumps, high, moderate landslide risks
175160005	11.28	11.28	Opportunity	
175160014	0.13	--	Constrained	soil block slides, owned by County
175160038	3.56	3.16	Partially Constrained	high, moderate landslide risks
175160042	23.58	1.92	Partially Constrained	slope constraints, very high, high, moderate landslide risks
175170010	0.39	--	Constrained	soil block slides and slumps, owned by Rubidoux CSD
175170030	3.36	--	Constrained	soil block slides, owned by cement company
175170035	16.67	--	Constrained	owned by cement company, mine/quarry
175170036	13.13	--	Constrained	owned by cement company
175170040	9.57	--	Constrained	owned by cement company
175170043	3.55	--	Constrained	soil block slides, owned by cement company
175180007	0.19	0.19	Opportunity	soil slumps
175180016	2.18	2.18	Opportunity	
175190017	3.44	3.44	Opportunity	potential haz mat site
175190022	2.18	2.18	Opportunity	
175190026	0.72	0.72	Opportunity	
175200001	9.57	--	Constrained	owned by cement company
175200002	0.62	--	Constrained	owned by cement company
175200003	3.68	--	Constrained	owned by cement company
175200004	0.49	--	Constrained	owned by cement company
175200005	1.88	--	Constrained	owned by cement company
175200007	0.43	--	Constrained	owned by cement company
175210032	0.47	0.47	Opportunity	
175210033	0.07	--	Constrained	very small parcel, owned by water district
175210034	2.53	2.53	Opportunity	
175210035	2.74	2.74	Opportunity	
175210037	2.56	2.56	Opportunity	
175210059	20.40	20.40	Opportunity	
175220010	0.18	0.18	Opportunity	
175220021	4.81	4.81	Opportunity	
177020004	4.99	4.99	Opportunity	
177020012	0.19	0.19	Opportunity	owned by County Housing Authority
177020016	1.87	1.87	Opportunity	
177020017	0.51	0.51	Opportunity	
177020018	7.32	7.32	Opportunity	owned by County Housing Authority
177030001	4.02	4.02	Opportunity	soil block slides
177030002	15.51	15.51	Opportunity	soil block slides and slumps
177030003	2.30	2.30	Opportunity	soil block slides
177030004	47.79	--	Constrained	soil block slides and slumps, very high, high, moderate landslide risks
177030006	16.03	16.03	Opportunity	soil block slides
177030010	0.99	0.99	Opportunity	soil block slides
177030012	0.63	--	Constrained	high, moderate landslide risks

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
177030014	93.77	40.99	Partially Constrained	slope constraints, soil slumps, very high, high, moderate landslide risks
177030016	23.67	23.67	Opportunity	soil block slides
177040002	10.08	--	Constrained	slope constraints, soil slumps, high, moderate landslide risks
177040004	6.95	6.95	Opportunity	solid block slides and slumps
177040008	213.61	--	Constrained	slope constraints, soil slumps, very high, high, moderate landslide risks
177051001	0.13	0.13	Opportunity	owned by County RDA
177051002	0.25	0.25	Opportunity	owned by County RDA
177051003	0.14	0.14	Opportunity	owned by County RDA
177060019	0.54	0.54	Opportunity	
177060020	0.39	0.39	Opportunity	
177060051	0.34	0.34	Opportunity	
177080027	0.35	0.35	Opportunity	moderate landslide risk
177080028	0.97	--	Constrained	slope constraints, moderate landslide risks
177080030	1.10	1.10	Opportunity	moderate landslide risk
177080031	1.01	1.01	Opportunity	moderate landslide risk
177080032	0.82	0.82	Opportunity	moderate landslide risk
177091002	0.15	0.15	Opportunity	owned by County RDA
177091003	0.15	0.15	Opportunity	
177091004	0.16	0.16	Opportunity	
177091005	0.19	0.19	Opportunity	
177091006	0.20	0.20	Opportunity	
177091007	0.25	0.25	Opportunity	
177091008	0.24	0.24	Opportunity	
177100001	0.62	0.62	Opportunity	
177100006	2.56	2.56	Opportunity	soil block slides
177110005	0.23	0.23	Opportunity	owned by County Housing Authority
177110006	4.04	4.04	Opportunity	
177110007	4.94	4.94	Opportunity	soil block slides
177110008	0.04	0.04	Opportunity	very small parcel, common ownership with neighboring parcels
177110010	0.95	0.95	Opportunity	
177110011	0.19	0.19	Opportunity	
177110020	0.92	0.92	Opportunity	
177110021	0.21	0.21	Opportunity	
177110022	1.05	1.05	Opportunity	
177130007	8.12	8.12	Opportunity	
177142018	2.03	2.03	Opportunity	
177210003	4.07	4.07	Opportunity	
177210005	2.67	2.67	Opportunity	
177221033	0.40	0.40	Opportunity	
177231014	0.46	0.46	Opportunity	owned by County Housing Authority
177231019	0.96	0.96	Opportunity	
177250029	1.11	1.11	Opportunity	
177250030	0.34	0.34	Opportunity	
177342001	0.30	0.30	Opportunity	
178020031	12.72	12.72	Opportunity	soil block slides, potential haz mat site
178030001	13.03	--	Constrained	mine/quarry, soil block slides and slumps
178030002	11.20	--	Constrained	mine/quarry, soil block slides
178030003	2.87	2.87	Opportunity	
178030006	2.85	2.85	Opportunity	
178030008	0.71	0.71	Opportunity	moderate landslide risk
178030009	12.63	12.63	Opportunity	
178030010	10.13	10.13	Opportunity	
178050009	4.07	--	Constrained	in 100 year flood zone, soil block slides, potential haz mat site
178050010	3.04	--	Constrained	in 100 year flood zone, soil block slides

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
178050011	0.78	--	Constrained	slope constraints, soil block slides and slumps, in 100 year flood zone
178050033	11.93	--	Constrained	in 100 year flood zone, soil block slides
178060013	0.68	0.68	Opportunity	
178070001	9.53	9.53	Opportunity	
178070002	9.89	9.89	Opportunity	soil block slides
178070003	3.12	3.12	Opportunity	soil block slides
178070006	10.66	10.66	Opportunity	soil block slides and slumps
178070007	1.69	1.69	Opportunity	soil slumps
178080001	1.13	1.13	Opportunity	
178080011	0.43	0.43	Opportunity	
178080012	0.42	0.42	Opportunity	
178090010	0.98	0.98	Opportunity	
178112003	0.90	0.90	Opportunity	
178113011	0.13	0.13	Opportunity	
178113012	0.13	0.13	Opportunity	
178113021	0.12	0.12	Opportunity	
178113022	0.13	0.13	Opportunity	
178120001	14.78	14.78	Opportunity	soil block slides
178133009	0.16	0.16	Opportunity	
178133011	0.88	0.88	Opportunity	
178133012	1.13	1.13	Opportunity	
178140002	0.51	--	Constrained	exempt parcel
178140008	0.69	0.69	Opportunity	
178140009	0.69	0.69	Opportunity	
178140018	3.55	3.55	Opportunity	
178150006	0.16	0.16	Opportunity	
178150008	4.63	4.63	Opportunity	
178150009	1.57	1.57	Opportunity	
178150011	0.40	0.40	Opportunity	
178150012	1.03	1.03	Opportunity	
178150013	2.69	2.69	Opportunity	
178150014	1.80	1.80	Opportunity	
178150015	1.51	1.51	Opportunity	
178150016	1.11	1.11	Opportunity	
178150017	1.14	1.14	Opportunity	
178160006	7.95	7.95	Opportunity	
178160007	5.11	5.11	Opportunity	
178160012	1.77	1.77	Opportunity	
178171018	0.09	0.09	Opportunity	very small parcel, common ownership with neighboring parcels
178171019	0.10	0.10	Opportunity	
178172017	0.12	0.12	Opportunity	
178172019	0.14	0.14	Opportunity	
178181003	0.13	0.13	Opportunity	
178182001	0.02	--	Constrained	very small parcel, owned by County
178182002	0.18	0.18	Opportunity	
178182003	0.10	0.10	Opportunity	
178182004	0.11	0.11	Opportunity	
178191001	4.65	4.65	Opportunity	
178191002	4.43	4.43	Opportunity	
178191004	3.50	3.50	Opportunity	
178191015	0.40	0.40	Opportunity	
178201010	4.21	--	Constrained	owned by County flood control, basin
178202020	0.75	0.75	Opportunity	
178202021	1.58	1.58	Opportunity	potential haz mat site
178202024	0.74	0.74	Opportunity	

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
178212020	1.78	1.78	Opportunity	
178213002	2.11	2.11	Opportunity	
178221007	4.56	4.56	Opportunity	
178222011	1.12	1.12	Opportunity	
178230004	0.45	0.45	Opportunity	soil block slides
178230018	1.01	1.01	Opportunity	soil block slides
178230019	1.01	1.01	Opportunity	soil block slides
178252003	1.87	1.87	Opportunity	potential haz mat site
178252004	0.93	0.93	Opportunity	
178261001	4.56	4.56	Opportunity	
178261002	2.65	2.65	Opportunity	
178262001	2.13	2.13	Opportunity	potential haz mat site
178262002	1.04	1.04	Opportunity	
178262003	0.95	0.95	Opportunity	
178262004	1.85	1.85	Opportunity	
178262005	0.77	0.77	Opportunity	
178262006	0.75	0.75	Opportunity	
178262007	0.23	0.23	Opportunity	
178262008	0.03	--	Constrained	very small parcel, exempt
178271001	2.03	2.03	Opportunity	soil block slides
178281004	0.13	0.13	Opportunity	
178281006	0.39	--	Constrained	owned by County
178290003	14.63	--	Constrained	owned by County
178290005	0.79	--	Constrained	exempt parcel
178290006	46.52	--	Constrained	owned by County
178290009	1.63	1.63	Opportunity	
178290013	9.43	--	Constrained	owned by County
178300001	0.17	0.17	Opportunity	soil block slides
178300002	0.23	0.23	Opportunity	soil block slides
178300003	1.11	1.11	Opportunity	soil block slides
178300004	0.47	0.47	Opportunity	soil block slides
178300005	0.86	0.86	Opportunity	
178300006	0.31	0.31	Opportunity	
178300007	0.38	0.38	Opportunity	
178300008	0.55	--	Constrained	exempt parcel
178300010	0.81	0.81	Opportunity	soil block slides
178310001	1.85	1.85	Opportunity	
178310002	0.28	--	Constrained	exempt parcel
178310004	0.99	0.99	Opportunity	
178310005	3.10	3.10	Opportunity	
178310006	6.80	6.80	Opportunity	
178310007	4.57	4.57	Opportunity	
178310008	0.98	0.98	Opportunity	
178310009	6.94	6.94	Opportunity	
178310011	1.23	1.23	Opportunity	
178310012	0.47	0.47	Opportunity	
178310013	1.03	1.03	Opportunity	
178310015	0.86	0.86	Opportunity	
178310023	10.18	10.18	Opportunity	
178310024	0.88	--	Constrained	exempt parcel
178310025	2.05	2.05	Opportunity	
178310026	2.20	2.20	Opportunity	
178310028	0.57	0.57	Opportunity	
178310031	4.47	4.47	Opportunity	
178310032	0.67	0.67	Opportunity	
178310041	0.25	0.25	Opportunity	

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
178310042	1.42	1.42	Opportunity	
178310046	1.40	1.40	Opportunity	
178310051	3.20	3.20	Opportunity	
178330001	6.41	6.41	Opportunity	potential haz mat site
178330002	6.07	6.07	Opportunity	
178330003	4.52	4.52	Opportunity	
178330004	2.76	2.76	Opportunity	
178330024	11.53	11.53	Opportunity	
178330025	1.54	1.54	Opportunity	
178340005	0.23	--	Constrained	soil slumps, owned by Rubidoux CSD
178340014	1.03	--	Constrained	soil block slides and slumps, basin
178350006	3.34	3.34	Opportunity	
178350017	1.91	--	Constrained	basin, soil block slides and slumps
178350018	3.48	3.48	Opportunity	soil block slides and slumps
178350023	2.06	2.06	Opportunity	soil block slides, potential haz mat site
178350026	3.46	3.46	Opportunity	soil block slides
179021001	3.27	3.27	Opportunity	
179022010	0.50	0.50	Opportunity	
179060002	6.12	--	Constrained	slope constraints, soil slumps
179060006	3.52	3.52	Opportunity	soil block slides
179060029	0.10	0.10	Opportunity	
179060033	0.08	0.08	Opportunity	very small parcel, common ownership with neighboring parcels
179070007	0.48	0.48	Opportunity	
179070034	0.28	0.28	Opportunity	
179082013	1.02	1.02	Opportunity	
179083008	0.27	0.27	Opportunity	
179083009	0.24	0.24	Opportunity	
179083011	0.49	0.49	Opportunity	
179101002	2.08	2.08	Opportunity	
179130003	0.42	0.42	Opportunity	potential haz mat site
179130004	7.76	7.76	Opportunity	
179130006	0.99	0.99	Opportunity	potential haz mat site
179130007	4.57	4.57	Opportunity	
179130008	0.42	0.42	Opportunity	potential haz mat site
179140008	3.80	3.80	Opportunity	
179160015	0.24	0.24	Opportunity	
179160032	0.32	0.32	Opportunity	
179170001	10.01	--	Constrained	exempt parcel, possible school or park site
179170003	0.72	0.72	Opportunity	
179170005	1.59	1.59	Opportunity	
179170007	4.01	4.01	Opportunity	
179170008	5.81	5.81	Opportunity	
179170016	14.89	14.89	Opportunity	
179170018	7.02	7.02	Opportunity	
179170020	7.79	7.79	Opportunity	
179191012	0.16	0.16	Opportunity	
179192010	0.25	0.25	Opportunity	
179222010	0.12	0.12	Opportunity	owned by County RDA
179230010	0.88	0.88	Opportunity	
179252011	0.33	0.33	Opportunity	
179260008	0.13	0.13	Opportunity	owned by County RDA
179260015	0.17	0.17	Opportunity	
179260016	0.17	0.17	Opportunity	
179260017	0.17	0.17	Opportunity	owned by County RDA
179260018	0.17	0.17	Opportunity	owned by County RDA
179260019	0.17	0.17	Opportunity	owned by County RDA

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
179260020	0.12	0.12	Opportunity	owned by County RDA
179260035	0.12	0.12	Opportunity	
179260038	0.12	0.12	Opportunity	
179260039	0.12	0.12	Opportunity	
179260040	0.12	0.12	Opportunity	potential haz mat site
179260043	0.12	0.12	Opportunity	
179260044	0.12	0.12	Opportunity	
179260045	0.16	0.16	Opportunity	
179260046	1.22	1.22	Opportunity	owned by County RDA, potential haz mat site
179270001	9.34	9.34	Opportunity	
179270011	0.66	0.66	Opportunity	
179270012	0.70	0.70	Opportunity	
179270013	0.75	0.75	Opportunity	
179270014	0.84	0.84	Opportunity	
179270015	0.70	0.70	Opportunity	
179270016	0.93	0.93	Opportunity	
179270017	3.27	3.27	Opportunity	
179270024	0.61	0.61	Opportunity	
179270026	0.50	0.50	Opportunity	
179270033	2.52	2.52	Opportunity	
179281037	0.16	0.16	Opportunity	
179282006	0.16	0.16	Opportunity	
179282021	0.17	0.17	Opportunity	
179282039	0.16	0.16	Opportunity	
179282040	0.20	0.20	Opportunity	
179291011	0.11	0.11	Opportunity	
179291028	0.11	0.11	Opportunity	
179292007	0.17	0.17	Opportunity	
179292008	0.17	0.17	Opportunity	
179292046	0.16	0.16	Opportunity	
179310001	46.70	46.70	Opportunity	
179310004	0.89	0.89	Opportunity	
179310005	3.99	--	Constrained	exempt parcel
179320015	0.41	0.41	Opportunity	
179320038	0.43	0.43	Opportunity	
179330002	0.98	0.98	Opportunity	owned by County Housing Authority
179330003	1.84	1.84	Opportunity	owned by County Housing Authority
179330004	2.47	2.47	Opportunity	
179330005	1.52	1.52	Opportunity	owned by County Housing Authority
179330006	0.42	0.42	Opportunity	
179340001	3.33	3.33	Opportunity	
179340005	1.76	--	Constrained	exempt parcel
181030008	0.52	0.52	Opportunity	
181030010	2.28	--	Constrained	owned by County
181030011	0.82	0.82	Opportunity	owned by County RDA
181030012	2.73	2.73	Opportunity	owned by County Housing Authority
181041013	1.42	1.42	Opportunity	owned by County Housing Authority
181041015	2.93	2.93	Opportunity	owned by County Housing Authority
181052017	0.18	--	Constrained	owned by County
181052018	0.07	--	Constrained	very small parcel, owned by County
181053015	0.09	0.09	Opportunity	very small parcel, common ownership with neighboring parcels
181053016	0.08	0.08	Opportunity	very small parcel, common ownership with neighboring parcels
181063010	0.24	0.24	Opportunity	
181063015	0.09	--	Constrained	very small parcel, owned by Rubidoux CSD
181063016	0.17	--	Constrained	owned by Rubidoux CSD
181063019	0.44	0.44	Opportunity	

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
181101002	0.24	0.24	Opportunity	
181112012	0.17	0.17	Opportunity	
181112013	0.17	0.17	Opportunity	
181113003	0.19	0.19	Opportunity	
181113010	0.10	0.10	Opportunity	
181113011	0.20	0.20	Opportunity	
181120014	0.61	0.61	Opportunity	owned by County RDA
181120015	0.36	0.36	Opportunity	owned by County RDA
181120023	0.54	0.54	Opportunity	
181151001	0.19	--	Constrained	airport parcel
181151002	0.74	--	Constrained	airport parcel
181151003	0.24	--	Constrained	airport parcel, potential haz mat site
181152004	0.41	--	Constrained	airport parcel
181152005	0.72	--	Constrained	airport parcel
181160013	0.17	0.17	Opportunity	
181170011	0.32	0.32	Opportunity	
181170012	0.72	0.72	Opportunity	
181170019	0.46	0.46	Opportunity	in 100 year flood zone
181170020	0.46	0.46	Opportunity	in 100 year flood zone
181170021	0.32	0.32	Opportunity	in 100 year flood zone
181180003	2.04	2.04	Opportunity	
181180004	5.30	5.30	Opportunity	solid block slides
181180005	0.43	0.43	Opportunity	
181190004	0.41	--	Constrained	airport parcel
181190009	0.76	--	Constrained	airport parcel
181202014	2.31	--	Constrained	in 100 year flood zone
181202024	0.86	--	Constrained	in 100 year flood zone
181202026	2.54	--	Constrained	in 100 year flood zone
181210002	0.17	0.17	Opportunity	
181210014	2.44	2.44	Opportunity	
181210015	3.70	3.70	Opportunity	
181210026	8.24	--	Constrained	in 100 year flood zone
181210036	0.91	0.91	Opportunity	in 100 year flood zone
181220001	0.67	0.67	Opportunity	
181220037	9.93	9.93	Opportunity	in 100 year flood zone
181220039	19.14	19.14	Opportunity	in 100 year flood zone
181230002	2.94	2.94	Opportunity	in 100 year flood zone
181230012	0.31	0.31	Opportunity	in 100 year flood zone
181230046	3.53	--	Constrained	in 100 year flood zone, basin
181331049	1.13	--	Constrained	appears to be a greenbelt within existing development
181361032	0.05	0.05	Opportunity	very small parcel, common ownership with neighboring parcels
181361033	1.85	1.85	Opportunity	
181370001	11.17	11.17	Opportunity	
181370003	3.49	3.49	Opportunity	
182021006	1.66	1.66	Opportunity	
182021008	0.27	0.27	Opportunity	
182021018	0.32	0.32	Opportunity	
182022002	4.68	4.68	Opportunity	
182032006	0.37	--	Constrained	owned by County flood control
182032007	4.49	4.49	Opportunity	
182040006	0.17	0.17	Opportunity	
182051005	0.18	0.18	Opportunity	
182051006	0.18	0.18	Opportunity	
182051007	0.18	0.18	Opportunity	
182051017	0.18	0.18	Opportunity	
182051018	0.18	0.18	Opportunity	

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APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
182074002	0.21	0.21	Opportunity	
182074005	0.16	--	Constrained	owned by County flood control
182102017	28.23	2.75	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
182102035	18.90	2.34	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
182151002	0.08	--	Constrained	very small parcel, owned by County flood control
182151017	1.00	1.00	Opportunity	
182190015	1.31	1.31	Opportunity	
182190016	1.30	1.30	Opportunity	
182190017	1.24	1.24	Opportunity	
182210007	0.15	--	Constrained	owned by County
182221010	0.44	0.44	Opportunity	
182230001	1.43	1.43	Opportunity	
182230007	1.18	1.18	Opportunity	
182230008	1.04	1.04	Opportunity	
182230009	0.23	0.23	Opportunity	
182242009	2.06	2.06	Opportunity	
182244006	1.51	1.51	Opportunity	
182303003	0.22	0.22	Opportunity	
182311004	0.24	0.24	Opportunity	
182331007	1.82	1.82	Opportunity	
182333003	2.06	2.06	Opportunity	
182342010	2.27	2.27	Opportunity	soil block slides
182350002	7.28	7.28	Opportunity	soil block slides
182350005	2.00	2.00	Opportunity	
182431002	9.33	--	Constrained	slope constraints, soil slumps
183020002	0.92	--	Constrained	owned by school district
183020037	2.08	--	Constrained	owned by school district
183030024	6.57	--	Constrained	owned by County flood control, basin
183030045	2.68	2.68	Opportunity	
183061007	0.83	0.83	Opportunity	
183061016	0.52	0.52	Opportunity	
183062004	0.27	0.27	Opportunity	
183062008	0.36	0.36	Opportunity	
183071008	0.30	0.30	Opportunity	
183080011	11.21	--	Constrained	owned by County flood control, basin
183080021	8.04	8.04	Opportunity	
183080023	0.15	--	Constrained	owned by water company
183080024	3.92	3.92	Opportunity	
183090007	0.98	0.98	Opportunity	
183090009	1.00	1.00	Opportunity	
183101005	0.49	0.49	Opportunity	
183101010	0.88	0.88	Opportunity	
183101018	0.74	0.74	Opportunity	
183112058	1.18	1.18	Opportunity	
183122004	0.53	--	Constrained	owned by County
183131010	1.05	1.05	Opportunity	moderate landslide risk
183131011	1.35	1.35	Opportunity	moderate landslide risk
183132012	0.08	--	Constrained	very small parcel
183132013	0.98	0.98	Opportunity	moderate landslide risk
183160006	1.10	--	Constrained	owned by Santa Ana watershed authority
183160007	0.08	--	Constrained	very small parcel, owned by Santa Ana watershed authority
183173001	4.35	4.35	Opportunity	
183182032	0.30	0.30	Opportunity	
183210039	3.17	1.71	Partially Constrained	slope constraints, soil block slides and slumps

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
183210042	4.23	--	Constrained	owned by County flood control, basin
183220001	1.38	--	Constrained	owned by County flood control, basin
183220006	8.15	8.15	Opportunity	moderate landslide risk
183220017	36.28	6.48	Partially Constrained	slope constraints, moderate landslide risks
183230001	2.98	2.98	Opportunity	moderate landslide risk
183230002	6.13	6.13	Opportunity	moderate landslide risk
183230003	1.26	--	Constrained	owned by Rubidoux CSD, potential haz mat site, slope constraints, moderate landslide risks
183230007	52.53	16.36	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
183230008	5.88	--	Constrained	owned by Rubidoux CSD, slope constraints, moderate landslide risks
183240076	15.62	4.74	Partially Constrained	slope constraints
183240077	108.31	38.93	Partially Constrained	slope constraints, soil block slides and slumps, high, moderate landslide risks
183310030	6.72	6.72	Opportunity	
183383024	1.80	1.80	Opportunity	
183390018	9.04	4.69	Partially Constrained	slope constraints
183440074	6.36	1.41	Partially Constrained	slope constraints, moderate landslide risks
183450067	1.30	0.52	Partially Constrained	slope constraints
183510043	2.72	1.91	Partially Constrained	slope constraints, moderate landslide risks
185092003	0.14	--	Constrained	slope constraints
185092020	0.33	--	Constrained	slope constraints
185092026	0.88	--	Constrained	slope constraints
185100013	1.46	0.69	Partially Constrained	slope constraints
185100014	1.90	0.84	Partially Constrained	slope constraints
185120054	6.32	1.14	Partially Constrained	slope constraints, soil slumps
185170018	0.39	--	Constrained	appears to be part of a golf course
185192004	0.44	0.44	Opportunity	
185192016	0.17	0.17	Opportunity	
185201014	0.11	0.11	Opportunity	
185202004	0.25	0.25	Opportunity	
185210004	16.08	--	Constrained	subject to conservation easements, in 100 year flood zone
185210005	6.07	--	Constrained	owned by MWD, subject to conservation easements
185210028	19.04	--	Constrained	subject to conservation easements, soil block slides and slumps
185210029	21.46	--	Constrained	subject to conservation easements
185253009	0.63	--	Constrained	appears to be a greenbelt within existing development
185350001	2.49	1.31	Partially Constrained	slope constraints
185350019	7.28	1.71	Partially Constrained	slope constraints, moderate landslide risks
185350040	3.49	--	Constrained	slope constraints, moderate landslide risks
185404062	0.29	--	Constrained	owned by school district
185404063	0.17	--	Constrained	owned by school district
185404064	0.17	--	Constrained	owned by school district
185404065	0.17	--	Constrained	owned by school district
185404066	0.17	--	Constrained	owned by school district
185404067	0.16	--	Constrained	owned by school district
185404068	0.17	--	Constrained	owned by school district
185404069	0.20	--	Constrained	owned by school district
185404070	0.18	--	Constrained	owned by school district
185460001	9.60	--	Constrained	owned by County Housing Authority, slope constraints, soil block slides, moderate landslide risks
185470001	2.74	2.74	Opportunity	owned by County Housing Authority
185470002	3.07	3.07	Opportunity	owned by County Housing Authority
185480045	0.93	0.59	Partially Constrained	slope constraints
186022002	1.04	--	Constrained	slope constraints, moderate landslide risks
186022003	0.10	--	Constrained	owned by Rubidoux CSD, slope constraints

Attachment B - Vacant Parcels in the City of Jurupa Valley

APN	Total Acres	Opportunity Acres	Classification[1]	Factors Affecting Development Potential
186022036	0.71	--	Constrained	slope constraints, moderate landslide risks
186022037	0.81	--	Constrained	slope constraints, moderate landslide risks
186022039	0.71	--	Constrained	slope constraints, moderate landslide risks
186022040	0.74	--	Constrained	slope constraints
186022041	0.52	--	Constrained	slope constraints
186022042	0.52	--	Constrained	slope constraints, moderate landslide risks
186031006	0.11	--	Constrained	slope constraints
186031008	2.44	0.29	Partially Constrained	slope constraints, moderate landslide risks
186033006	0.67	0.67	Opportunity	
186033016	0.65	0.65	Opportunity	
186040004	0.64	0.64	Opportunity	
186040021	0.41	0.41	Opportunity	
186060022	0.83	--	Constrained	slope constraints
186060049	0.84	0.84	Opportunity	
186070008	0.51	0.51	Opportunity	
186080011	3.85	3.85	Opportunity	
186151010	0.54	0.54	Opportunity	
186160015	2.24	2.24	Opportunity	soil block slides
186172001	8.58	8.58	Opportunity	
186181007	0.48	0.48	Opportunity	
186200019	1.35	1.35	Opportunity	soil block slides
186200020	0.99	0.99	Opportunity	
186200021	0.98	0.98	Opportunity	
186200022	1.26	1.26	Opportunity	
186230007	7.89	7.89	Opportunity	in 100 year flood zone, potential haz mat site
186230036	3.27	--	Constrained	subject to conservation easements, in 100 year flood zone
186230037	1.80	--	Constrained	subject to conservation easements, in 100 year flood zone
186230038	3.20	--	Constrained	soil block slides, in 100 year flood zone
186230040	3.35	--	Constrained	in 100 year flood zone, soil block slides
186240001	2.54	--	Constrained	subject to conservation easements, in 100 year flood zone
186250007	1.48	--	Constrained	subject to conservation easements, in 100 year flood zone
186250013	7.03	--	Constrained	subject to conservation easements, in 100 year flood zone
186250014	0.11	--	Constrained	in 100 year flood zone
186250015	2.68	--	Constrained	in 100 year flood zone
186260018	1.33	1.33	Opportunity	soil block slides
186270002	28.67	--	Constrained	subject to conservation easements, in 100 year flood zone
1,277 Total	6,859.51 Total	3,401.25 Total	–	

Source: Compiled by LSA Associates, Inc. (2015).

[1] Constrained (268 parcels; 2,137.04 acres)
Opportunity (924 parcels; 2,542.07 acres)
Partially Constrained (85 parcels; 2,180.40 acres [Opportunity Portion = 859.18 acres; Constrained Portion = 1,321.22 acres])



Draft
SCAG Data/Map Book

for the Development of 2016-2040 Regional Transportation Plan/
Sustainable Communities Strategy (RTP/SCS)

City of Jurupa Valley

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

November 2013

OUR VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

OUR MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

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Acknowledgments

Introduction

SB 375 (Steinberg), also known as California's Sustainable Communities Strategy and Climate Protection Act, is a state law that calls for the integration of transportation, land use, and housing planning and the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning. Effective on January 1, 2009, the law requires SCAG as the Metropolitan Planning Organization, working together with subregional council of governments and the county transportation commission, to prepare a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) (or an Alternative Planning Strategy (APS), if necessary). Also, SCAG is required to integrate planning processes to be consistent with the SCS. SB 375 also emphasizes a substantial public participation process involving all stakeholders.

To meet the requirements under SB 375, SCAG prepares and provides a set of data/GIS maps to subregions and local jurisdictions for their review. These data/GIS maps are identified in SB 375 as required to be considered in SCS development. It should be noted that all data and maps provided here are to initiate dialogue among stakeholders to address the requirements of SB 375 and its implementation. Data/GIS maps will be further reviewed and updated through the local input process.

The list of data/GIS maps included in this book:

Land Use General Plan Zoning Existing Land Use Resource Areas & Farmland Endangered Species and Plants Flood areas Natural Community & Habitat Conservation Open Space and Parks Farmland	Major Stops & High Quality Transit Corridors Transit Priority Area Geographical boundaries City Boundary & Sphere of Influence Census Tract Boundary Transportation Analysis Zone (TAZ) Boundary Socioeconomic Data 2012 Base Year Socioeconomic Estimates 2020, 2035 and 2040 Socioeconomic Forecast

The SCAG Data/Map Book is designed to help local planners and those who are interested in SCAG's datasets better understand the sources, methodologies, and contents of each dataset. This book is prepared for each jurisdiction in the SCAG region and is used to collect input and comments from subregions and local jurisdictions.

This book begins with the brief descriptions of the datasets. This is followed by the data/GIS maps for each jurisdiction. Upon request, the maps can be provided in larger sizes for detailed review. SCAG may not be authorized to release certain datasets depending on the access/release constraints applied to each dataset. PDF maps and GIS shapefiles can be downloaded from ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book. For more information or to request data and/or maps, please contact Frank Wen at (213) 236-1854, or wen@scag.ca.gov.

Land Use

SCAG staff prepared four sets of land use maps at the parcel level as follows:

- Adopted General plan land use based on city's general plan codes
- Adopted General plan land use based on 2012 SCAG General Plan Land Use Codes
- Adopted Zoning codes
- Existing land use (2012)

The current version of the land use data reflects each jurisdiction's input received by October 18, 2013. It should be noted that the datasets will be further reviewed and updated through the local input process which will end in May 2014.

General Plan Land Use & Zoning

Beginning in March 2013, SCAG communicated with local jurisdictions to collect local general plan and zoning information. Through the process of collecting general plan and zoning documents, SCAG staff made every effort to ensure the data reflects the most current general plan and zoning data. The information included in this book reflects each jurisdiction's input received by October 18, 2013. Comments and corrections will be incorporated as they are received.

The general plan and zoning documents, maps, and/or GIS shapefiles collected were coded into GIS shapefiles at the parcel level. Parcel boundary data were acquired from Digital Map Products (*DMP*). General plan and zoning data are shown at the parcel level and depict a local agency's adopted documents. However, the data shown in some areas may be generalized, because the parcel level database representing general plan data does not support multiple uses or designations on a single parcel (either splitting the parcel or representing overlays). Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

At the jurisdiction level, both general plan land use and zoning maps are prepared with local land use or zoning codes, consistent with those used in each local jurisdiction. In addition, another version of the general plan land use map is prepared with SCAG's standardized General Plan codes. For detailed information on the standardized codes, please refer to Table 1: 2012 SCAG General Plan Land Use Codes Table.

Existing Land Use

The base year of the 2016-2040 RTP/SCS is 2012. To develop the base year existing land use data, SCAG has used property land use information acquired from DMP and SCAG's 2008 existing land use data. Using a correspondence between DMP land use codes and SCAG's standardized 2012 Existing Land Use Codes, DMP land use codes were converted to SCAG's standardized Existing Land Use code system. Beginning in August 2013, the 2012 existing land use maps were

reviewed by local jurisdictions and revised based on the local input and comments. The information included in this book reflects the local inputs received by October 18, 2013. It should be noted that the datasets will be further reviewed and updated through the local input process.

As noted for General Plan and Zoning data, Existing Land Use data are shown at the parcel level and, in some areas, data may be generalized, because SCAG's parcel level database does not support multiple uses on a single parcel. Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

The Anderson Land Use Classification was used as the standardized land use code system. For more detailed information on the land use code system, refer to Table 2: 2012 SCAG Existing Land Use Codes Table.

Table 1:
2012 SCAG General Plan Land Use Codes - Legend

Legend	Land Use Description
Single Family Residential	1110 Single Family Residential
Multi-Family Residential	1120 Multi-Family Residential
Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks
Mixed Residential	1140 Mixed Residential 1100 Residential
General Office	1210 General Office Use
Commercial and Services	1200 General Commercial 1220 Retail and Commercial and Services 1221 Regional Shopping Center 1230 Other Commercial 1233 Hotels and Motels
Facilities	1240 Public Facilities 1250 Special Use Facilities
Education	1260 Education – K-12 1265 Education – College
Military Installations	1270 Military Installations
Industrial	1300 General Industrial 1310 Light Industrial 1311 Light Manufacturing, Assembly, and Industrial Services 1320 Heavy Industrial 1321 Heavy Manufacturing 1340 Wholesaling and Warehousing
Transportation, Communications, and Utilities	1410 Transportation 1420 Communication Facilities 1430 Utility Facilities
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial
Open Space and Recreation	1810 Golf Courses 1820 Local Parks and Recreation 1830 State and National Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
Vacant	1900 Urban Vacant 3000 Vacant
Agriculture	2000 Agriculture
Water	4000 Water

Specific Plan	7777 Specific Plan
Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown

Table 2:
2012 SCAG Existing Land Use Codes - Legend

Legend	Land Use Description
Single Family Residential	1110 Single Family Residential 1111 High-Density Single Family Residential 1112 Low-Density Single Family Residential 1113 Rural Residential
Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
Mixed Residential	1140 Mixed Residential 1100 Residential
General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing

	1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial
Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
Under Construction	1700 Under Construction

Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown

Resource Areas & Farmland

SB 375 identifies as one of the guidelines on developing an SCS to "gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivision (a) and (b) of *Section 65080.01*." The definitions of Resource areas and Farmland specified in *Section 65080.01* are as following:

(a) "Resource areas" include

(1) all publicly owned parks and open space;

(2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans;

(3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plan Protection Act;

(4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts;

(5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance;

(6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and

(7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

To comply with the guidelines, SCAG prepared the relevant datasets of Endangered species and plants, Flood areas, Natural habitat, Open space and park, and Farmland from various sources.

To provide input on these datasets, please notify SCAG as well as the agencies listed as the primary owner of the database, discussed in detail here.

Endangered species and plants

SCAG obtained the California Natural Diversity Database (CNDDB)[1] July 2013 version developed by the California Department of Fish and Wildlife's Biogeographic Data Branch (BDB). The CNDDB is a library of the location and condition of species of rare and sensitive plants, animals, and natural communities in California. It is updated on a continuous basis to be consistent and current, but cannot be an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by the end users.

The dataset is shown on the map is based on the combination of the three data fields; element type, accuracy and element occurrence count. Other fields in CNDDB describe the listing status, ranking, location, site description and source references, to name a few.

The types of elements (ELMTYPE) are specified as four categories of plant, animal, terrestrial community, and aquatic community.

Value	Definition
1	Plant (ELMCODEs beginning with "P" or "N")
2	Animal (ELMCODEs beginning with "A" or "I")
3	Terrestrial community (ELMCODEs beginning with "CT")
4	Aquatic community (ELMCODEs beginning with "CA", "CE", "CL", "CM" or "CR")

The precision or accuracy level (ACC_CLASS) represents spatial uncertainty on a scale of one to ten, indicating both accuracy type and accuracy value.

Value	Definition
80 meters	1: Specific bounded area with an 80 meter radius
Specific	2: Specific bounded area
Nonspecific	3: Non-specific bounded area
1/10 mile	4: Circular feature with a 150 meter radius (1/10 mile)
1/5 mile	5: Circular feature with a 300 meter radius (1/5 mile)
2/5 mile	6: Circular feature with a 600 meter radius (2/5 mile)
3/5 mile	7: Circular feature with a 1000 meter radius (3/5 mile)
4/5 mile	8: Circular feature with a 1,300 meter radius (4/5 mile)
1 mile	9: Circular feature with a 1,600 meter radius (1 mile)
5 miles	10: Circular feature with a 8,000 meter radius (5 miles)

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature. An EOCOUNT greater than one indicates the presence of a "multiple."

For more information on the CNDDB, please refer to their website (http://www.dfg.ca.gov/biogeodata/cnddb/). The CNDDB is offered on a yearly subscription basis, and is prohibited from

[1] The CNDDB is a "natural heritage program" and is part of a nationwide network of similar programs overseen by *NatureServe* (formerly part of The Nature Conservancy). All natural heritage programs provide location and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. The data help drive conservation decisions, aid in the environmental review of projects and land use changes, and provide baseline data helpful in recovering endangered species and for research projects.

being distributed to anyone outside the subscribing organizations. The data can be ordered online at http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Also, the web-based CNDDB Quick Viewer which shows information only to the 7.5' quadrangle or county level is available at http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp.

Flood Areas

The flood area maps are based on the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in October, 2013. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM)[2] that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP).

FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called "Flood Insurance Studies (FISs). From the study, FEMA delineate Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as 'the 100-year flood' or base flood. The 100-year flood has a 26 percent chance of occurring during a 30 year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs.

The FIRM includes data on the 100-year (1% annual chance of occurring) and 500-year (0.2% annual chance of occurring) floodplains. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities. The data are available to the public at FEMA's Map Service Center (http://www.msc.fema.gov). You may also request the related documents or other maps, such as FIS result report, or a Flood Boundary and Floodway Map (FBFM). For more information on the FIRM, refer to their website at http://www.fema.gov/hazard/map/firm.shtm. More details on the DFIRM Database and a detailed database specification are available at: http://www.fema.gov/plan/prevent/fhm/dfm_dfhm.shtm.

The map included in this book is prepared at the county level for better presentation of the flood areas, which is normally not constrained to city limits.

Natural Community & Habitat Conservation Plan

The data on natural community and habitat conservation plan are from the Natural Community Conservation Planning (NCCP) program of California Department of Fish and Wildlife. With partnerships with public and private organizations, NCCP is an effort for the protection and

[2] The FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. Since 1970s, the FEMA has created and updated the flood hazard maps for National Flood Insurance Program (NFIP). NFIP was created by the US Congress in 1968 to reduce future damage and to provide protection for property owners from potential loss through an insurance mechanism.

perpetuation of biological diversity, while allowing compatible and appropriate economic activity. The NCCP program started in 1991 under the State's Natural Community Conservation Planning Act, which has broader orientation and objectives than the previous laws limited to the protection of species already declined in number significantly.

The primary objective is to conserve natural communities at the ecosystem level, while accommodating compatible land use. By considering the long-term stability of wildlife and plant communities, and including key interests in the planning process, it aims at anticipating and preventing the controversies in the surrounding areas of the species.

A local agency is in charge of monitoring the development of a conservation plan in cooperation with landowners, environmental organizations and other interest parties. The Department of Fish and Wildlife provides necessary support, direction, and guidance to NCCP participants.[3] For more information on the NCCP phases and guidance, refer to their website at http://www.dfg.ca.gov/habcon/nccp.

Open Space and Park

For the 2016-2040 RTP/SCS, "all publicly owned" open spaces need to be considered as prescribed in SB 375. Data on publicly owned open space and parks comes from the California Protected Areas Database (CPAD), a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. GreenInfo Network has prepared CPAD by aggregating and cross-checking various open space data from state, local and other agencies.

For a clear understanding of the database, it is important to understand two basic definitions of the database. First, the "protected" status in CPAD does not refer to a specific level of conservation for biodiversity values, but a general commitment to maintain the property for open space uses. Second, by fee ownership mechanism, it means that 1) the lands in CPAD are defined based on the agencies that owns the fee title to the property, not the managing parties, and 2) CPAD is not the database of all public lands, but that of all "publicly owned" open space. The owning agencies include public and non-profits, but currently the private owners and properties under the use of easements are excluded. Open space lands maintained other than ownership mechanisms (easement or related less-than-fee mechanisms) are provided in a separate database developed by GreenInfo Network. For more details on the inclusion criteria, see the CPAD manual from their website at http://www.calands.org/download/CPAD_Manual_June2010.pdf

The database is prepared into three feature classes; Holdings, Units, and Super Units. Holdings are the parcel level open space information, which correspond to assessor or tax parcel boundaries. Units and Super Units are the aggregated features for the cartographic representation. (Units: the aggregation of Holdings into specific parks and reserves/ Super Units:

[3] Department of Fish and Game sponsors two grant programs for NCCP/HCPs; Local Assistance Grants (LAG) with the state funds for urgent tasks associated with implementing approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application, and ESA SECTION 6 GRANTS program through the federal grant from the U.S. Fish and Wildlife Service (FWS).

the aggregation of federal and state Holdings regardless county boundaries) All classes of data are downloadable through their website at http://www.calands.org/uses. For user constraints, refer to the License Agreement. GreenInfo Network has released several versions of the CPAD since March, 2008. The most up-to-date version is 1.9, which was released in March, 2013. For more information on CPAD update histories and changes, see their website at http://www.calands.org/data

The map included in this book is presented by ownership. The lands in CPAD range from huge national forests to very small urban parks. Federal, state, county, city, special district and non-governmental agency holdings are included and have been mapped at the high levels of accuracy.

Farmland

Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California.[4]

SCAG obtains the Important Farmland Map created by FMMP. The study area is in accordance to the soil survey developed by NRCS (National Resources Conservation Service) in the United States Department of Agriculture. Important Farmland Map is biennially updated based on a computer mapping system, aerial imagery, public review, and field interpretation.

The minimum land use mapping unit is 10 acres. The classification system of the map was developed by combining technical soil rating and current land use. For more information, refer to the website at http://www.consrv.ca.gov/dlrp/fmmp/overview/Pages/index.aspx.

PRIME FARMLAND (P)	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
FARMLAND OF STATEWIDE IMPORTANCE (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
UNIQUE FARMLAND (U)	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
FARMLAND OF LOCAL	Land of importance to the local agricultural economy as

[4] The FMMP was signed by the Legislature in 1982, and the first Important Farmland Maps were produced in 1984, covering 30.3 million acres. Through 12 biennial mapping cycles, data has expanded to 48.1 million acres as modern soil surveys were completed by USDA.

IMPORTANCE (L)	determined by each county's board of supervisors and a local advisory committee.
GRAZING LAND (G)	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
URBAN AND BUILT-UP LAND (D)	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
OTHER LAND (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
WATER (W)	Perennial water bodies with an extent of at least 40 acres.
NOT SURVEYED (Z)	Large government land holdings, including National Parks, Forests, and Bureau of Land Management holdings are not included in FMMP's survey area.

The map included in this book is prepared based on the guidelines in (b) of Section 65080.01.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

Transit Priority Project

According to SB 375, 'a transit priority project' can be exempt from, or subject to a limited review of CEQA (the California Environmental Quality Act). The implementation of the SCS only includes 'a transit priority project' that is 'consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.' [Section 2115. (a)]

The bill specifically states that the transit priority project should:

(1) *contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*
(2) *provide a minimum net density of at least 20 dwelling units per acre; and*
(3) *be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 1064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. [Section 2115. (b)]*

A transit priority project, which meets all the requirements of subdivision (a) and (b), and one of the requirements of subdivision (c) in Section 21155.1, can be declared by the legislative body of the jurisdiction, after conducting a public hearing, to be a Sustainable Communities Project (SCP). Once the project is designated as SCP, it can benefit from CEQA streamlining. For detailed information on SCP, refer to Appendix 1: Sustainable Communities Project (SCP) Criteria.

Major Stops & High Quality Transit Corridors

To assist in identifying transit priority project areas, SCAG identifies major stops and high-quality transit corridors, and their surrounding areas in one-half mile radius distance, as specified in Section 2115. (b) (3). Major transit stops and high-quality transit corridors are extracted from 2035 planned year data in the 2012-2035 RTP/SCS Amendment #1.

The definitions of major transit stops and high quality transit corridors are as follows:

Major transit stop	A site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.
High-quality transit corridor	A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Transit Priority Area (Defined by SB 743)

Senate Bill (SB) 743, signed into law on 9/27/2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Specifically, certain types of projects within the "transit priority areas" could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone. SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. "Transit Priority Areas (TPAs)."

As defined in SB 743, "Transit Priority Area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. To assist in identifying the transit priority areas, SCAG identifies the major transit stops and their surrounding areas in one-half mile radius distance. Major transit stops are extracted from 2012 planned year data in the 2012-2035 RTP/SCS Amendment #1.

The definition of major transit stops is as follows:

Major transit stop	A site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.

Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network. Updates to this information will be forthcoming as information becomes available.

Geographical Boundaries

City boundary & Sphere of Influence

City boundary and sphere of influence information are from each County's Local Agency Formation Commissions (LAFCO). The information included here are as of July 2012, the base year for the 2016-2040 RTP/SCS. SCAG uses the data directly from LAFCO as the legitimate source based on the legal requirement of SB 375. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census tract boundary (For Information Only)

The census tract boundaries are the 2010 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Integrated Geographic Encoding and Referencing) Products website (http://www.census.gov/geo/maps-data/data/tiger.html).

TAZ boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region, based on the 2010 Tiger Census Block. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.

Socioeconomic Data

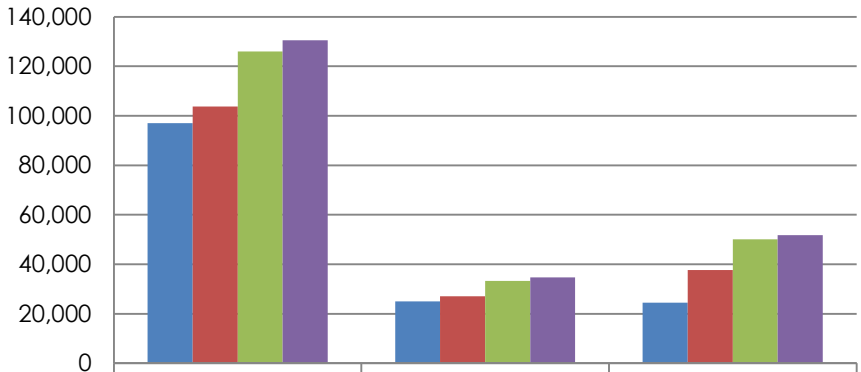
SCAG prepares the integrated growth forecasts at multiple geographic levels and for multiple years. By refining and maintaining the regional and small area socioeconomic forecasting/ allocation models, the Forecasting Section at SCAG is responsible for producing the socioeconomic estimates and projections, used for the federal and state mandated long-range planning effort.

The socioeconomic data presented in this document is prepared for the 2016-2040 RTP/SCS. The data includes 2012 base year estimates and 2020, 2035 and 2040 forecasts. Among the various levels of geographic units, the city level and Traffic Analysis Zone (TAZ) level data are summarized in this document.

An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose, with the clear understanding that land use information should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction.

The chart below shows city level socioeconomic data.

Growth Forecast for City of Jurupa Valley



	Population	Households	Employment
2012	96,996	25,001	24,505
2020	103,714	27,117	37,651
2035	125,948	33,298	50,089
2040	130,537	34,693	51,741

Socioeconomic estimates and projection by TAZ (split by City boundary)

TAZ	POP12	POP20	POP35	POP40	HH12	HH20	HH35	HH40	EMP12	EMP20	EMP35	EMP40
43123500	31	31	31	31	8	8	8	8	134	286	388	396
43123600	2	39	203	248	0	12	57	71	3	79	157	168
43123700	0	0	0	0	0	0	0	0	642	920	1,105	1,120
43123800	0	0	0	0	0	0	0	0	723	1,379	2,016	2,104
43123900	16	61	258	312	5	19	74	91	0	1	4	4
43124300	0	12	67	82	0	4	19	24	0	0	0	0
43124500	1,142	1,210	1,449	1,503	263	284	351	368	517	819	1,122	1,165
43125100	0	0	0	0	0	0	0	0	302	425	506	513
43125200	0	0	0	0	0	0	0	0	639	1,083	1,379	1,403
43126100	5,657	5,978	6,270	6,271	1,458	1,559	1,641	1,641	753	753	753	753
43127100	2,426	2,585	3,148	3,275	612	662	819	858	340	395	450	458
43128100	3,617	3,810	4,483	4,631	800	861	1,049	1,094	292	670	1,052	1,106
43129100	3,406	3,597	4,270	4,420	764	824	1,011	1,057	754	1,505	2,264	2,372
43130100	3,910	4,291	4,964	4,964	1,702	1,822	2,010	2,010	937	1,187	1,360	1,374
43130200	47	51	65	69	9	10	14	15	1,335	1,502	1,619	1,629
43131100	2,213	2,330	2,654	2,654	512	549	639	639	319	558	799	833
43131200	1,809	1,914	2,288	2,372	404	437	541	567	44	84	125	131
43131300	1,904	2,028	2,477	2,580	443	482	607	638	121	153	184	189
43132100	1,926	2,034	2,430	2,519	429	463	569	595	538	881	1,223	1,271
43132200	75	82	112	119	24	27	35	37	0	78	272	300
43132300	2,309	2,449	2,934	3,041	579	623	759	792	427	678	931	967
43133100	2,162	2,336	2,976	3,123	625	680	856	900	337	773	1,216	1,279
43133200	4,168	4,409	5,255	5,444	961	1,037	1,274	1,331	707	2,056	3,407	3,598
43134100	1,622	1,781	2,372	2,511	491	541	706	748	287	580	875	917
43134200	2,212	2,332	2,749	2,799	512	550	666	681	300	504	709	738
43134300	3,187	3,344	3,639	3,639	700	750	832	832	1,176	1,611	1,987	2,033
43135100	5,476	5,922	7,529	7,896	1,635	1,775	2,223	2,334	782	887	981	993
43136100	3,378	3,578	4,084	4,084	879	942	1,083	1,083	2,147	2,543	2,882	2,923
43137100	156	175	249	268	43	49	70	76	443	638	836	864
43137200	2,540	2,717	3,360	3,509	613	668	848	893	699	1,154	1,615	1,681
43137300	638	681	836	871	156	169	212	223	114	114	114	114
43138100	7,459	7,980	9,817	10,226	2,078	2,242	2,754	2,879	484	484	484	484
43139100	2,260	2,421	3,019	3,160	510	561	728	771	466	956	1,395	1,451
43140100	2,880	3,113	3,957	4,151	841	915	1,150	1,209	117	117	117	117
43141100	3,570	3,859	4,943	5,195	985	1,075	1,370	1,445	969	1,352	1,734	1,787
43141200	4,417	4,704	5,725	5,956	1,080	1,171	1,456	1,527	639	1,486	2,341	2,463
43142100	1,696	1,829	2,298	2,404	516	558	689	721	165	165	166	167
43142200	4,039	4,296	5,195	5,393	1,053	1,134	1,385	1,446	421	1,325	2,234	2,363
43142300	286	338	552	607	75	91	151	168	12	73	136	144
43143100	3,710	3,957	4,852	5,057	885	963	1,213	1,275	821	1,123	1,428	1,472
43144100	2,464	2,600	3,100	3,212	533	576	710	743	188	242	285	289
43144200	3,275	3,588	4,817	5,122	718	817	1,160	1,254	660	1,010	1,297	1,329
43144300	91	98	123	128	25	27	34	35	2,701	3,115	3,403	3,428
43144400	358	376	437	451	72	77	94	98	370	691	981	1,018
43144500	668	709	866	902	140	153	195	206	79	267	456	482
43145100	2,612	2,818	3,601	3,790	576	641	860	918	404	702	1,004	1,047
43145200	1,182	1,251	1,494	1,548	287	309	376	392	197	247	297	304
43180200	0	0	0	0	0	0	0	0	0	0	0	0
43192200	0	0	0	0	0	0	0	0	0	0	0	0
43210100	0	0	0	0	0	0	0	0	0	0	0	0
43221100	0	0	0	0	0	0	0	0	0	0	0	0
43229100	0	0	0	0	0	0	0	0	0	0	0	0
43238100	0	0	0	0	0	0	0	0	0	0	0	0

Socioeconomic estimates and projection for the jurisdictions in Western Riverside Council of Governments

JURISDICTION	POP12	POP20	POP35	POP40	HH12	HH20	HH35	HH40	EMP12	EMP20	EMP35	EMP40
Banning	30,111	40,134	57,545	60,321	1,538	15,300	21,521	22,575	7,288	12,154	17,237	17,893
Beaumont	39,368	51,626	78,767	80,482	2,124	18,223	26,682	27,248	5,854	11,357	17,161	17,955
Calimesa	8,058	13,288	23,907	24,813	331	5,925	10,507	10,902	1,328	3,414	5,591	5,888
Canyon Lake	10,744	11,100	12,053	12,115	3,935	4,134	4,570	4,596	1,199	1,883	2,561	2,665
Corona	155,901	159,130	179,084	180,498	45,210	46,938	54,932	55,369	67,229	91,630	114,754	117,632
Eastvale	56,511	61,462	68,251	70,791	14,124	15,742	17,737	18,514	4,331	6,842	9,429	9,778
Hemet	80,602	86,322	109,987	114,275	30,318	33,646	47,645	49,589	21,039	29,784	38,876	40,187
Lake Elsinore	54,148	63,041	103,243	111,384	15,194	20,841	32,395	35,019	11,816	20,928	30,348	31,654
Menifee	81,563	95,720	120,488	126,188	28,402	35,937	47,909	50,156	10,284	17,801	25,658	26,831
Moreno Valley	197,610	212,005	255,939	262,402	51,826	59,957	75,345	77,324	31,350	45,489	60,369	62,506
Murrieta	105,568	109,167	129,141	129,823	32,844	35,555	43,219	43,465	23,239	33,389	43,551	45,087
Norco	26,875	28,568	31,777	32,060	7,019	7,961	9,099	9,197	13,178	19,005	24,831	25,695
Perris	70,675	78,147	112,444	116,736	16,624	21,756	31,454	32,674	15,057	23,011	31,161	32,249
Riverside	310,674	332,398	385,190	387,978	92,409	103,613	121,443	122,347	120,006	166,192	212,137	218,339
San Jacinto	45,078	50,300	93,441	99,670	13,183	16,499	32,197	34,487	6,098	13,302	20,867	21,908
Temecula	104,143	107,916	123,915	124,189	32,501	34,925	39,972	40,059	42,983	57,625	71,907	73,617
Wildomar	32,997	38,690	53,696	56,172	10,073	12,944	17,314	18,113	4,994	8,841	12,894	13,515
Jurupa Valley	96,996	103,714	125,948	130,537	25,001	27,117	33,298	34,693	24,505	37,651	50,089	51,741
Unincorporated	280,080	345,702	444,509	459,586	85,505	111,348	143,856	149,285	46,922	76,988	107,853	112,038

Appendix 1: Sustainable Communities Project (SCP) Criteria

(Extracted from Senate Bill No. 375 Chapter 728)

Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2)

(A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.
(2) The transit priority project does not contain more than 200 residential units.
(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.
(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.
(6) The transit priority project is determined not to conflict with nearby operating industrial uses.
(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

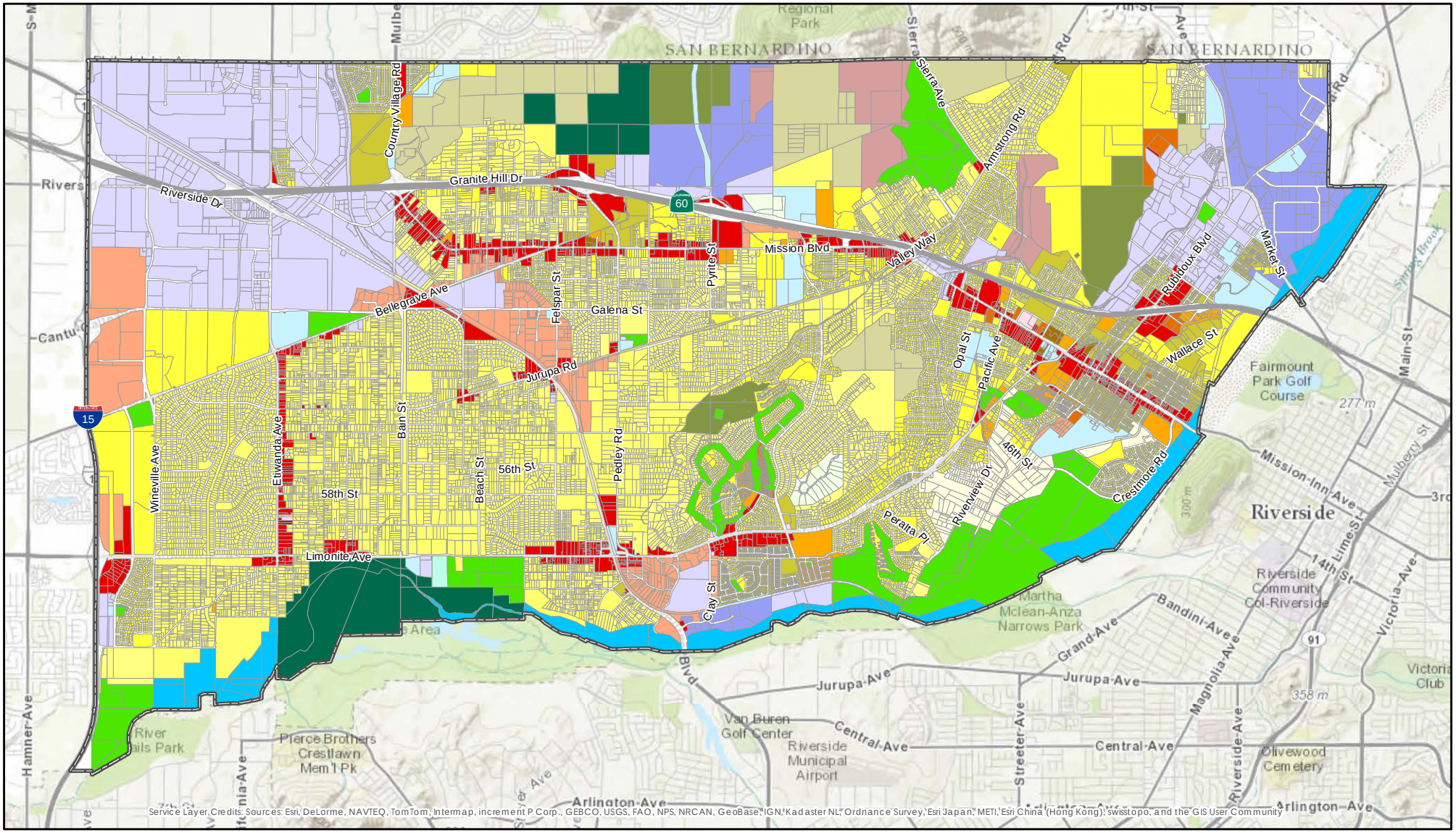
(1) The transit priority project meets both of the following:
(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.
(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.
(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).
(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

Maps

The list of GIS maps included:

- General Plan Land Use (Based on City's General Plan Codes)
- General Plan Land Use (Based on 2012 SCAG General Plan Land Use Codes)
- Zoning
- Existing Land Use (Based on 2012 SCAG Existing Land Use Codes)
- Endangered, Threatened, and Rare Plant and Animal Species
- Federally Designated Flood Hazard Zones
- Natural Community & Habitat Conservation Plans
- Protected Open Space
- Farmland
- Major Stops & High Quality Transit Corridors
- Transit Priority Areas
- Sphere of Influence
- Census Tract boundary
- Transportation Analysis Zone (TAZ) boundary

General Plan Land Use in City of Jurupa Valley



General Plan Land Use Designations of the City of Jurupa Valley

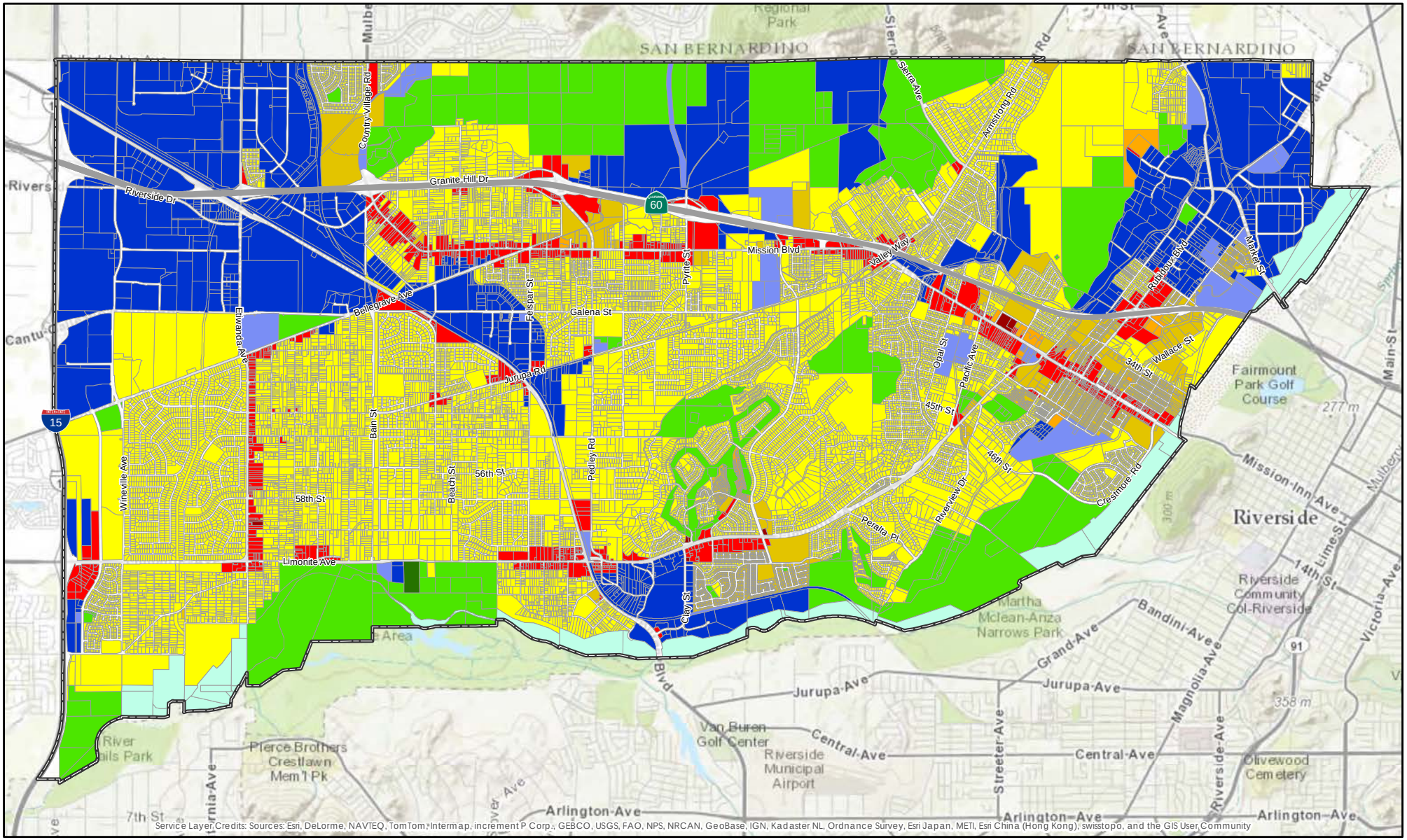
EDR	RC-LDR	HDR	AG	CR	OS-C	OS-R	PF
VLDR	MDR	VHDR	BP	HI	OS-CH	OS-RUR	RR
LDR	MHDR	HHDR	CO	LI	OS-MIN	OS-W	

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: City of Jurupa Valley, SCAG, 2013 | Date: 11/13/2013
P:\DataMap_Guide\=RTP_2016\mxds\GP\city\RV\Jurupa Valley_GP.mxd

0 0.3 0.6 1.2 Miles

General Plan Land Use in City of Jurupa Valley



2012 SCAG General Plan Land Use Codes

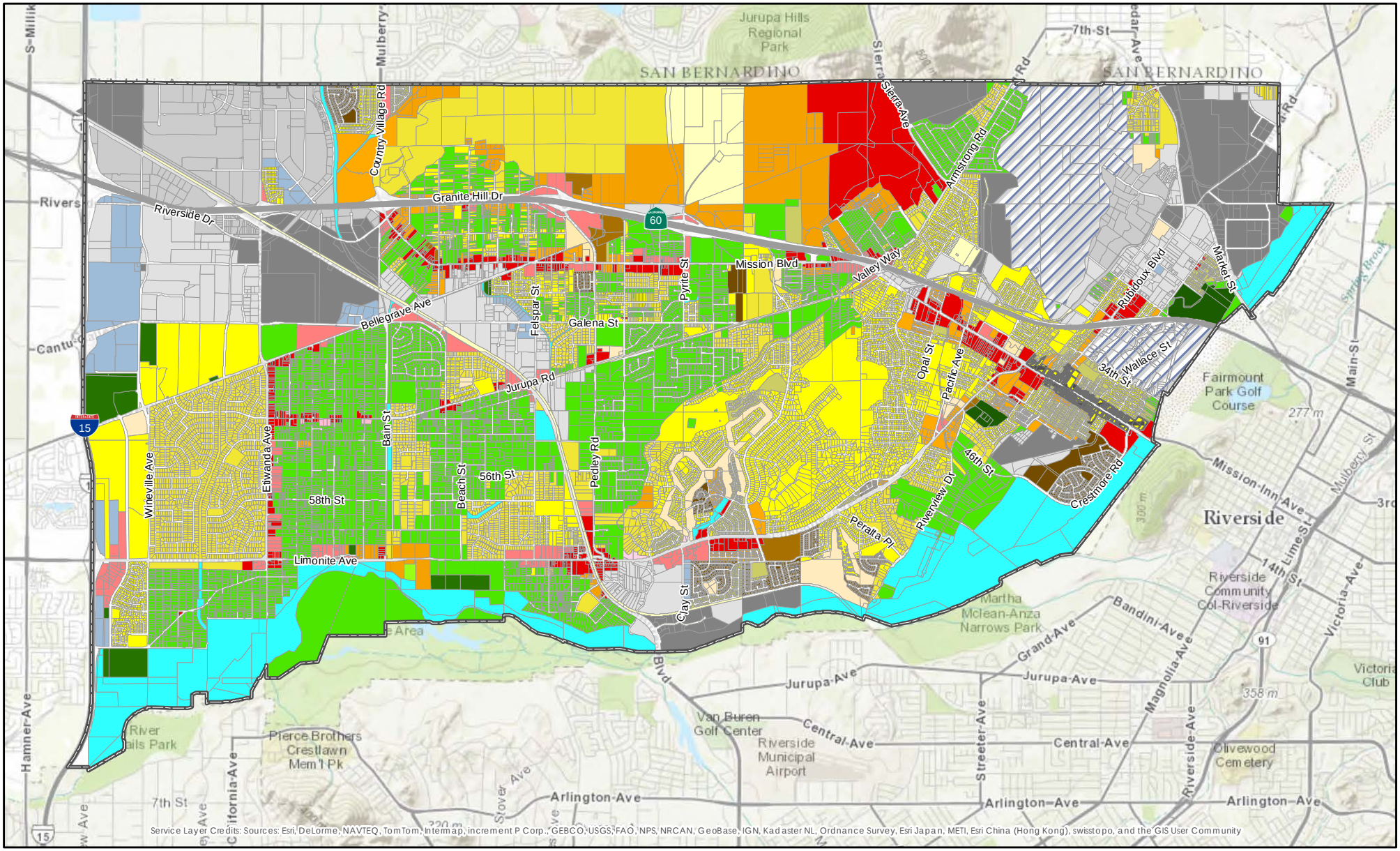
- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Undevelopable or Protected Land
- Unknown

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: City of Jurupa Valley, SCAG, 2013 | Date: 11/14/2013
P:\DataMap_Guide\=RTP_2016\mxds\GP_Landscape.mxd

0 0.275 0.55 1.1 Miles

Zoning in City of Jurupa Valley



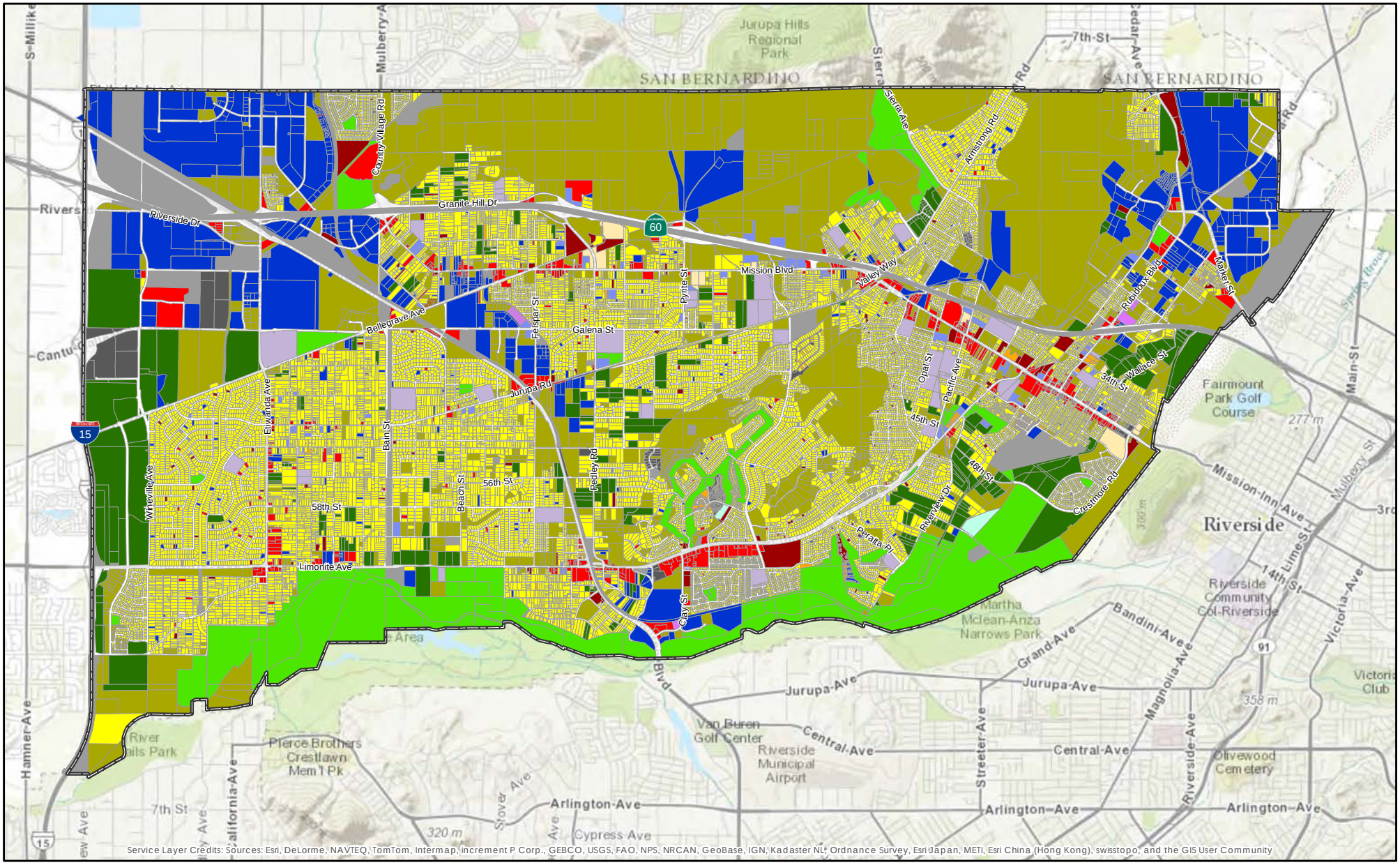
A-1	A-1-5	C-1/C-P	M-H-1	M-SC-5	R-1-20	R-2-5000	R-4	R-A-1/2	R-T
A-1-1	A-2	C-O	M-H-2 1/2	N-A	R-1-20000	R-2A	R-4-6500	R-A-2 1/2	R-VC
A-1-1/2	A-2-10	C-P-S	M-H-5	R-1	R-1-80	R-3	R-5	R-A-20	SP ZONE
A-1-10	A-2-20	C-R; C-T	M-M	R-1-100	R-2	R-3-2500	R-6	R-A-20000	W-1
A-1-2	A-2-5	I-P	M-M-3	R-1-10000	R-2-3000	R-3-4000	R-A	R-D	W-2
A-1-4	A-P	M-H	M-SC	R-1-18000	R-2-3600	R-3-525	R-A-1	R-R	W-2-5

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: City of Jurupa Valley, SCAG, 2013 | Date: 11/13/2013
P:\DataMap_Guide\=RTP_2016\mxds\ZN\RV\Jurupa Valley_ZN.mxd

0 0.3 0.6 1.2 Miles

Existing Land Use in City of Jurupa Valley



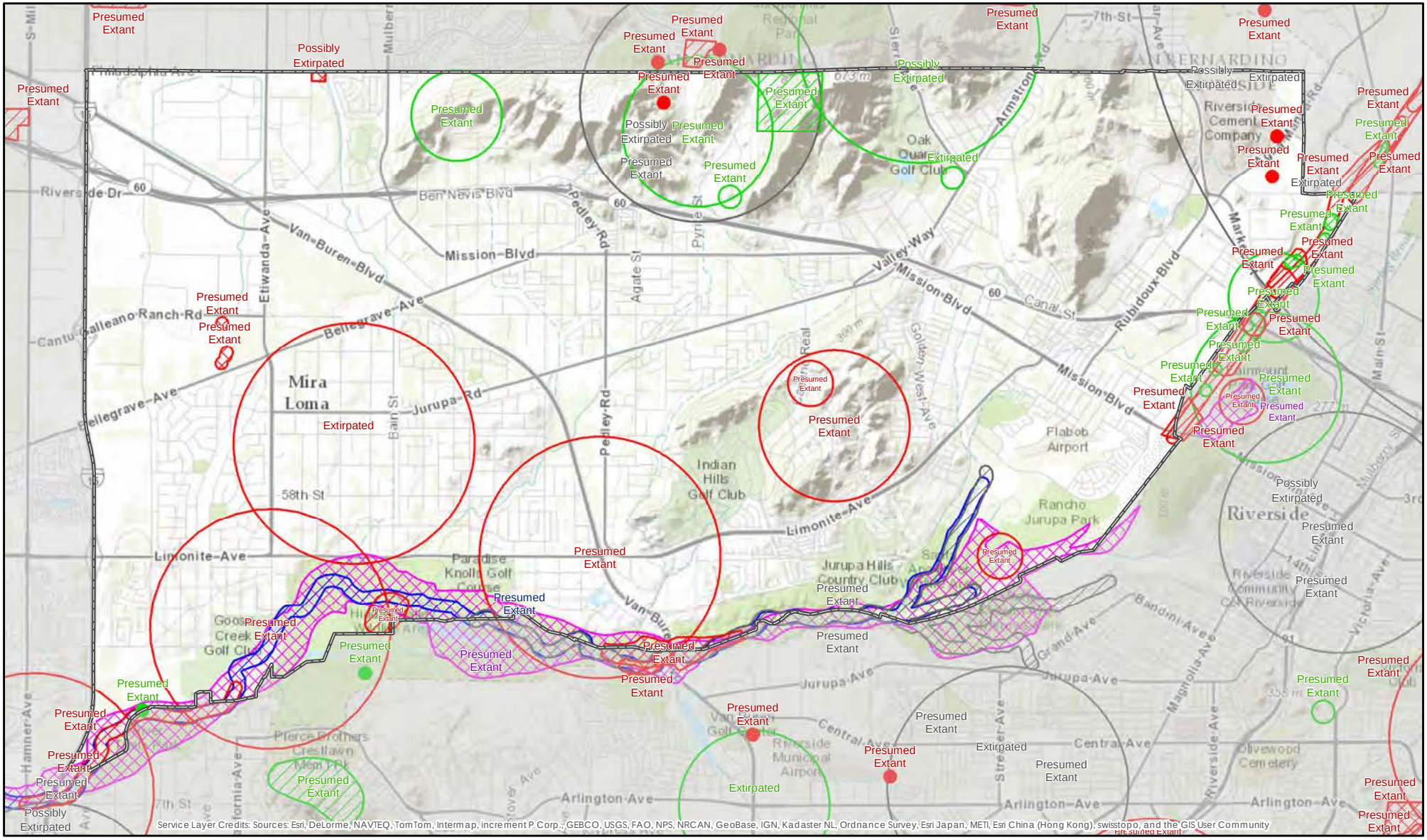
- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Under Construction
- Undevelopable or Protected Land
- Unknown

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: City of Jurupa Valley, SCAG, 2013 | Date: 11/14/2013
P:\DataMap_Guide\=RTP_2016\mxds\LU_Landscape.mxd

0 0.3 0.6 1.2 Miles

Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of Jurupa Valley



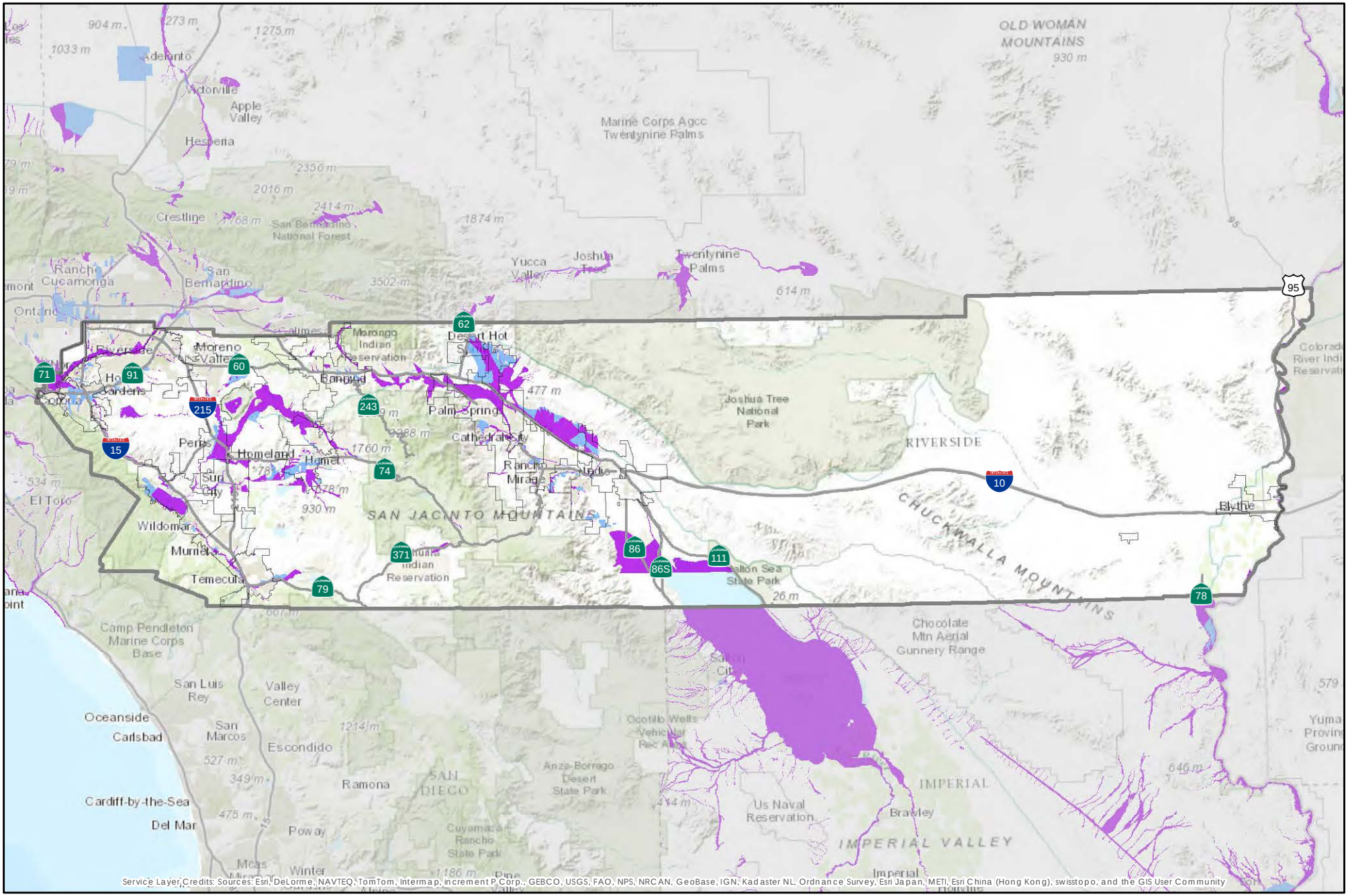
Plant (80m)	Animal (80m)	Terrestrial Comm. (80m)	Aquatic Comm. (80m)	Multiple (80m)
Plant (specific)	Animal (specific)	Terrestrial Comm. (specific)	Aquatic Comm. (specific)	Multiple (specific)
Plant (non-specific)	Animal (non-specific)	Terrestrial Comm. (non-specific)	Aquatic Comm. (non-specific)	Multiple (non-specific)
Plant (circular)	Animal (circular)	Terrestrial Comm. (circular)	Aquatic Comm. (circular)	Multiple (circular)

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: California Department of Fish and Wildlife's Biogeographic Data Branch, 2013
P:\DataMap_Guide\=RTP_2016\mxds\Endangered_Landscape.mxd | Date: 11/19/2013

0 0.3 0.6 1.2 Miles

Federally Designated Flood Hazard Zones in Riverside County



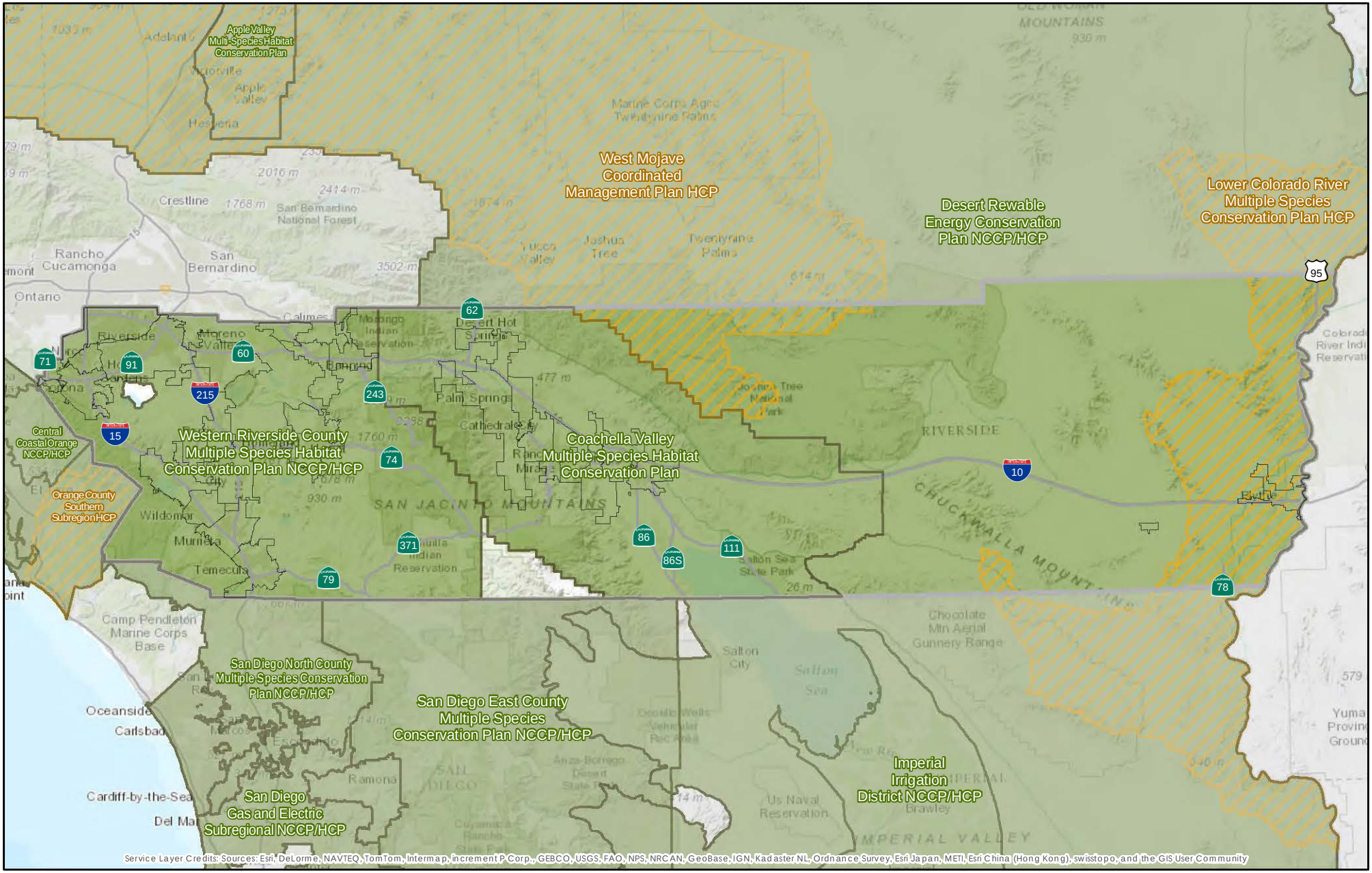
County Boundary | City Boundary | 100-year Flood Hazard Zone | 500-year Flood Hazard Zone

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: Federal Emergency Management Agency, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\Floodplain_Landscape.mxd

0 5 10 20 Miles

Natural Community & Habitat Conservation Plans (NCCP & HCP) in Riverside County



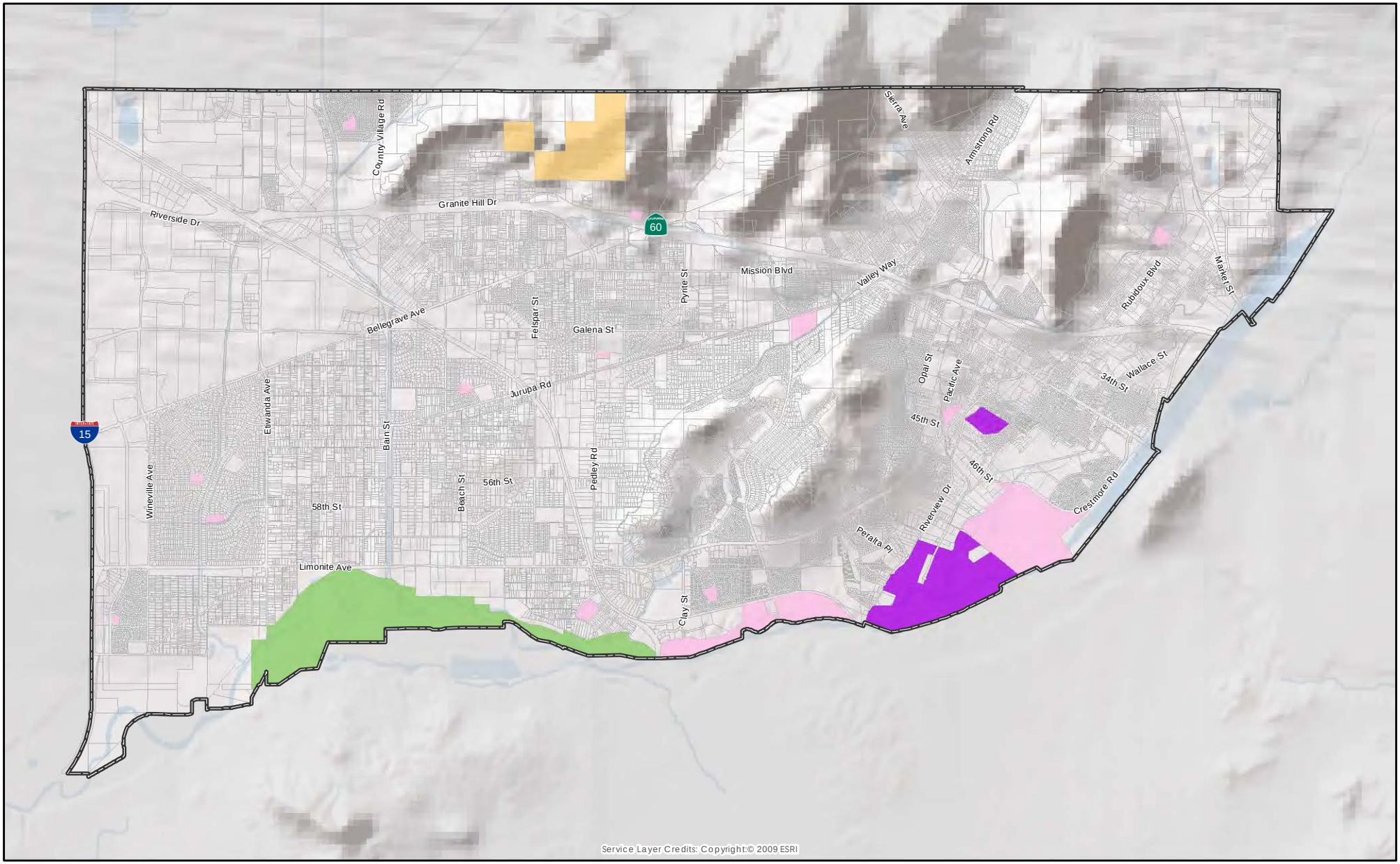
County Boundary | City Boundary | NCCP / HCP | HCP

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: California Department of Fish and Wildlife, 2012 | Date: 10/30/2013
P:\DataMap_Guide\=RTP_2016\mxds\NCCP_Landscape.mxd

0 5 10 20 Miles

Protected Open Space in City of Jurupa Valley



By Ownership

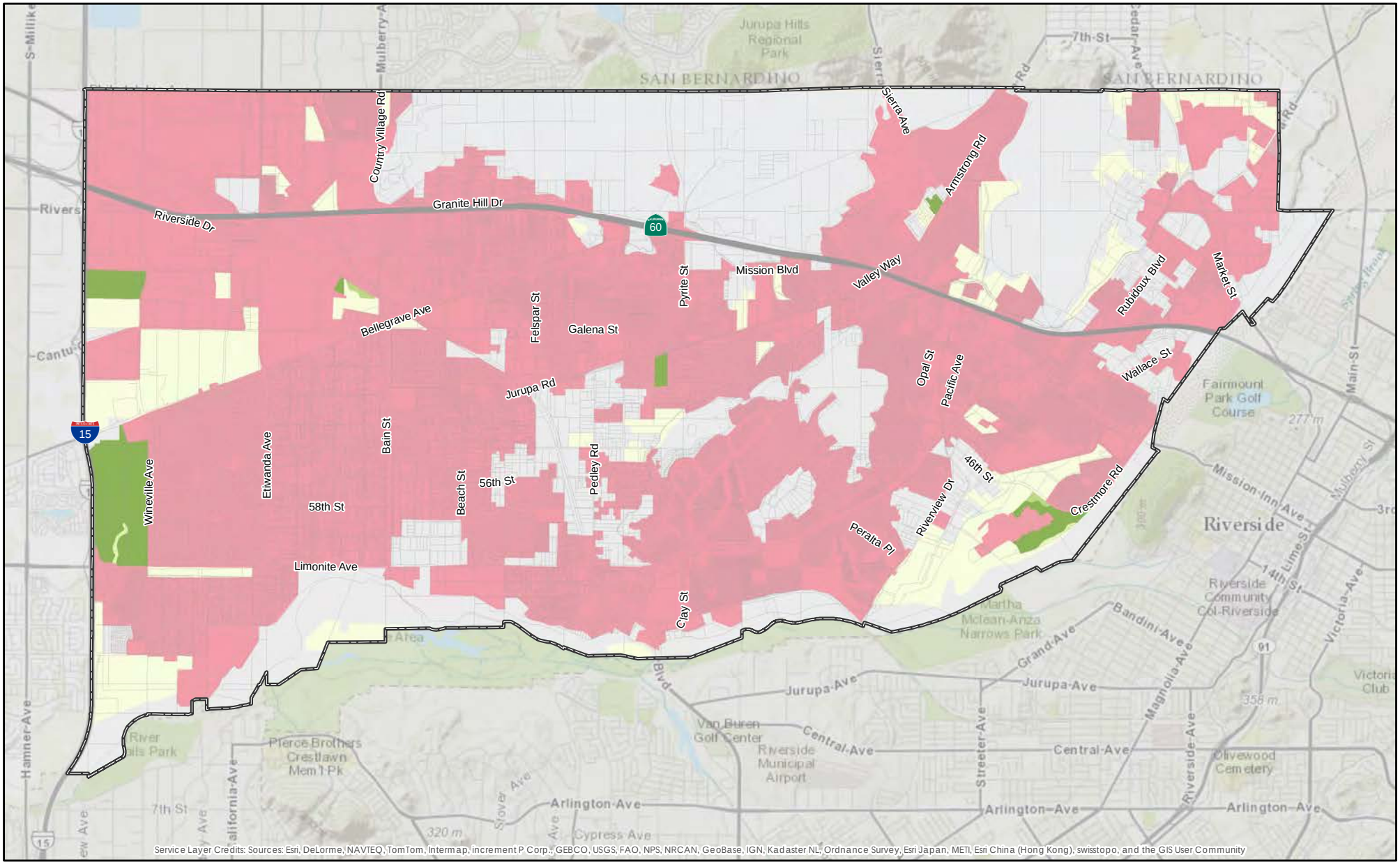
- US Forest Service
- US Bureau of Land Management
- National Park Service
- US Fish and Wildlife Service
- Other Federal
- California Department of Parks and Recreation
- California Department of Fish and Wildlife
- Other State
- County
- City
- Non Governmental Organization
- Special District
- US Military/Defense

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: California Protected Areas Database (CPAD) Version 1.9, 2013
P:\DataMap_Guide\=RTP_2016\mxds\OS_Landscape.mxd | Date: 11/18/2013

0 0.3 0.6 1.2 Miles

Farmland in City of Jurupa Valley



- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Grazing Land
- Farmland of Local Importance
- Farmland of Local Potential
- Other Land
- Confined Animal Agriculture
- Nonagricultural or Natural Vegetation
- Vacant or Disturbed Land
- Rural Residential Land
- Semi-agricultural and Rural Commercial Land
- Urban and Built-Up Land
- Water Area
- Irrigated Farmland
- Nonirrigated Farmland
- Out of Survey Area

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: California Department of Conservation, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\Farmland_Landscape.mxd

0 0.3 0.6 1.2 Miles

Major Transit Stops & High-Quality Transit Corridors (HQTC) in City of Jurupa Valley



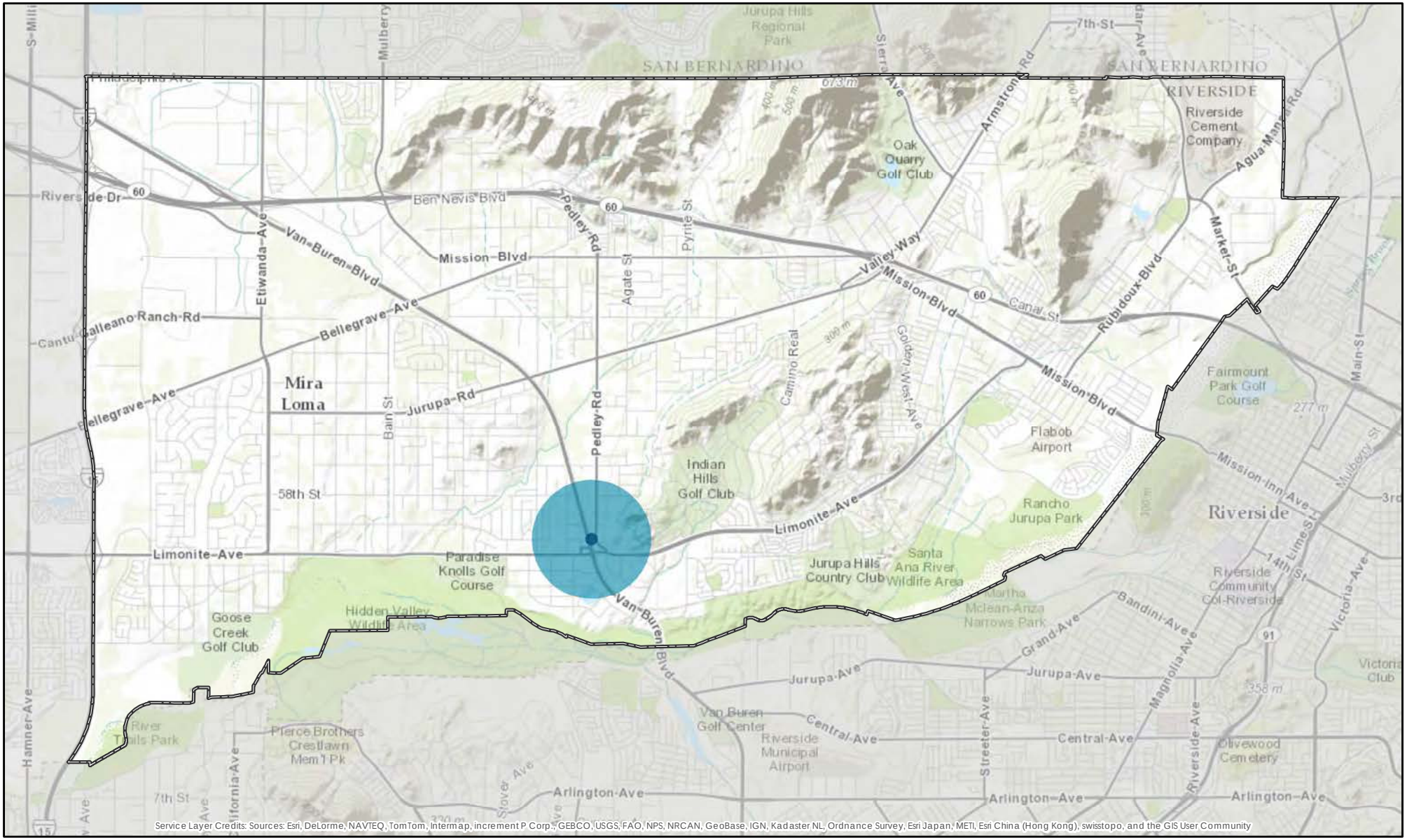
City Boundary | Major Transit Stops | HQTC | One-Half Mile from Major Transit Stops & HQTC

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: SCAG, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\TPP_Landscape.mxd

0 0.3 0.6 1.2 Miles

Transit Priority Areas in City of Jurupa Valley [Existing]



City Boundary | Major Transit Stops | Transit Priority Areas (One-Half Mile from Major Transit Stops)

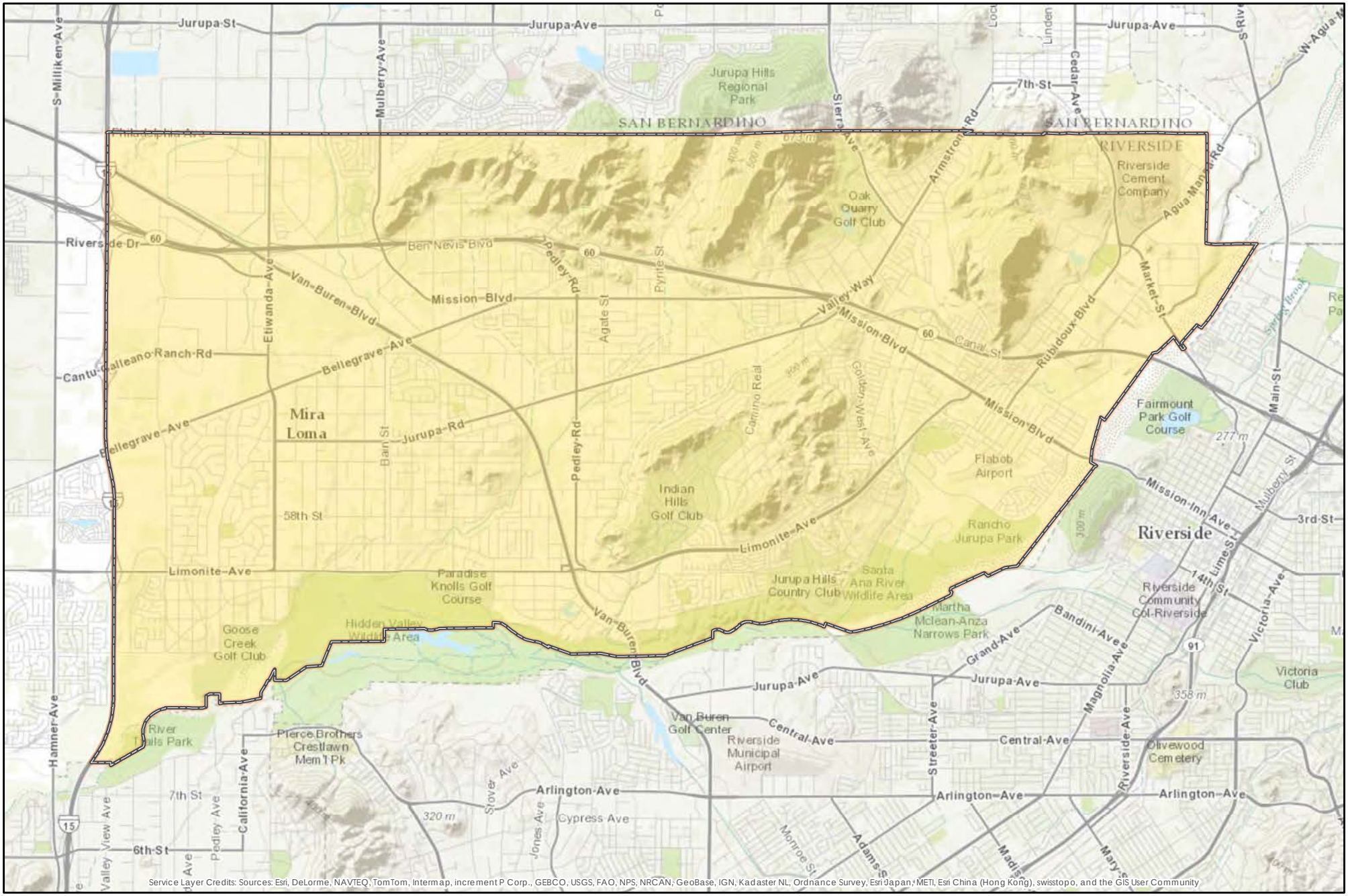
(Note: As defined in SB 743, "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network. Updates to this information will be forthcoming as information becomes available.)

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: SCAG, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\TPA_Landscape.mxd

0 0.3 0.6 1.2 Miles

Sphere of Influence for City of Jurupa Valley



City Boundary

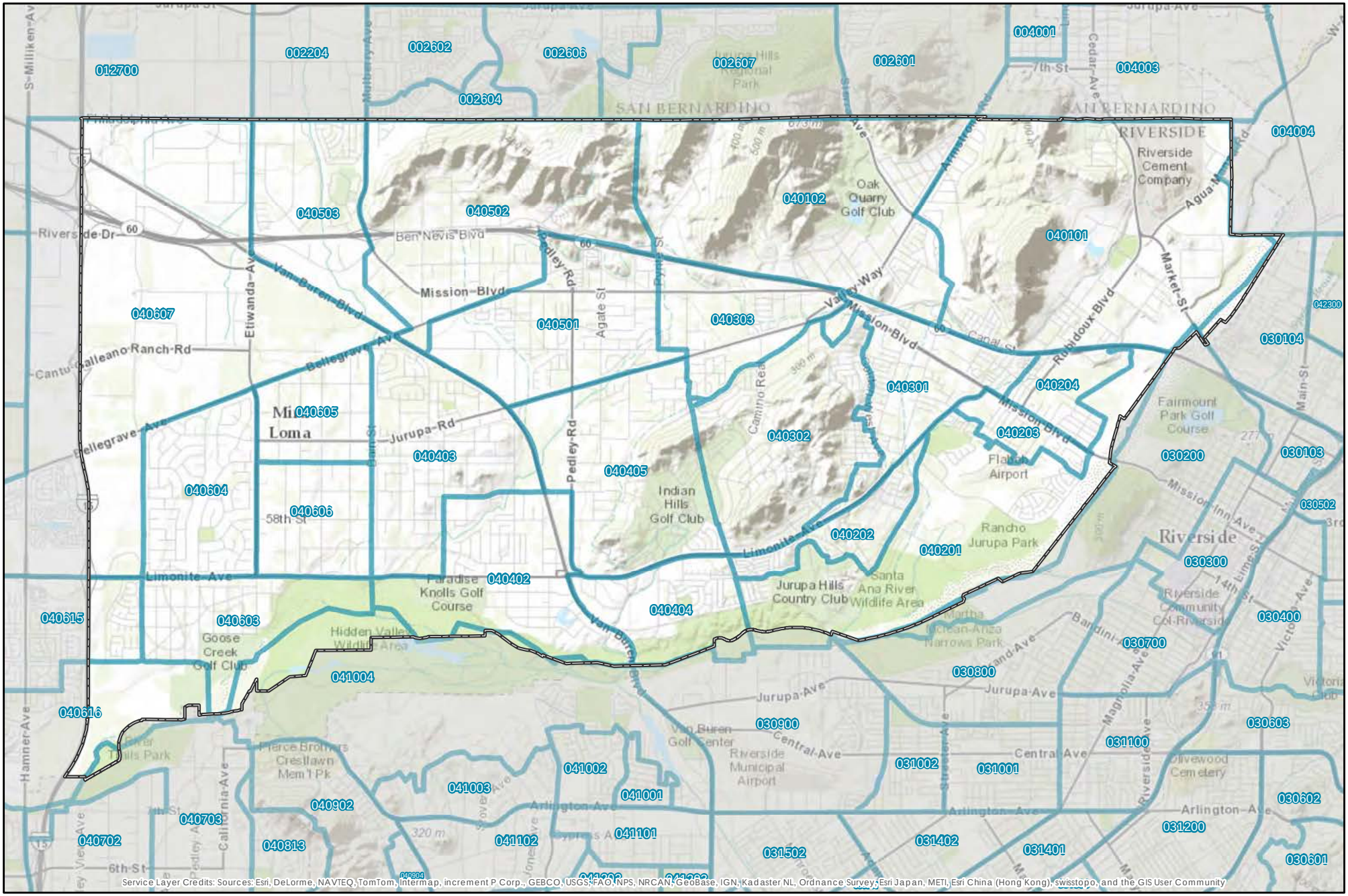
Sphere of Influence

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: Riverside County LAFCO, City of Jurupa Valley, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\SOI_Landscape.mxd

0 0.3 0.6 1.2 Miles

Census Tracts in City of Jurupa Valley



City Boundary

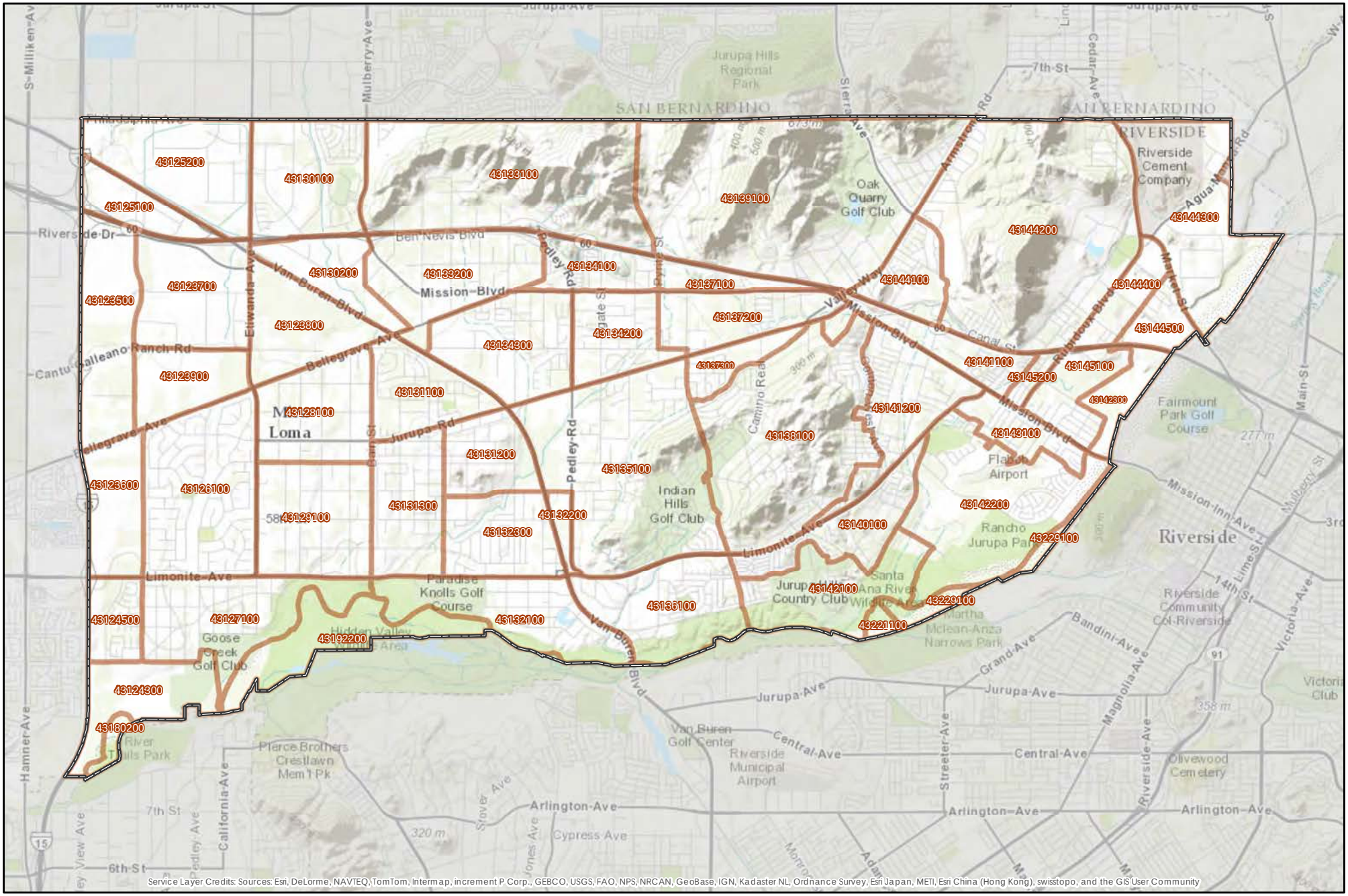
2010 Census Tracts

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: US Census, TIGER/Line® Shapefiles, 2013 | Date: 10/30/2013
P:\DataMap_Guide\=RTP_2016\mxds\Census_Landscape.mxd

0 0.3 0.6 1.2 Miles

Transportation Analysis Zones in City of Jurupa Valley



City Boundary

Transportation Analysis Zones (TAZ)

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Source: SCAG, 2013 | Date: 11/18/2013
P:\DataMap_Guide\=RTP_2016\mxds\TAZ_Landscape.mxd

0 0.3 0.6 1.2 Miles

Acknowledgments

SCAG Management	Hasan Ikhrata, ***Executive Director***
	Sharon Neely, ***Chief Deputy Executive Director***
	Debbie Dillon, ***Deputy Executive Director, Administration***
	Joann Africa, ***Director of Legal Services/Chief Counsel***
	Huasha Liu, ***Director, Land Use & Environmental Planning***
	Rich Macias, ***Director, Transportation Planning***
	Darin Chidsey, ***Director, Strategy, Policy & Public Affairs***
	Catherine Chavez, ***Chief Information Officer***
	Basil Panas, ***Chief Financial Officer***
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	Yifan Zhang, ***Intern***
	Jie Miao, ***Intern***
	Yunkyung Choi, ***Intern***
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	Ying Zhou, ***Program Manager II***
	Hsi-Hwa Hu, ***Transportation Modeling Program Manager***
	Sungbin Cho, ***Modeler IV***
	Cheol-Ho Lee, ***Senior Regional Planner***
	Sung Ho Ryu, ***Senior Regional Planner***
	Yuan Shao, ***Intern***

Table XX: COUNTY Residential Buildout Projections By Land Use Type

			(B) Max.	Additional Units		Additional Population (Persons)	
	COUNTY Land Uses (acres)		Density	(C) Maximum	(D) Optimum	Maximum	Optimum
Residential Land Use (Category/Designation)	**Developed**	**(A) Vacant**	**(Units/Acre)**	**(A x B)**	**(C x E)**	**(C x F)**	**(D x F)**
Rural Residential	73.5	30.1	0.2	6	4	23	16
Estate Residential	259.5	79.0	0.5	40	28	148	104
Very Low Density Residential	62.3	8.7	1	9	6	33	23
Low Density Residential	6,735.3	451.5	2	903	632	3,386	2,370
Medium Density Residential	1,791.0	1,673.7	5	8,369	5,858	31,382	21,967
Medium High Density Residential	449.5	282.5	8	2,260	1,582	8,475	5,933
High Density Residential	212.5	72.8	14	1,019	713	3,822	2,675
Very High Density Residential	31.6	54.0	20	1,080	756	4,050	2,835
Highest Density Residential	15.9	4.0	20+	0	0	0	0
Total Residential Uses	**9,631.1**	**2,656.3**		**13,685**	**9,579**	**51,318**	**35,923**
Current City Population (2014)	98,842					98,842	

(E) Optimum land use density is considered to be 70% or 0.7 of maximum density

(F) Units times 3.75 persons per dwelling unit (based on US Census 2014 total population divided by total housing units)

** specific sites not identified yet but IGP indicates them by areas in the City

Source: city population from factfinder/USCensus

http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

Based on the following Riverside County Land Use Categories

Residential = EDR, EDR/MDR. HDR, HDR/JJDR, DHR/MDR, HHDR, LDR, LDR/MDR, MDR, MDR/HDR, MDR/MHDR, MDR/RC-LDR, MHDR, MHDR/HDR, MHDR/HDR/MDR, RC-LDR, RR, VHDR, VHDR/HDR,

Table XX: COUNTY Non-Residential Buildout Projections By Land Use Type

	Existing Land Uses (acres)		(B) Max. Floor	Additional Acres (C) Maximum	Additional Acres (D) Optimum	Additional Square Feet* (F) Maximum	Additional Square Feet* (G) Optimum	Additional Employees Maximum	Additional Employees Optimum
Non-Residential Land Use (Category/Designation)	**Developed**	**(A) Vacant**	**Area Ratio**	**(A x B)**	**(C x 0.75)**	**(C x E)**	**(D x E)**	**(F x H)**	**(G x H)**
Commercial Retail	644.1	426.2	0.35	149	112	6,497,845	4,873,384	10,830	8,122
Commercial Tourist	--	--	0.35	0	0	0	0	0	0
Commercial Neighborhood	--	--	0.6	0	0	0	0	0	0
Commercial Office	12.0	2.9	1.0	3	2	126,324	94,743	158	118
Business Park	1,061.6	301.4	0.6	181	136	7,877,390	5,908,043	9,847	7,385
Business Park-Specific Plan	--	--	0.6	0	0	0	0	0	0
Light Industrial	2,503.1	616.1	0.6	370	277	16,102,390	12,076,792	13,419	10,064
Heavy Industrial	960.4	148.0	0.5	74	56	3,223,440	2,417,580	2,686	2,015
Total Non-Residential Uses	**5,181.2**	**1,494.6**		**777**	**582**	**33,827,389**	**25,370,542**	**36,939**	**27,704**

FAR = Floor Area Ratio

(E) 1 acre = 43,560 square feet

(H) commercial = 1 employee per 600 square feet, office/ business park = 1 employee per 800 square feet, industrial = 1 employee per 1,200 square feet

8/12/2016

Based on the following Riverside County Land Use Categories

Commercial = BP, BP/CR, CO, CO/CR, CR

Mixed Use = BP/OS-CH, CR/OS-R, CR/OS-W, CR-RC-LDR, EDR/MDR/PF, EDR/OS-R, HDR/CR, HDR-OS-R, HDR-OS-RUR, HDR/OS-W, HDR/OS-W/OS-R, HI/BP, HI/OS-MIN, LDR/BP/CR, LDR/CR, LDR/LI, LDR/LI/BP, LE/CR, LI/FWY, LI/HI/OS-RUR, LI/OS-R, LI/PF, LI/RR, MDR/BP, MDR/CR, et al

Industrial = HI, LI

Open Space = OS-C, OS-CH,OS-MIN, OS-R, OS-R/OS-W, OS-RUR, OS-W, OS-W/OS-CH, OS-W/OS-R

Public Facilities = PF

Kim Johnson
2-22-17

List of possible historic buildings in Jurupa Valley

Citywide

Commercial buildings built more than 50 years ago
Homes built prior to 1950
Homes or buildings built from adobe
Water canal alignments

Rubidoux

3739 Rubidoux Boulevard - Googie style hair salon
3590 Rubidoux Boulevard – Rubidoux Community Services District headquarters
West Riverside School - Spanish style building dating to 1920s
5498 Mission Boulevard – veterinary office
6091 Mission Boulevard – Rubidoux Mortuary
4060 Riverview Drive – Industrial building and small stone office building
Tilton and Twinning – Community Church
3980 Opal Street – St. John's Catholic Church and Church Rectory
West Riverside School - Bell tower
5879 De La Vista Drive - Henry Jensen Home
5841 Mission Boulevard – Victorian era homes at Mission Palm Apartments
Northeast corner of Opal and 45th Streets – Early Victorian era home
5981 Limonite Avenue - Lions Club

Glen Avon

Northeast corner of Kenneth Street and Mission Boulevard – Auto court
7545 Mission Boulevard – Fire Station 18
9935 Mission – Sacred Heart Catholic Church
9645 Mission – Glen Avon fire station and mutual water company offices
Glen Avon water tank

Pedley

9270 Limonite – Fire Station 16
Union Pacific Bridge

Mira Loma

Space Center – Buildings on site built during WWII
10264 Jurupa Road – Church
Commercial area – Jurupa Road between Martin and Troth
South east corner of Jurupa and Rutile – market
10606 Jurupa – former gas station
10733 50th Street – church
10051 Limonite – Quonset Hut

Sunnyslope

6827 36th Street - church

Crestmore Heights

Cement Company

Jurupa Hills

Limonite and Peralta - Stone signs at entrance to Jurupa Hills
Moraga and Alviso Avenues – early 1960s era custom homes

Indian Hills

House and farm at south west corner of Camino Real and Pedley Road

Belltown

2518 Hall Avenue – Our Lady of Guadalupe Church
5296 24th Street - Mt. Vernon Missionary Baptist Church
2420 Hall Street - market





City of Eastvale

Bicycle Master Plan



February 2016



Acknowledgments

The City of Eastvale Bicycle Master Plan was prepared under the guidance of:

Michele Nissen, City Manager
George Alvarez, City Engineer
Ruben Castaneda, Assistant Engineer

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Cathy Perring, Assistant Planning Director, City of Eastvale
Steven Ellis, Coordinator, Corona-Norco Unified School District
Ted Rozzi, Assistant Superintendent, Corona-Norco Unified School District
Scott Forbes, Lieutenant and Assistant Police Chief, City of Eastvale
Richard Welch, Director of Parks and Community Affairs, Jurupa Community Services District

This plan was prepared by KTU+A Planning + Landscape Architecture:

John Holloway, Candidate Principal, PLA, ASLA, LEED Green Associate, LCI
Joe Punsalan, Candidate Senior Associate, GISP, PTP, LCI
Alison Moss, Mobility Planner
Beth Chamberlin, Senior Planner
Jacob Leon, Senior Planner
Juan Alberto Bonilla, Planner
Kristin Bleile, GIS Analyst
Diana Smith, GIS Analyst

Public input was provided by community workshop participants.

This is a project for the City of Eastvale with funding provided by the Southern California Association of Governments (SCAG) Sustainability Program. The Sustainability Program is a key SCAG initiative for implementing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), combining Compass Blueprint assistance for integrated land use and transportation planning with new Green Region Initiative assistance aimed at local sustainability and Active Transportation assistance for bicycle and pedestrian planning efforts. Sustainability Projects are intended to provide SCAG-member jurisdictions the resources to implement regional policies at the local level, focusing on voluntary efforts that will meet local needs and contribute to implementing the RTP/SCS, reducing greenhouse gas (GHG) emissions, and providing the range of local and regional benefits outlined in the RTP/SCS.

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The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.

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Chapter 1:

Introduction

Project Scope

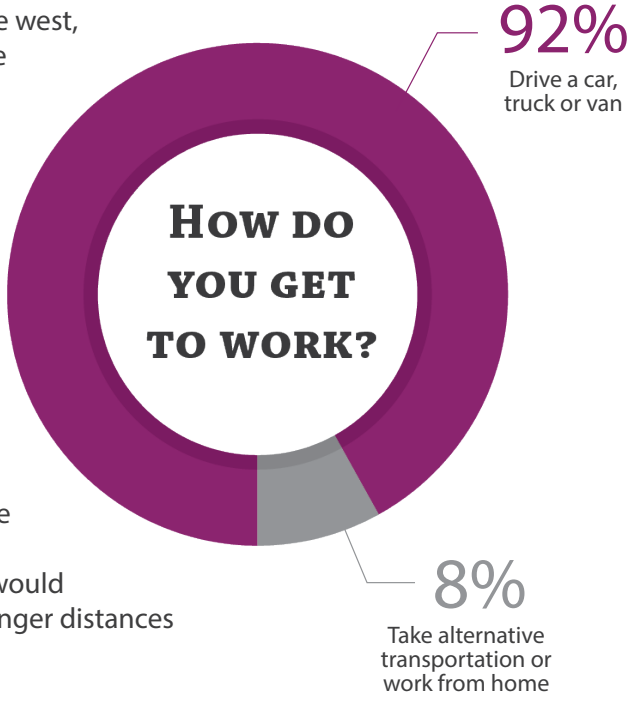
This Bicycle Master Plan was prepared for the City of Eastvale, consistent with California Streets and Highways Code Section 891.2. This plan was made possible through the Southern California Association of Governments' (SCAG) Sustainability Grant Program. This Bicycle Master Plan incorporates other applicable plans' goals, objectives and policies, including SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Western Riverside Council of Governments' (WRCOG) Non-motorized Transportation Plan, and adjacent cities' bicycle master plans.

The project's scope included developing a citywide bicycle network and a menu of supportive programs. To this end, the scope called for strong emphases on the following: Agency and Public Participation; a Bicyclist Needs and Demand Analysis; Education, Enforcement and Encouragement Recommendations; and an Implementation Plan. Because this is Eastvale's first dedicated Bicycle Master Plan, and the "state of practice" in bicycle planning is rapidly evolving, this report relies heavily on 3D models, maps, photographs and other graphics to illustrate proposed facilities and concepts.

Study Area

Eastvale is located in northwestern Riverside County, within southern California's Inland Empire region, between Los Angeles and Orange Counties and accessible by Interstate 15 and California State Routes 91, 60 and 71. Locally, its boundaries are Hellman Avenue to the west, Bellegrave Avenue to the north, the Santa Ana River and the City of Norco to the south, and Interstate 15 to the east, as shown in Figure 1-1.

The Eastvale area had been predominately agricultural, particularly dairy farming. By the late 1990s, the area began to suburbanize to accommodate people from neighboring Orange and Los Angeles Counties seeking affordable housing. Despite significant development since its 2010 incorporation, Eastvale remains a "commuter town." The overwhelming majority of commute trips are by single-occupancy vehicle with 92 percent of the employed population driving a vehicle to work. The online application Walk Score categorizes Eastvale as a "Car-Dependent City," earning a 23/100 walkability score. Although a bike score for Eastvale is not available, it would probably be slightly higher than the walk score based on longer distances reasonably covered by bike.







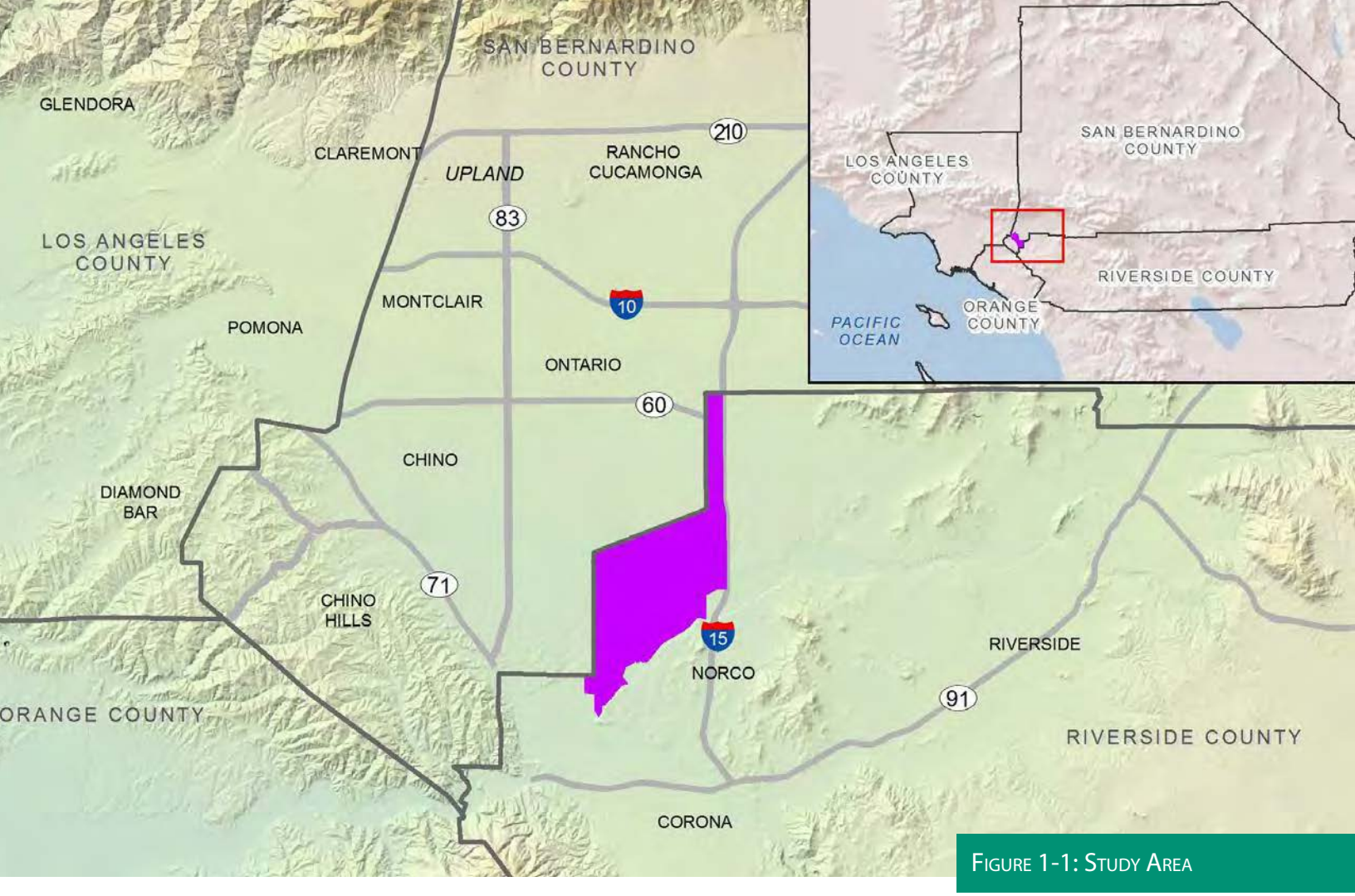
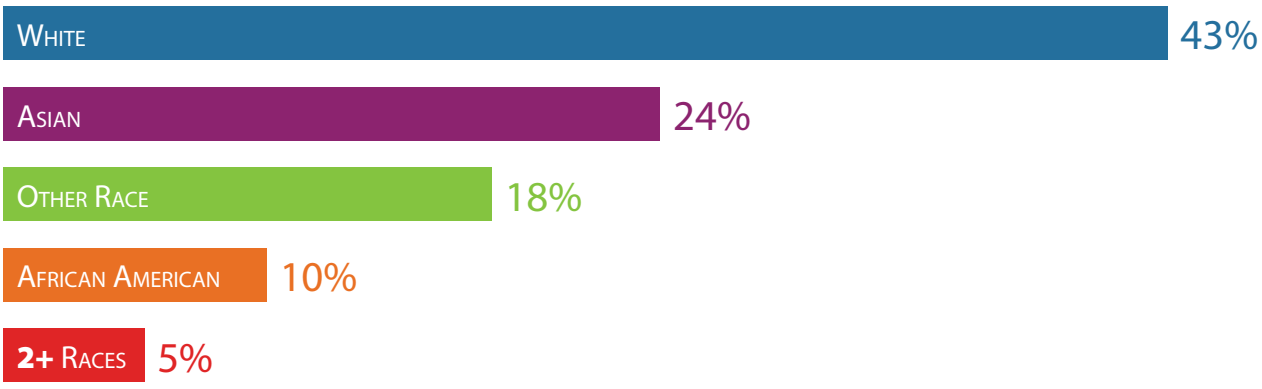


FIGURE 1-1: STUDY AREA

With a 2010 census population of 53,668 within 11.45 square miles, Eastvale's population density is 4,689 people per square mile. Eastvale's racial make-up is approximately half white, a quarter Asian and ten percent African American. In addition, 40 percent of the population identifies as Hispanic or Latino. Eastvale's population is young, with a 30.9 year median age and over 95.3 percent of residents under the age of 65. Eastvale also has a high household percentage with children under the age of 18 (62.7 percent). Eastvale is a middle class community with a median household income of $109,841, and housing units are 82.7 percent owner-occupied. As demonstrated by strong participation in the projects' online survey, Eastvale is a highly connected or "tech savvy" community.

DEMOGRAPHICS



Project Goals and Approach

This project's overall goal was to create a bicycle master plan for the City of Eastvale. Bicycle master plan adoption and implementation can help achieve important community health, environmental and economic benefits, and plays an increasingly important role in meeting state mandates regarding the environment, health, safety and social equity. The most successful bicycle master plans – those that achieve community benefits and meet legal mandates – reflect important changes in bicycle facilities' "state of practice."

The following paragraphs highlight the most relevant benefits attributable to bicycling, as well as applicable legislation. They also offer further insight into bicycle facility planning's "state of practice" and brief facility type descriptions consistent with that state of practice and recommended by this plan. The section concludes with a brief discussion of the methodology used to determine both facility and program recommendations.

Benefits of Cycling

Numerous environmental, health and economic benefits are attributable to cycling, especially as a substitute for driving a vehicle.

Environmental Benefits

Increased bicycling reduces fossil fuel emissions. In California, 40 percent of carbon dioxide (CO_2) emissions are produced by the transportation sector. While CO_2 is not the most harmful greenhouse gas, it is the most abundant. Even after accounting for the other greenhouse gases' global warming potentials (comparing them in terms of CO_2), 95 to 99 percent of vehicle emissions are CO_2. The Environmental Protection Agency (EPA) found that the average vehicle emits 0.95 pounds of CO_2 per mile, meaning that almost 10 pounds of carbon dioxide emissions could be avoided each day if an individual with a five mile (each way) commute switched from driving to an active transportation mode like bicycling.

How can cycling help the Environment?



0.95 lb

Vehicles produce approximately 0.9lbs of CO_2/passenger/mile traveled.



0.05 lb

Bicycling produces only 0.05lb of CO_2/passenger/mile traveled.

Health Benefits

Despite dramatic strides in recent decades through regulations and technological improvements, vehicle emissions still pose a significant threat to air quality and human health. Vehicle-generated air pollution contains harmful greenhouse gas emissions, including carbon dioxide, carbon monoxide, methane, nitrous oxide and volatile organic compounds. These pollutants and irritants can cause asthma, bronchitis, pneumonia and decreased resistance to respiratory infections. Taking steps to reduce these emissions is particularly important in the United States, which leads the world in petroleum consumption. Converting vehicular trips to bicycling trips is an opportunity to help reduce emissions and improve public health.

In addition to the universal public health benefits, such as improved air quality described above, bicycling has the potential to positively impact personal health. A significant percentage of Americans are overweight or obese and recent projections indicate that 42 percent of the population will be obese by 2030. To combat this trend and prevent a variety of diseases and their associated societal costs, the Centers for Disease Control and Prevention (CDC) suggest 30 minutes of moderate intensity physical activity five days per week minimum. Not only does bicycling qualify as "moderate intensity activity," it can also be seamlessly integrated into daily routine, especially for utilitarian purposes like commuting or running errands.

Other health benefits associated with moderate activity, such as bicycling, include improved strength and stamina through better heart and lung function. Regular exercise reduces the risk of high blood pressure, heart attacks and strokes. In addition to heart disease, regular exercise can also help to prevent other health problems such as non-insulin dependent diabetes, osteoarthritis and osteoporosis. Lastly, exercise has been shown to improve mental health by relieving depression, anxiety and stress symptoms.



3 HOURS OF BIKING PER WEEK CAN **REDUCE** YOUR RISK OF **HEART DISEASE** BY 50%



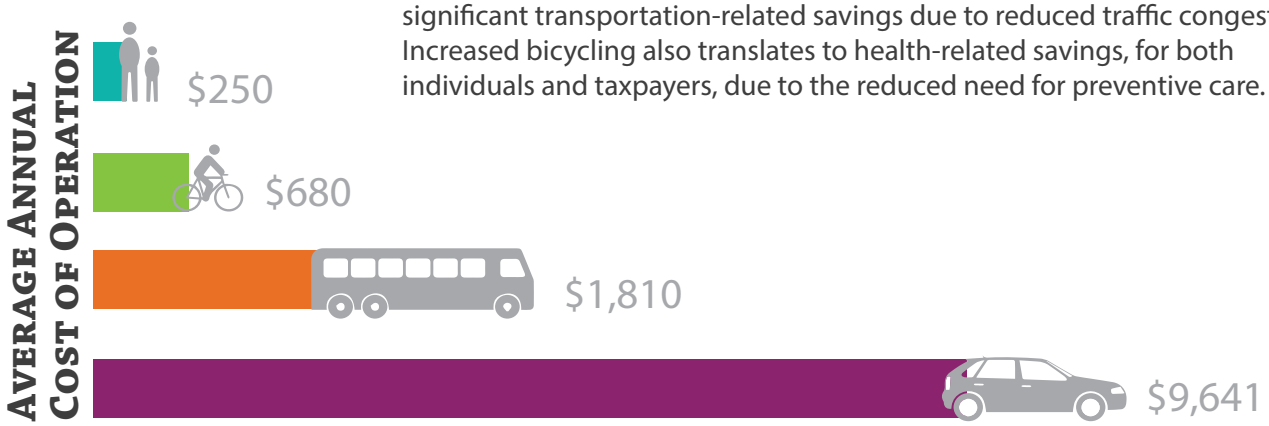
A 30-MINUTE BIKE RIDE CAN **BURN** 215-500 **CALORIES**



13 LBS AVERAGE **WEIGHT LOSS** IN FIRST YEAR BIKING TO WORK

Economic Benefits

Cycling infrastructure and programs has increasingly been shown to deliver economic benefits to both individuals and society at large. Bicycling benefits may, in fact, outweigh its costs. Bicycling, and utilitarian bicycling in particular, offers somewhat obvious savings to individuals. Beyond the up-front vehicle operating costs are additional maintenance, insurance, and often parking costs. According to the American Automobile Association, the annual cost of owning a car and driving it 15,000 miles a year is now over $9,000 (See graphic below).



Converting even a fraction of automobile trips to bicycle trips can create significant transportation-related savings due to reduced traffic congestion. Increased bicycling also translates to health-related savings, for both individuals and taxpayers, due to the reduced need for preventive care.

More bicycling has also been tied to increases in commercial and residential property values and retail sales. Shoppers who reach their destination by bicycle have been shown to make smaller purchases, but shop more often and spend more money overall. Shoppers who arrive by bicycle, by virtue of their more limited range, are also more likely to support local businesses, and do not require a vehicle parking spot.
Perhaps more compelling than reducing greenhouse gas (GHG) emissions or combating the obesity epidemic are bicycling's quality of life benefits. Bicycling, and especially utilitarian riding, is increasingly seen as a fun, low-cost, healthy and sustainable way to get around. How then, can we make it easier for any person to choose a bicycle for his or her daily trips?

Applicable Legislation

Several pieces of legislation support increased bicycling in the State of California. Much of the legislation concerns greenhouse gas (GHG) reduction and employs bicycling as a means to achieve GHG reduction targets. Other legislation highlights bicycling's intrinsic worth and treats safe and convenient bicyclist accommodation as a matter of equity. The most relevant legislative acts for bicycle policy, planning, infrastructure and programs include:

Federal Legislation

- Safe Streets Act (S-2004/HR-2468)

State Legislation and Policies

- AB-32 Global Warming Solutions Act
- SB-375 Redesigning Communities to Reduce Greenhouse Gases
- AB-1358 Complete Streets Act
- AB-1581 Bicycle and Motorcycle Traffic Signal Actuation
- AB-1371 Passing Distance/Three Feet for Safety Act
- SB-743 CEQA Reform
- AB-1193 Bikeways
- Caltrans' Deputy Directive 64-R1

Bicycle Facility State of Practice

In an effort to re-position bicycling as a safe and common transportation mode and increasing the number of people bicycling, attention needs to be shifted away from creating "cyclists" and toward making it easier for any person to choose bicycling for their everyday trips. Research shows a strong latent interest in bicycling among those who identify as "interested, but concerned."

These individuals do not identify themselves as "cyclists," but they do not necessarily need to do so to benefit from programs to encourage bicycling. While all population segments may be encouraged to ride, it is through the encouragement of this largest "interested, but concerned" segment that the greatest gains in mode share will be made. The field of bicycle planning is being redefined to serve this target audience.

What Kind Of cyclist Are You?

1% Strong and Fearless

Riding is a strong part of my identity and I am undeterred by traffic speed and volume, or other roadway conditions.

7% Enthused and Confident

I am comfortable sharing the road with motor vehicles, but given a choice, I prefer to use bike lanes and boulevards.

60% Interested but Concerned

I like riding a bike, but I don't ride much. I would like to feel safer when I do ride, with less traffic and slower speeds.





33% No Way, No How!

I don't ride at all due to inability, fear for my safety, or simply a complete and utter lack of interest.

Bikeway Facility Types

This plan includes three low-stress bikeway facility categories: off-street, on-street and shared street. These broad categories include more specific bikeway types. The category and facility type recommended depends on the context, including street type and its vehicle traffic speed and volume.

Off-Street Facilities

Off-street bicycle facilities include open space, shared used paths (i.e. Caltrans Class I facilities) and roadside shared use paved paths or "urban trails." These facilities are recommended where a recreational experience is desired, where a route is desired and no street exists, and where exceedingly high speed and volume vehicular traffic warrants substantial separation.



Figure 1-2: Off-Street Bicycle Facilities



Paths in Active Railroad Corridors



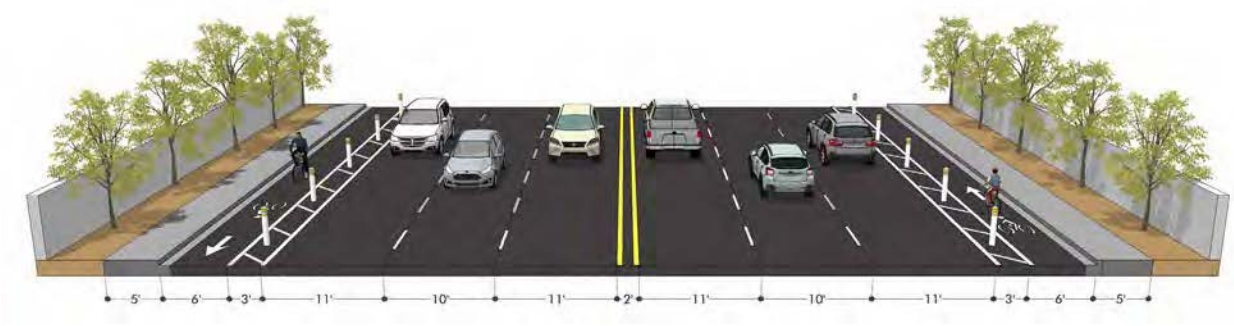
Paths in Abandoned Railroad Corridors



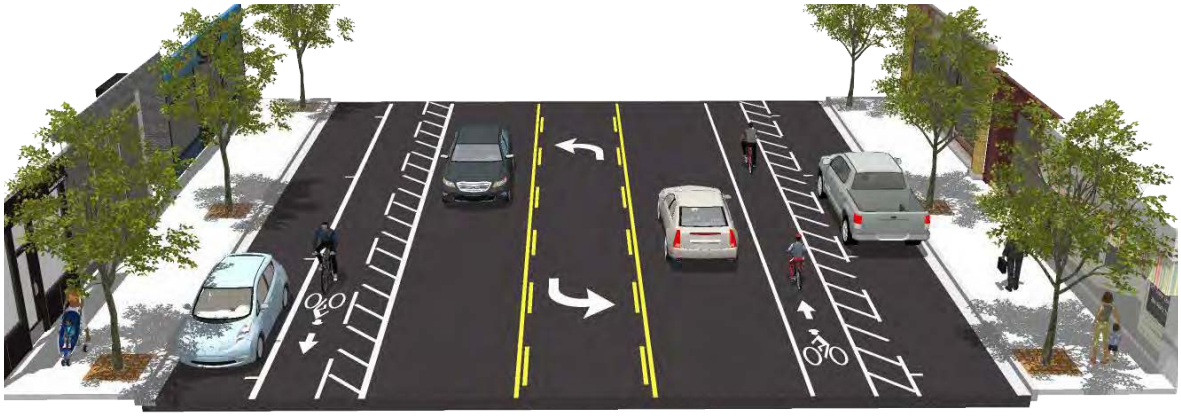
Local Neighborhood Access to Paths

On-Street Facilities

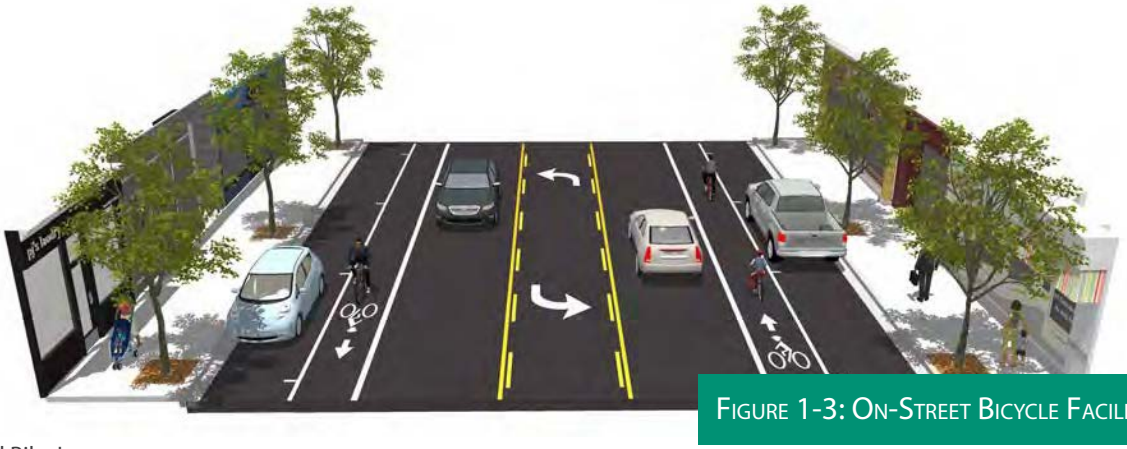
On-street facilities include striped bike lanes (i.e. Caltrans Class II facilities), buffered bike lanes and protected bike lanes (i.e. Class IV facilities). These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "shared" facility. As a simple rule for low-stress bike lanes, the greater the separation from vehicle traffic, the better. Buffered bike lanes are recommended anywhere roadway space allows. Protected bike lanes, separated from vehicle lanes by vertical physical barriers, are recommended where vehicle speeds and volumes are high.



Protected Bike Lanes



Buffered Bike Lanes



Striped Bike Lanes

Figure 1-3: On-Street Bicycle Facilities

Shared-Street Facilities

Shared-street facilities include bicycle routes (i.e. Caltrans Class III facilities) and bicycle boulevards or "neighborhood greenways." These facilities are recommended only where vehicle speeds and volumes are low enough for bicyclists and motorists to truly "share the road." In the case of bicycle boulevards, traffic calming and bicyclist priority measures may be included.



Bike Route



Neighborhood Greenway

Figure 1-4: Shared Street Facilities

Design Guidelines for Bikeway Facilities

These high-level facility descriptions and graphic representations are supplemented with more detailed design guidance in "Appendix A: Toolbox - Design Guidelines" on page A-1. They borrow heavily from the American Association of State Highway and Transportation Officials (AASHTO) Guide to Bicycle Facilities and the National Association of City Transportation Officials (NACTO) Urban Bikeway and Urban Street Design Guides, particularly for guidance on "innovative" facilities. The Federal Highway Administration (FHWA) supports using these resources to further develop non-motorized transportation networks, particularly in urban areas. Bicycle master plan compliance with applicable guidelines and standards is also required by California Street and Highways Code Section 891.2 and most grant applications.

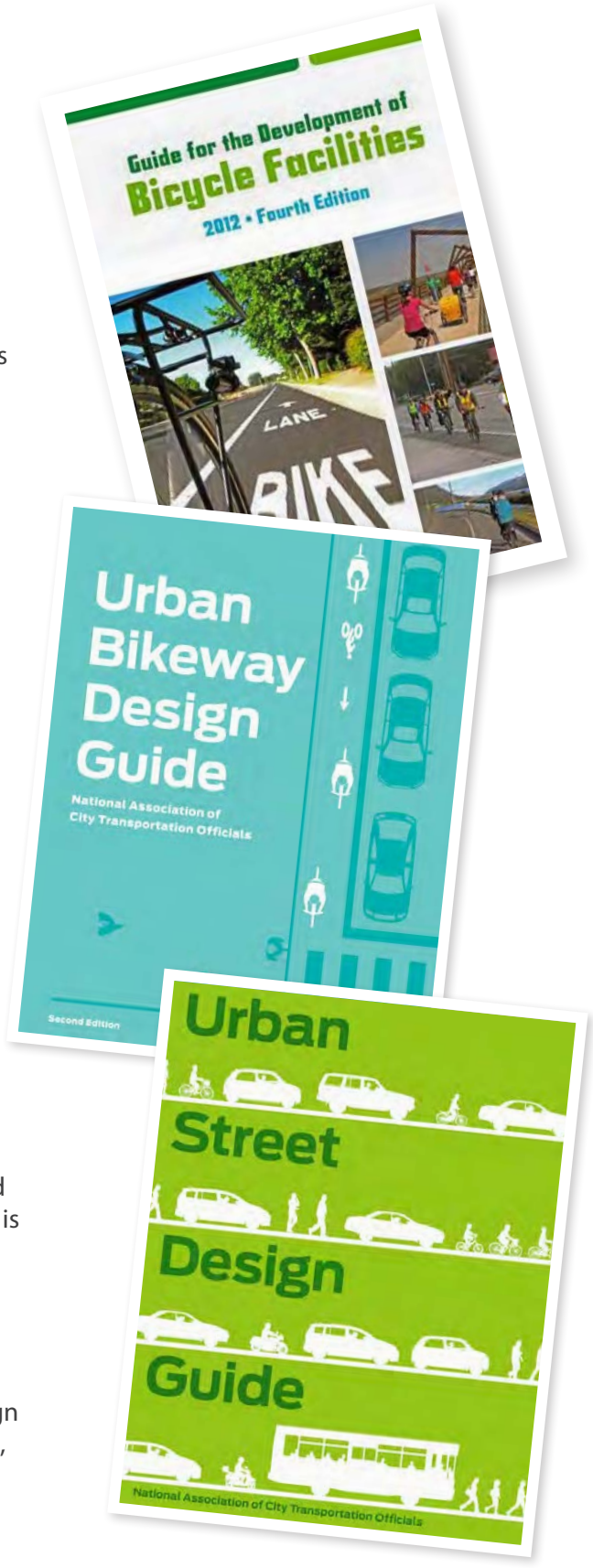
AASHTO Guide for the Development of Bicycle Facilities

This memorandum expresses the FHWA's support for taking a flexible approach to bicycle and pedestrian facility design. The AASHTO bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The NACTO Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrians and bicyclists.

NACTO Urban Bikeway and Urban Street Design Guides

The NACTO guides represent the industry standard for innovative bicycle and streetscape facilities and treatments in the United States. In 2014, the California Department of Transportation (Caltrans) followed AASHTO and officially endorsed the NACTO Urban Bikeway Design Guide. It is important to note that all but two of its design treatments are permitted under the federal Manual of Uniform Traffic Control Devices (MUTCD), the national standard for signs, signals and pavement markings.

Caltrans also officially endorsed the NACTO Urban Street Design Guide as a valuable toolkit for designing and constructing safe, attractive local streets. (At the time, Caltrans was only the third State transportation agency to officially endorse the Guides.)



Methodology

This project's process included conventional planning methods, such as evaluating existing conditions, collecting stakeholder feedback on draft recommendations, and refining the recommendations based on the feedback received, but the process also included several unique methods related to public outreach, analysis, project alternatives and stakeholder involvement, as described in the following sections.



Public Outreach

This project's outreach strategy relied heavily on non-traditional approaches, particularly "piggybacking" on other popular community events and by creating a strong online presence. This approach was informed by City staff input, who felt there would likely be low turnout at more traditional, stand-alone planning events. The online survey received almost 500 responses.

GIS Modeling

A new GIS methodology was developed to reveal "low stress" neighborhood routes within Eastvale's traditionally suburban street "loops and lollipops" network of arterials and cul-de-sacs to connect residential neighborhoods with parks, schools and retail centers. This method and its results are further described in the Recommendations Chapter.

Multiple Facility Scenarios

Many of Eastvale's streets are wider than they need to be, a relatively uncommon problem. This excess asphalt allowed for a novel bicycle planning approach, one in which multiple, alternative solutions could be considered.

Close Stakeholder Collaboration

Due to Eastvale's relatively recent incorporation and its subsequent rapid development, data regarding existing conditions and future projects were sometimes lacking. Stakeholder input, particularly from City staff, was indispensable throughout the project process to ensure that recommendations were appropriate for current and future contexts.

Public & Stakeholder Input

Local residents and public officials are a good source for obtaining knowledge, concerns and ideas related to specific areas within the city. Their input is critical to confirming preliminary information gathered from fieldwork, research and GIS modeling. The public and stakeholder input process for the City of Eastvale was designed to gather information and perceptions from a broad range of local residents and experts through a series of general public and stakeholder meetings. The process also employed a successful online and social media outreach program. Community involvement was instrumental in analyzing existing conditions, collecting ideas and formulating master plan recommendations.

Website and Online Survey

Take advantage of Eastvale's reputation as a "connected community," a project website was created to provide project information and collect public input. The website included information for each of the public meetings as well as an online survey. This survey was advertised via the City website and social media outlets. Online surveys are a valuable tool in collecting public input as they allow respondents more time to compose their responses. The survey method often results in a greater number of comments and provides more site-specific insights than what is provided at public meetings alone. Almost 500 people completed the online survey, demonstrating a high level of engagement by Eastvale residents.



Public Input Meetings

Three public input meetings were held throughout the planning process. Each meeting included a presentation followed by an open house. The open house included a mix of displays with project informational and small-group discussions. Maps of existing and proposed conditions, along with depictions of potential bicycle facility types, were provided to help residents identify issues and potential solutions within the planning area. In addition, large aerial maps were provided at tables to engage residents in small-group discussions regarding the local cycling environment. These table maps were the focal point of the meeting and encouraged participants to discuss their views on bicycle facilities in Eastvale.

The first meeting was held on June 29, 2014 as part of a regular Town Hall Meeting. Following a brief PowerPoint presentation about the project, participants were encouraged to provide feedback either through written comments or the small-group discussions. Participants were asked to comment on where they currently did or did not ride and why, where there were gaps or other deficiencies, and where they would like to see additional facilities. Discussion groups formed around the graphics and table maps, resulting in substantial brainstorming and feedback.

The second public meeting on November 10, 2014 included a brief presentation followed by small-group discussions. Participants provided feedback on the draft plan, prioritization of the proposed bike facilities, and suggested programs and policies. Graphics were provided to demonstrate how the various bikeway types would be implemented in Eastvale. This strategy helped participants understand what could be proposed as part master plan recommendations.

The third public meeting was held on July 14, 2015 to collect feedback on the final recommendations for the bicycle master plan. The meeting began with a presentation summarizing the planning process and how the recommendations were developed. Table maps were provided for participants to review the final recommendations and give feedback. Along with citizens, several cycling advocacy group members attended the meeting and provided feedback.

Stakeholder Participation

The stakeholder group included representatives from the school district, county sheriff's office as well as city administrators, planners, and engineers. This group participated in a series of three meetings in June 2014, January 2015 and April 2015. The meetings took advantage of the group's familiarity and experience with Eastvale to review goals and objectives, suggest policies and actions, and review draft documents. The stakeholders were instrumental in directing the master plan, providing guidance on appropriate analyses, Eastvale's future planning and development, and prioritizing project and program recommendations.

A major outcome of the stakeholder input process was the format for the initial public meeting. The group felt that a conventional public meeting may not attract a satisfactory audience for collecting useful feedback. As a result, the first public meeting was scheduled in concurrence with Eastvale's regularly scheduled quarterly Town Hall Meetings, which have been well attended.

“We can show a dream about what bicycling could be...simple and liberating, sociable and relaxing. The target market for this dream is the people who aren’t on bikes.

They do not think brightly colored lycra covered with ads is cool. They don’t want to change their clothes and take a shower when they get to work. They do not want to belong to a bicycling subculture. We just want them to get on their bikes and ride, with the least possible impact to their cultural identification and daily routine.”

- Zane Selvans, http://flatironbike.com



Chapter 2:

Existing Conditions

Understanding existing conditions of Eastvale and the surrounding region is imperative to planning for its future. This chapter includes sections on Existing Plans, City Codes and Existing Facilities and Programs. Rather than merely summarizing what exists, this chapter aims to provide meaningful discussions on each of the aforementioned topics, including how they support or impede bicycle facility development within the city of Eastvale.

Existing Plans

Several existing plans – from Eastvale and beyond – are relevant to this Bicycle Master Plan. Most relevant from Eastvale is the General Plan and its elements. Others include transportation plans from neighboring jurisdictions (e.g. the cities of Chino, Corona, Jurupa Valley and Ontario), Riverside County and the Southern California Association of Governments (SCAG). This section summarizes the most salient points from the aforementioned plans. In Recommended Standards, Codes and Policy Changes (Section 5.8, Ch. 5), the General Plan is revisited and analyzed as required by project scope of work "to determine if it adequately supports bicycle facility development within Eastvale."

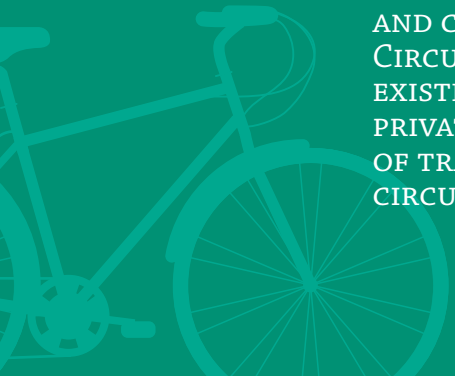
City of Eastvale General Plan

Eastvale's General Plan contains several elements relevant to this Bicycle Master Plan including Circulation and Infrastructure; Land Use; Parks, Recreation and Open Space; Healthy Community; and Air Quality and Conservation. Relevant information from each General Plan element is summarized in the following sections.

Circulation and Infrastructure Element

The Circulation and Infrastructure Element retains the primacy of the automobile while providing strong support for developing alternative modes of transportation (i.e. walking, biking and public transit). This dual focus is evident in the opening quotation (seen below), the overall circulation framework and in the supporting goals and policies.

In addition, this Element provides roadway classifications, seen in Table 2-1, which are defined by the amount of vehicle traffic anticipated on each roadway segment (but do not account for pedestrian, bicycle or transit use). For each type of roadway, there are basic design parameters (e.g. an arterial roadway would be expected to have 4–6 travel lanes, a raised center median, dedicated turn lanes, and parking lanes on both sides). Most important to these roadways, however, is the vehicle traffic they carry in relation to their capacity, also known as Level of Service (LOS).



"Access to property is essential. And while the primary mode of transportation for most people remains the automobile, design of streets to include options to the automobile would improve travel and circulation, along with reducing noise and air pollution. This Circulation and Infrastructure Chapter provides an outline of existing and planned roadways, as well as alternatives to the use of private vehicles. This "multi-modal" approach ensures that all types of transportation are considered and that the City can meet the circulation needs of development accordingly."

- City of Eastvale General Plan, Opening Paragraph

Table 2-1: Roadway Classification and Level of Service

Roadway Classification	# of Lanes	Minimum Right-of-Way Width Required	Service Level C	Service Level D	Service Level E
Local Road	2	56 Feet	Varies	Varies	Varies
Secondary Collector	2	74-100 Feet	10,400	11,700	13,000
Major Collector	2	100-118 Feet	14,400	16,200	18,000
Arterial	4	128-152 Feet	28,700	32,300	35,900
Urban Arterial	4	128-152 Feet	28,700	32,300	35,900
Urban Arterial	6	128-152 Feet	43,100	48,500	53,900

Guidance provided regarding LOS is complex. The element acknowledges the fact that the LOS standard favors the automobile and sets fairly conservative default thresholds for acceptable level of service on Eastvale's streets, as seen in Table 2-1. But it also allows for flexibility in meeting the stated threshold, in cases of overriding considerations, such as where a bike facility is desired, but there is no available ROW, or where the community wants a commercial development, but the roadway cannot be widened to accommodate projected traffic.

The Circulation and Infrastructure Element discusses the role of non-motorized transportation, with special sub-topics for Pedestrian and Bikeways. The Pedestrian section includes discussion of pedestrian infrastructure elements, the role of pedestrian facilities and issues affecting pedestrian accommodation. The Bikeways section is more limited, noting only that "Eastvale does not have an independent system of bike paths, but is included as part of the County's bikeway circulation system." It also notes that Class II bike lanes are the only existing facility type.

"THE LEVEL OF SERVICE STANDARDS CURRENTLY ONLY ADDRESS THE CIRCULATION NEEDS OF THE AUTOMOBILE. A MORE COMPLETE STANDARD WOULD TAKE INTO ACCOUNT LAND USE PATTERNS, PEDESTRIAN ACCESS, TRANSIT, AND BICYCLE PATHS."

The discussion of future planning efforts provides strong support for multi-modal improvements for Eastvale. The lack of bicycle and pedestrian connectivity, as well as an overemphasis on (costly) truck routes are mentioned as primary challenges for the City's transportation (and fiscal) future. Improving non-motorized connections, including regional truck routes, and overhauling the City's auto-centric Level of Service Standards are suggested future planning efforts.

The goals presented in this element address all aspects of circulation and infrastructure. They call for a flexible, multi-modal transportation system that maximizes the use of existing infrastructure and interagency collaboration to produce the most effective system possible. These goals are further defined by policies, but these policies relate only to the automobile. Policies related to non-motorized circulation are provided separately. Circulation policies include strict metrics to assess the performance of vehicular transportation systems (mainly compliance with LOS thresholds), while non-motorized transportation policies prescribe no such metrics. Separate policies are also provided for future planning efforts. Policies related to this plan include:

Circulation Policies

POLICY C-30: The City will seek to develop a comprehensive bike and trail plan that would connect existing neighborhoods, schools, and commercial and employment centers.

POLICY C-31: The City will evaluate its level of service and roadway width standards to determine if there is an ability to use narrower roadways and existing right-of-way to provide for pedestrian facilities, trails, bike lanes, and additional landscaping in medians and parkways. This may include establishing a comprehensive level of service threshold that includes non-motorized, transit, mixed use, and vehicle access.

Land Use Element

Eastvale's current land use designations have led to a suburban pattern, characterized by low-medium density residential development and a strong separation of uses.

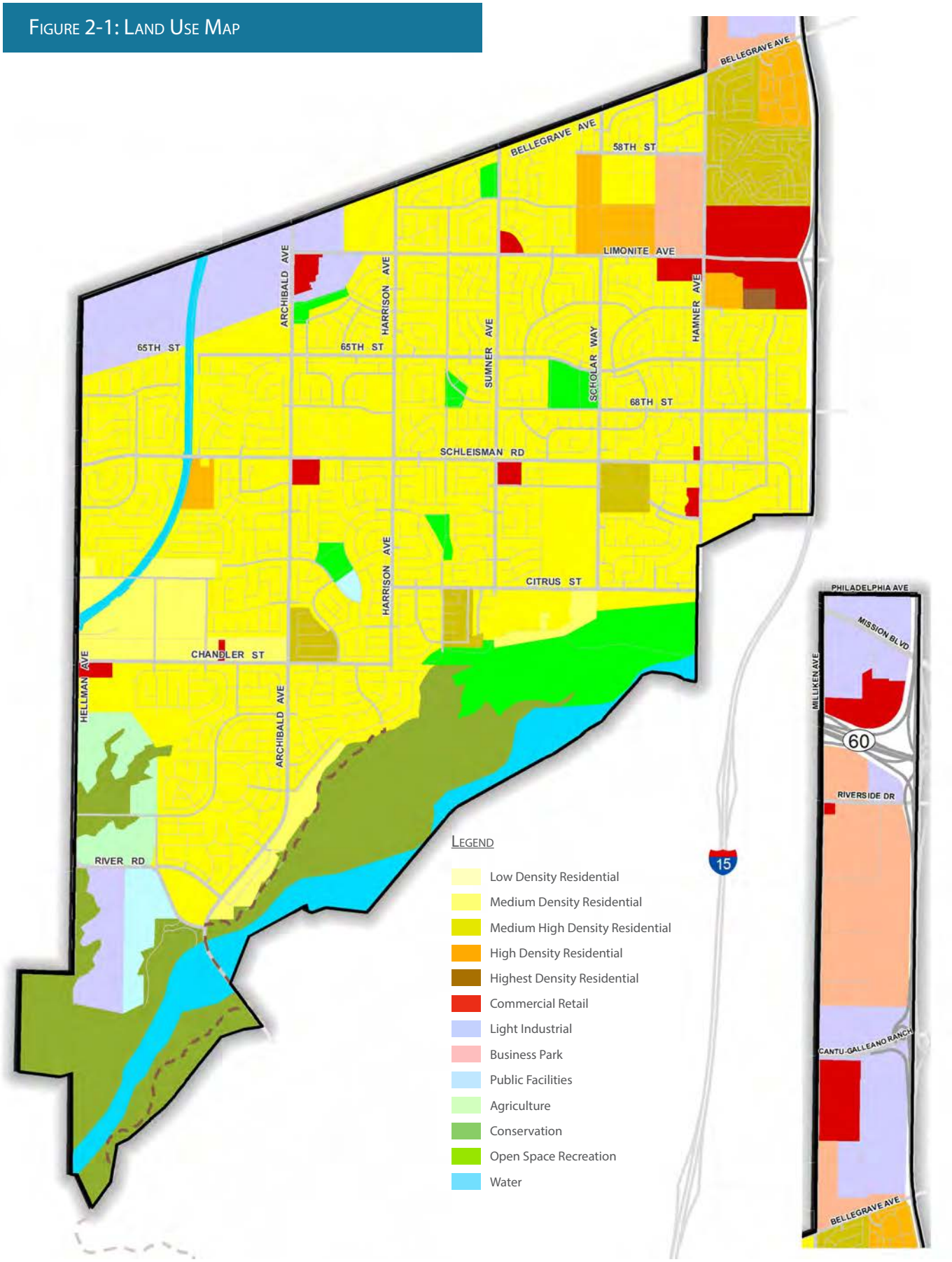
A bedroom community, Eastvale's largest land use is residential. Residential use accounts for 62 percent of all land use. In contrast, potential employment centers and other activity centers constitute only 18 percent (Light Industrial: 8 percent; Business Park: 5 percent; Commercial Retail: 3 percent and Agriculture: 1 percent; and Public Facilities: 1 percent). Undeveloped land – including Conservation, Open Space Recreation and Water – accounts for 18 percent of all land use. As a further indication of Eastvale's status as a "commuter town," Freeways account for 2 percent of all land uses.

Since Residential is Eastvale's primary land use, residential densities provide a good indication of overall density. The highest density residential development is 8-14 dwelling units per acre and comprises only 5 percent of all land use. In contrast, medium-density residential is 2-5 dwelling units per acre and accounts for 50 percent of all land use.

Eastvale maintains a relatively strong segregation of uses. As can be seen in Figure 2-1, the non-residential land uses that do exist (e.g. Commercial Retail) are evenly distributed throughout the City. These uses, however, are not finely mixed (i.e. retail is organized into shopping centers, rather than live/work units and Eastvale does not have a "mixed-use" land use designation.) Furthermore, much of the non-residential land use is confined to major roadway intersections (arterials and urban arterials). While an even dispersal of non-residential uses creates shorter trips and generally supports non-motorized travel, both coarse land use mix and the orientation of non-residential uses to major arterials can be barriers to biking and walking. In contrast, several schools and parks located within residential neighborhoods are accessible by local streets, making them more likely to be accessed by bike and on foot.



Figure 2-1: Land Use Map



The following list provides land use goals and policies relevant to this plan:

Land Use Goals & Policies

GOAL LU-5: A "downtown" or "city center" for Eastvale containing a mix of civic, office, retail, and residential uses.

GOAL LU-7: Land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic illnesses.

POLICY LU-11: Development should be located to capitalize on multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

POLICY LU-12: The Land Use Map should provide for land use patterns which reduce the number and length of motor vehicle trips.

POLICY LU-23: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and reduce vehicle trips.

POLICY LU-28: The Land Use Map should provide for land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, neighborhood electric vehicle, and transit use in order to minimize congestion and air pollution.

POLICY LU-29: Employment and service uses should be located in areas that are easily accessible to existing or planned transportation facilities.

POLICY LU-30: Commercial uses should be located near transportation facilities and include facilities to promote the use of public transit (such as bus turnouts, bus shelters, etc.).

POLICY LU-39: The City encourages shared parking and reduced parking standards in Town Center developments.

In contrast, the following policies may contradict these goals and hinder active transportation. Potential contradictions are highlighted in bold and further described in the following paragraph.

POLICY LU-6: Calculations of the potential intensity of development on any site shall be based on gross acreage. As noted in Policy LU-5, a variety of constraints may affect a site's development potential, including land required for right-of-way for collector and arterial streets shown on the Circulation Map; public parks (as defined in the Parks, Recreation, and Open Space Chapter); public facilities such as schools, fire stations, and police facilities; floodways or floodplains; protected biological habitats; location within an Airport Compatibility Zone; and other unique constraints applicable to the property as determined by the City.

POLICY LU-16: The City will allow mixed-use projects to develop in commercially designated areas in accordance with the guidelines of the Town Center land use designation and with special consideration of impacts to adjacent uses.

POLICY LU-26: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses.

POLICY LU-36: The City shall require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light spillover, fumes, odors, vehicular traffic, parking, and operational hazards.

POLICY LU-40: Development in the Town Center designation shall be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access.

Policies LU-6 and LU-16 have the potential to negatively impact active transportation because they rely on the City's existing definition of transportation "impacts" (i.e. automobile-oriented Level of Service), which relate increased commercial and residential densities with increased vehicle trips. This narrow definition can inhibit the increased densities needed to reduce automobile dependency and to make walking and biking viable modes of transportation. Policies LU-26, LU-36 and LU-40 have the potential to negatively impact active transportation because they indiscriminately mandate a separation between uses, regardless of actual impact. While this policy has roots in the very reasonable goal of separating potentially incompatible uses, it may preclude the compact, human-scaled environments required to support active transportation.

Air Quality and Conservation Element

Eastvale's General Plan ties vehicle miles traveled to both air quality and conservation issues. Threats to air quality include both stationary and mobile pollution sources. Vehicle miles traveled (VMT) are identified as the greatest factor for stationary sources. VMT are also seen to impact conservation indirectly, through damage caused to air and water quality, and directly, through damage caused to habitat (e.g. for roadway construction, roadway widening and the sprawling land use pattern that accompanies auto-centric planning). The Air Quality and Conservation Element states that "transportation management is one of the primary ways in which Eastvale intends to meet its air quality targets" and includes several policies aimed at reducing VMT and increasing the use of non-motorized modes. Relevant goals and policies include:

Air Quality Goals & Policies

GOAL AQ-1: Air quality that meets or exceeds all state and federal standards.

GOAL AQ-2: Meet or exceed all current and future state-mandated targets for reducing emissions of greenhouse gases.

POLICY AQ-3: Reduce vehicle miles traveled and motor vehicle emissions through local job creation.

POLICY AQ-4: Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.

POLICY AQ-30: Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to promote mass transit, bicycle, and pedestrian use.

POLICY AQ-31: The City encourages urban design measures that support alternatives to private automobile use.



Healthy Community Element

As discussed in Chapter 1, the link between the built environment (and its support of active transportation) and community health is well documented. Eastvale's Healthy Community Element includes policies supportive of a built environment that promotes physical activity and calls for land use and transportation planning that makes walking and biking to everyday destinations easy choices. It does so by "requiring, where appropriate, compact development patterns that are pedestrian and bicycle friendly." Relevant policies include:

Healthy Community Policies

POLICY HC-2: Promote an understanding of the connections between the built environment and health.

POLICY HC-3: The City encourages a built environment that promotes physical activity and access to healthy foods, while reducing driving and pollution.

POLICY HC-4: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:

- Requiring, where appropriate, the development of compact development patterns that are pedestrian and bicycle friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use.

POLICY HC-8: Neighborhood retail, service, and public facilities should be located within walking distance of residential areas.

Parks, Recreation and Open Space Element

This Element includes several goals relevant to, and supported by, the recommendations of this plan. Those most pertinent are excerpted below:

Parks, Recreation, & Open Space Policies

GOAL OS-1: Expand outdoor recreation opportunities for all residents.

GOAL OS-2: Provide active and passive park facilities and recreation programs that satisfy the leisure time and recreation needs of all residents.

GOAL OS-3: Develop a citywide trails system that provides safe, convenient, and attractive off-street opportunities for residents to travel, recreate, and exercise.

GOAL OS-4: Maintain the Santa Ana River corridor as an important resource for open space, recreation, wildlife, and scenic beauty.

POLICY OS-7: The trails system in Eastvale should provide for connectivity, so that all trails are linked to the extent possible for greater use as recreational and travel routes. The following features should be included in the trails system:

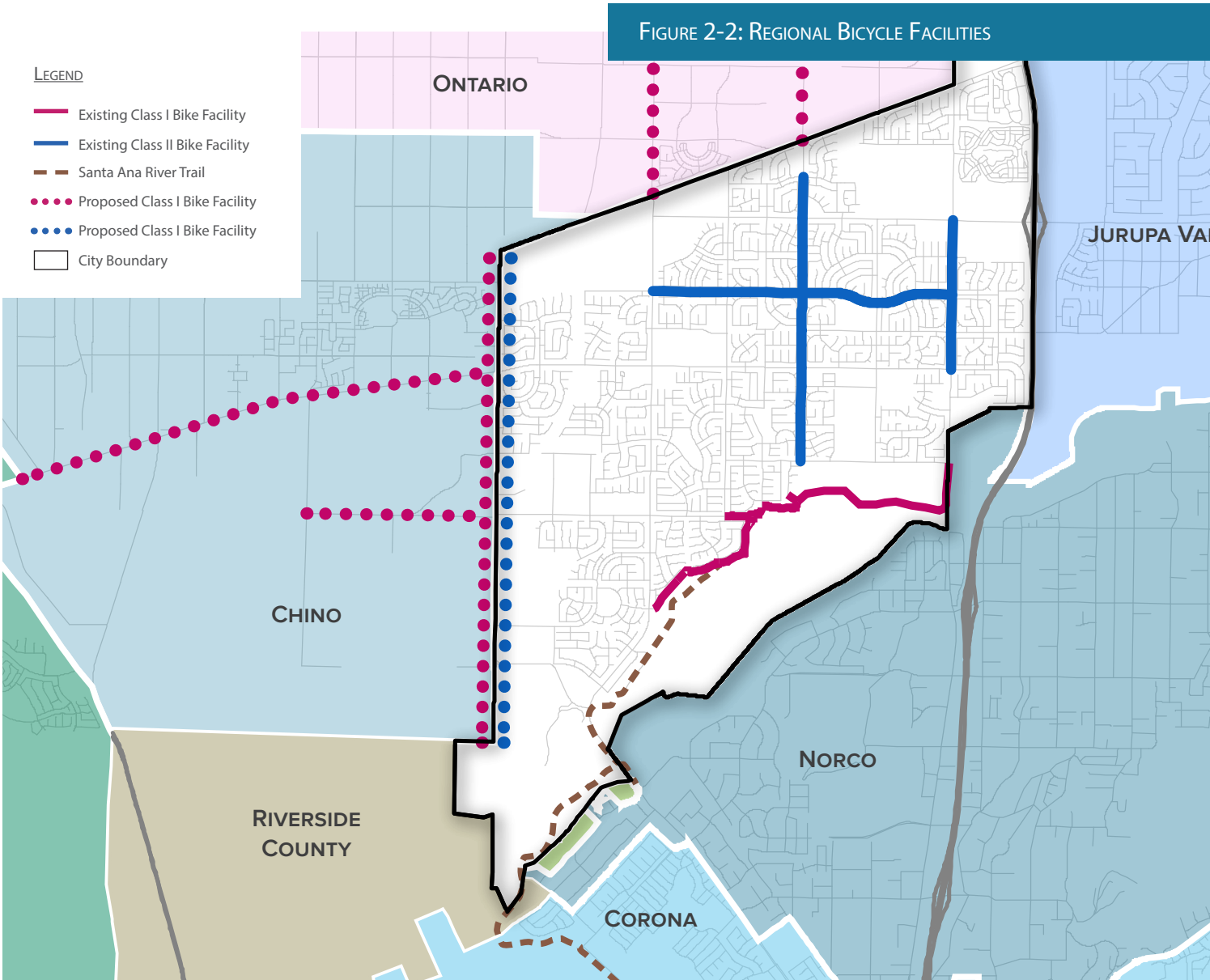
- Trails should link residential areas with parks, commercial and office areas, and other destinations.
- Trails along major roadways should avoid meanders or other design features which make bicycle use less convenient or safe.
- Trails should be located off-street to the extent possible.
- Easements such as access roads should be placed in joint use as trails.

POLICY OS-8: Trails should be designed with the safety of users and adjacent property owners in mind. To the extent possible, the bicycle trails system should provide safe, off-street options suitable for use by children and less-experienced riders.

Local Bicycle Planning Efforts (Surrounding Cities)

The neighboring communities of Chino, Corona, Jurupa Valley, Norco and Ontario have all engaged in bicycle planning efforts that include routes relevant to this plan. Chino is currently concluding a Bicycle and Pedestrian Master Plan that includes a Class I path on Pine Avenue (Schleisman Road in Eastvale), a Class I path on Chino Corona Avenue (Chandler Street in Eastvale) and a combination of Class I path and Class II bike lane on Hellman Avenue. The City of Corona's Bicycle Master Plan, adopted in 2001, includes a Class II bike lane on River Road, but this facility is not yet built. The City of Jurupa Valley has not yet completed a Bicycle Master Plan, but has recently secured funds to do so. In its current General Plan Circulation Element, Jurupa Valley identifies trail and bikeway standards, as well as important connections to make to the Riverside County trail network, but does not identify specific trails or bikeways within the City. The City of Norco does not have a bicycle plan, but does have some bicycle facilities including a segment of the Santa Ana River Trail (SART) running alongside River Road. The City of Ontario has a Multipurpose Trails and Bikeway Corridor Plan incorporated in its General Plan Circulation Element. Routes most relevant to this plan include multi-purpose trails on Haven Avenue (Sumner Avenue in Eastvale) and Archibald Avenue.

Figure 2-2: Regional Bicycle Facilities



Regional Bicycle Planning Efforts

Santa Ana River Trail

This multi-use pathway currently stretches 30 miles along the Santa Ana River from the Pacific Ocean at Huntington Beach to the Riverside County line in Corona. Design is nearing completion for a seven mile segment from there through the cities of Corona, Eastvale and Norco with construction expected to begin in early 2016. The project is part of the planned 75 mile route from the Pacific Ocean to the San Bernardino National Forest. This segment was designed to minimize impacts to the river, river-related habitat, wildlife corridors, flood control and other facilities while maximizing trail user experience. It will include parallel natural surface trails and paved paths.

Within Eastvale, this new segment will closely follow the river from the River Road bridge to connect at Dearborn Street to an existing trail segment running between Grapewin Street and Riverwalk Park at the south end of Soaring Bird Court. Completion of this segment will establish a continuous off-street route connecting Eastvale with the Pacific Ocean. In a subsequent phase, the trail will continue eastward along the river around Eastvale Community Park and under Interstate 15 into Norco.

Southern California Association of Governments (SCAG) Regional Transportation Plan

The following vision statements and goals, excerpted from the SCAG's RTP, are most relevant to Eastvale's Bicycle Master Plan:

1) Align the plan investments and policies with improving regional economic development and competitiveness
2) Maximize mobility and accessibility for all people and goods in the region
3) Ensure travel safety and reliability for all people and goods in the region
4) Preserve and ensure a sustainable regional transportation system
5) Maximize the productivity of our transportation system
6) Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
7) Actively encourage and create incentives for energy efficiency, where possible
8) Encourage land use and growth patterns that facilitate transit and non-motorized transportation

Southern California Association of Governments (SCAG) Active Transportation Plan

The SCAG's Active Transportation Plan is written to "demonstrates the agency's strong commitment to Active Transportation and, importantly, legitimizes walking and cycling as travel modes that may actually be chosen over driving, thereby reducing congestion and air pollution. Further, it states that, in conjunction with supportive land use, these modes will increase in popularity." Its focus is intended to help the "region work towards reducing congestion and air pollution, walking and bicycling," as SCAG sees this "will become more essential to meet the future needs of (it's) residents." It states that "as the population in the SCAG region grows and matures, and as parts of the region move towards denser, mixed-use, and transit oriented development, the demand and use of active transportation will increase." The strategies established by the Active Transportation Plan has the following goals:

Goal 1: Increase dedicated funding for bicycle and pedestrian infrastructure.
Goal 2: Increase accommodation and planning for bicyclists and pedestrians.
Goal 3: Increase transportation options, particularly for trips less than three miles.
Goal 4: Significantly decrease bicycle and pedestrian fatalities and injuries.

City Codes (The Zoning Code)

Eastvale's Zoning Code provides increased specificity to the guidance offered by the Land Use Element of the General Plan. The zoning code is meant to ensure predictability and quality development. Like the General Plan Elements, the Zoning Code is also revisited and analyzed per project scope of work "to determine if it adequately supports bicycle facility development within Eastvale" in Recommended Standards, Codes and Policy Changes (Chapter 5).

Summary

The zoning code further refines the General Plan Land Use Element by providing development standards (regulations) for each land use designation including the following:

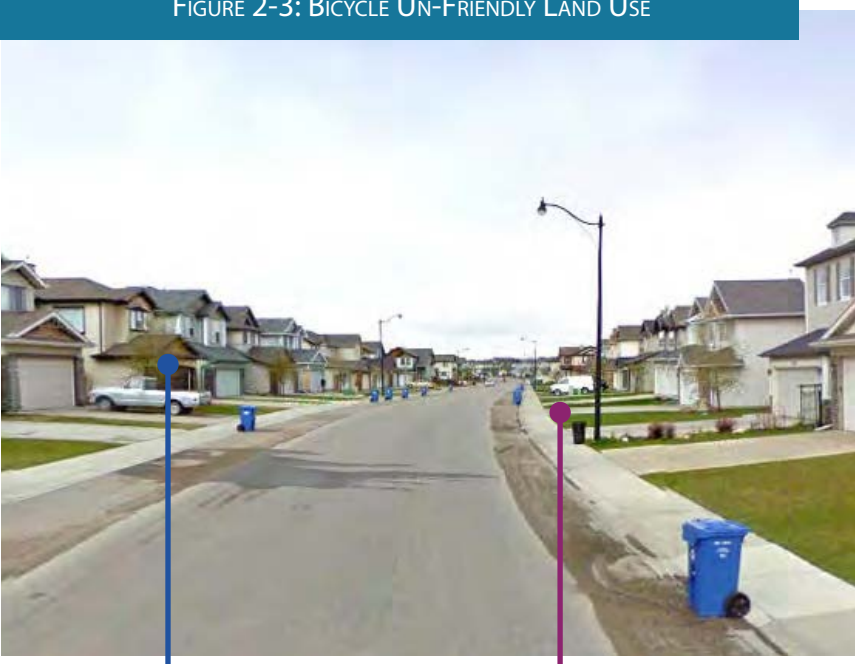
1) Permitted, conditionally permitted, and prohibited land uses
2) Setbacks
3) Building heights
4) Site coverage
5) Parking
6) Provision of open space
7) Grading
8) Design guidelines, including site planning, architectural, and landscaping guidelines specific to the project
9) Signs
10) Nonconforming uses, structures, and signs

Of these topics, setbacks, building heights, site coverage and parking have the greatest impact on active transportation. While there are too many land use designations to summarize zoning regulations for each, a more general summary is provided. Eastvale's Zoning Code combines land use designations into the following broad categories: Residential and Agricultural; Commercial and Industrial. For both categories, it provides the following development standards:

- Setbacks are defined in terms of minimums.
- Building heights are provided in terms of maximums.
- Site coverage is not defined for either category by the Zoning Code, but density is. For Residential and Agricultural uses, density is defined in terms of maximum dwelling units per acre (DUAs), as prescribed in the Land Use Element of the General Plan. For Commercial and Industrial uses, density is defined in terms of maximum floor area ratios (FARs).
- Parking standards vary based on particular land use, but are defined in terms of minimums for all land uses.

In general, the Zoning Code setback, building height, site coverage and parking standards demonstrate a bias against the type of compact, human-scaled development known to support active transportation. Figure 2-3 and Figure 2-4 demonstrate the impact of zoning code on bike- and walkability. The impacts of Zoning Code specifications on active transportation, as well as potential means of mitigating these impacts will be discussed further in Chapter 5, Recommendations.

Figure 2-3: Bicycle Un-Friendly Land Use





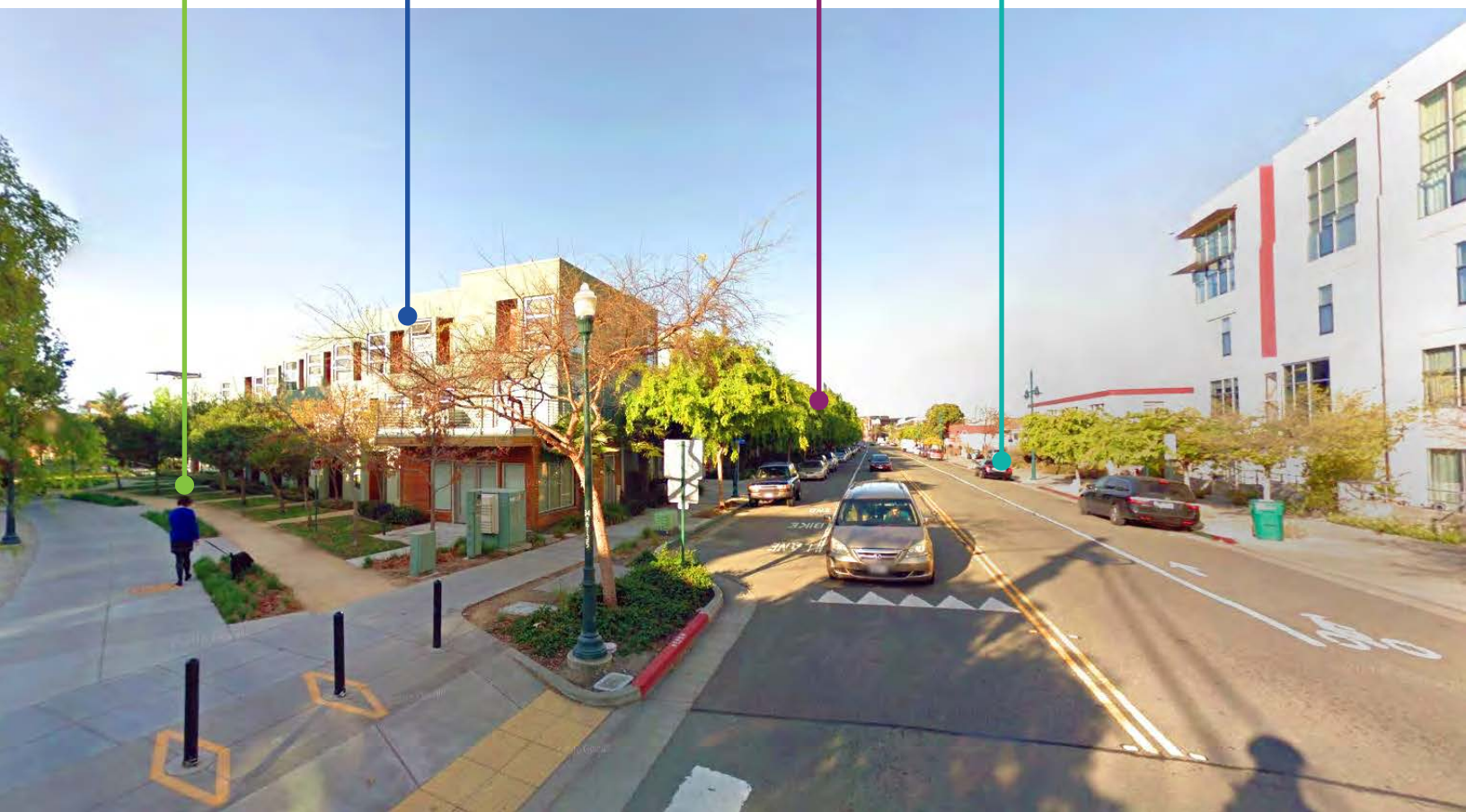
Low site coverage (i.e. density) limits compact development and impedes bicycling

Deep setbacks limit compact development and impede bicycling

Low-rise building heights limit compact development and impede bicycling

Large amounts of vehicle parking limits compact development and presents a physical barrier, both of which impede bicycling

Figure 2-4: Bicycle Friendly Land Use



Existing Facilities and Programs

Though this is Eastvale's first Bicycle Master Planning effort, the City already has some bicycle facilities and programs. Understanding these existing conditions is an essential first step in recommending facility and program improvements.

Existing Bicycle Facilities

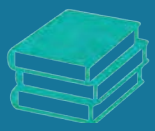
Eastvale's currently has only a few bicycle facilities evenly dispersed throughout the City, including three Class II bike lanes and one Class I multi-use path. The bike lanes are located on Sumner Avenue (from Blossom Way to Citrus Street), Hamner Avenue (from Limonite Avenue to Schleisman Road) and 65th Street (from Archibald Avenue to Hamner Avenue). The multi-use path runs along the southern end of the City, near the Santa Ana River Trail (SART) and extends approximately from Archibald Avenue to Hamner Avenue. The four routes described above provided a foundation – albeit small – for this plan to build upon (See Figure 2.6).

Existing Bicycle Programs

Bicycle programs are typically recommended, in conjunction with bicycle projects, to maximize ridership, safety and the impact of broader bicycle programs. Traditionally, bike programming has been organized into specific topics under the umbrellas of the "5 Es": Engineering, Education, Encouragement, Enforcement and Evaluation & Planning.

As seen in the list of programs, the City currently has few programs that fall under the categories Education and Enforcement and none under the categories Engineering and Evaluation & Planning. Even so, what programs do exist can be expanded and made more robust. A suite of recommended programs for Eastvale, for all Es, is included in Chapter 5, Recommended Programs and Policies.

Current Bicycle Programs in Eastvale



Education

- Street Smarts Classes



Enforcement

- Targeted Enforcement



Encouragement

- Bike Month (Promoted by Inland Empire Bike Alliance)
- Safe Routes to School Program
- Traditional TDM – Employer Incentives (Through RCTC)
- Bike Month (Promoted by Inland Empire Bike Alliance)
- Walking School Bus & Bicycle Train
- Walk and Bike to School Day

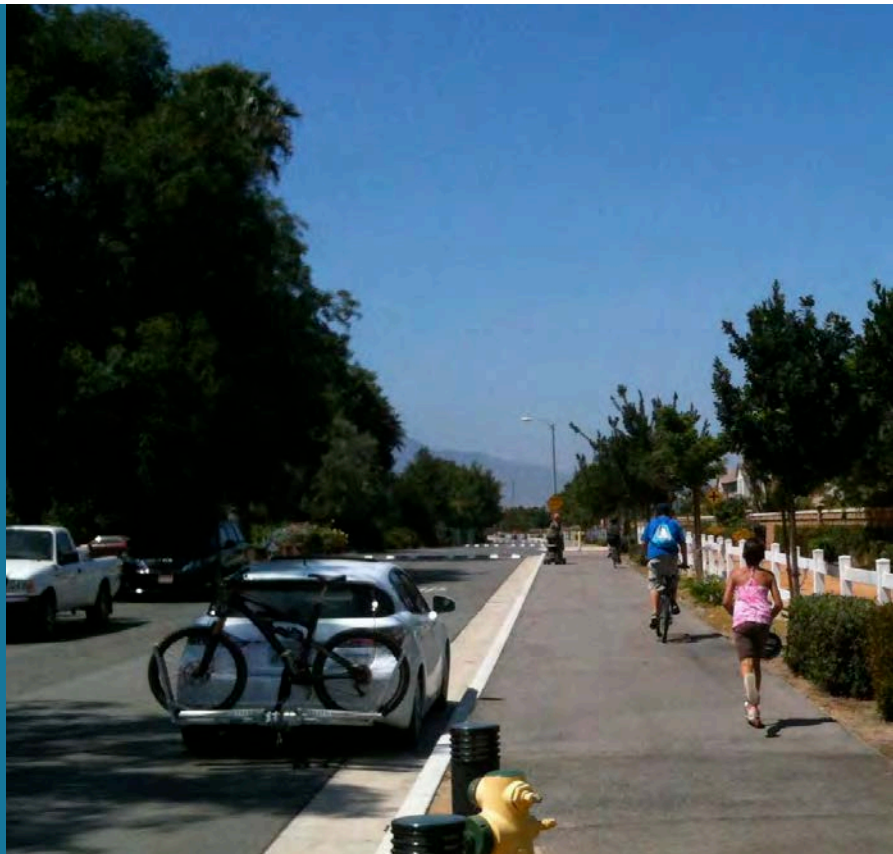
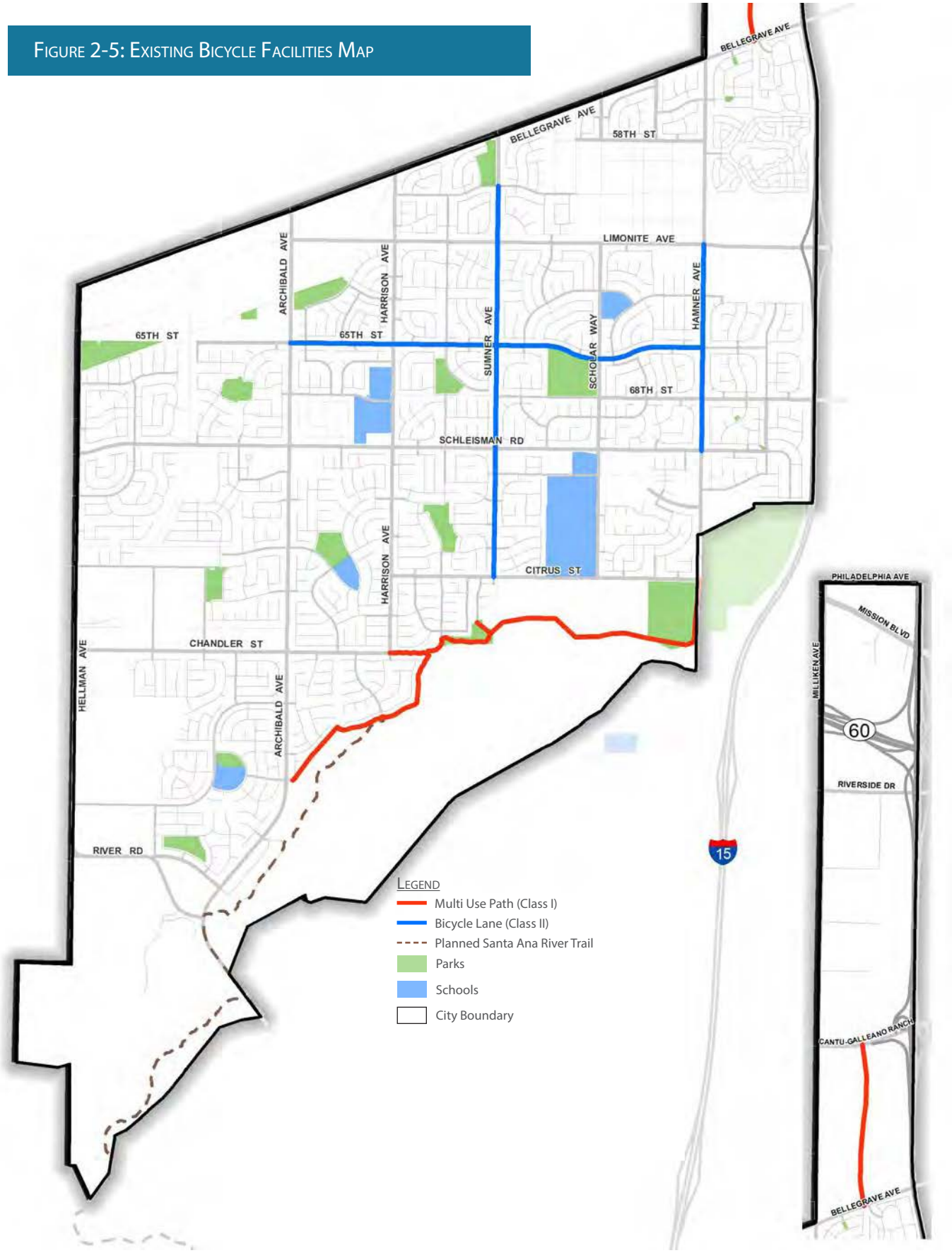


Figure 2-5: Existing Bicycle Facilities Map







Chapter 3:

Analysis

Analysis Overview

Analysis – of existing and future conditions, as well as latent demand – is an essential step in any transportation project planning process. For this project, analysis included spatial (GIS) analysis, fieldwork and community and stakeholder input. This multi-pronged approach allowed for maximal data capture and cross-referencing of findings. For example, bicycle safety concerns were analyzed through collision data, including locations, frequencies and causes. Cross-referencing these collision data with public input helped to confirm safety issues and identify areas for new or improved facilities.

This chapter is primarily concerned with explanations and discussions of the various spatial analyses employed in this project. Brief discussions of the role of fieldwork and community/stakeholder input are provided below, while the remainder of the chapter is devoted to spatial analysis.

Fieldwork

The project team conducted fieldwork, using measuring tools and geo-referenced photos, on several occasions. Fieldwork was conducted at project kick-off (to better understand existing conditions) and during project development (to verify data obtained from GIS and community/stakeholder input).

Community/Stakeholder Input

Community and stakeholder input played a very important role in developing facility and program recommendations. A summary of community and stakeholder input obtained and its impact on project recommendations is included at the end of Chapter 1.

Spatial (GIS) Analysis

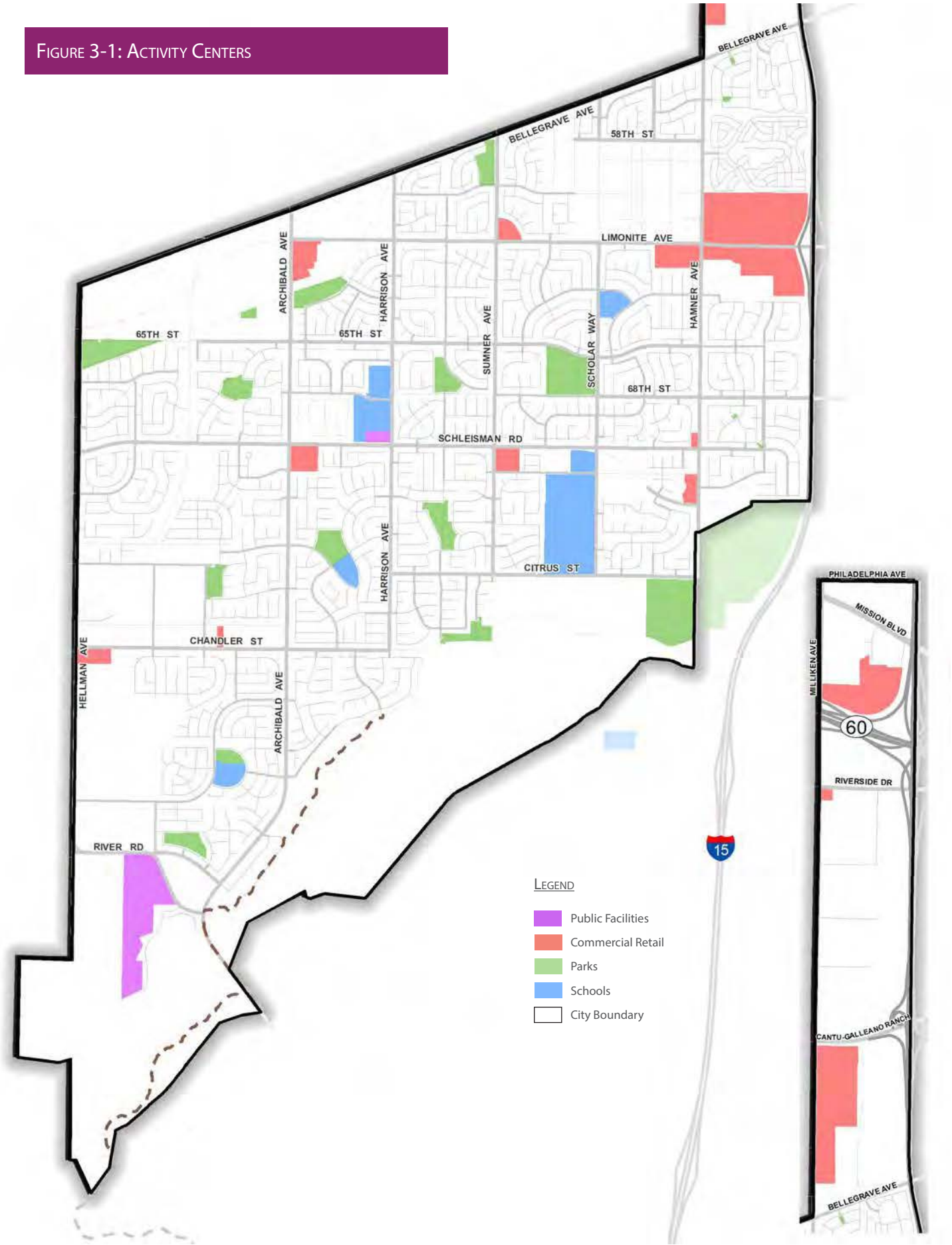
Spatial analysis included simple, data-driven analyses and more complex analyses, requiring evaluations of layered information and multiple inputs. Data-driven topics include activity centers, population/employment density, posted speed limits, and transit routes. Topics requiring more complex analysis included safety/collisions and bicycle boulevard routing. Each of these topics are discussed in more detail throughout this chapter.

Activity Centers

Activity centers include employment hubs, industrial sites, government sites, retail centers, hospitals, schools, colleges, parks, open spaces and other attractions. (Most of these activity centers are required to be considered under California's bicycle planning enabling legislation.) Identifying these centers, and their draw for the community, is essential to creating a useful bicycle transportation network. It is important to create facilities that connect the places people actually want to frequent, rather than where convenient, as is often the case.

Eastvale's primary activity centers include public facilities, commercial/retail facilities, parks and schools. Since Eastvale is a commuter community and lacks a strong employment base of its own, parks and schools are relatively strong attractors. For the most part, parks and schools are evenly dispersed and generate comparable levels of activity. Eastvale also has the following specific attractors: the Community Center, Riverwalk Park, the Santa Ana River Trail and the Eastvale Gateway Mall.

Figure 3-1: Activity Centers



Population and Employment Density

Suburban Eastvale's population density is relatively low (less than five people per acre) and fairly uniform throughout the City. This reflects Eastvale's overall land use pattern, predominated by single family housing. Eastvale's employment density, which is also uniform across the city, is also less than five people per acre. Given Eastvale's "commuter community" character, the low employment density is not surprising. What employment does exist in Eastvale likely falls in the service sector or public sector (This is inferred from available land use data. American Community Survey (ACS) data provide information on employment, by sector, for Eastvale residents, but do not indicate whether jobs are located within Eastvale or beyond). The low, but uniform population and employment densities indicate a need for bicycle facilities throughout Eastvale, rather than concentrating them in particular areas.

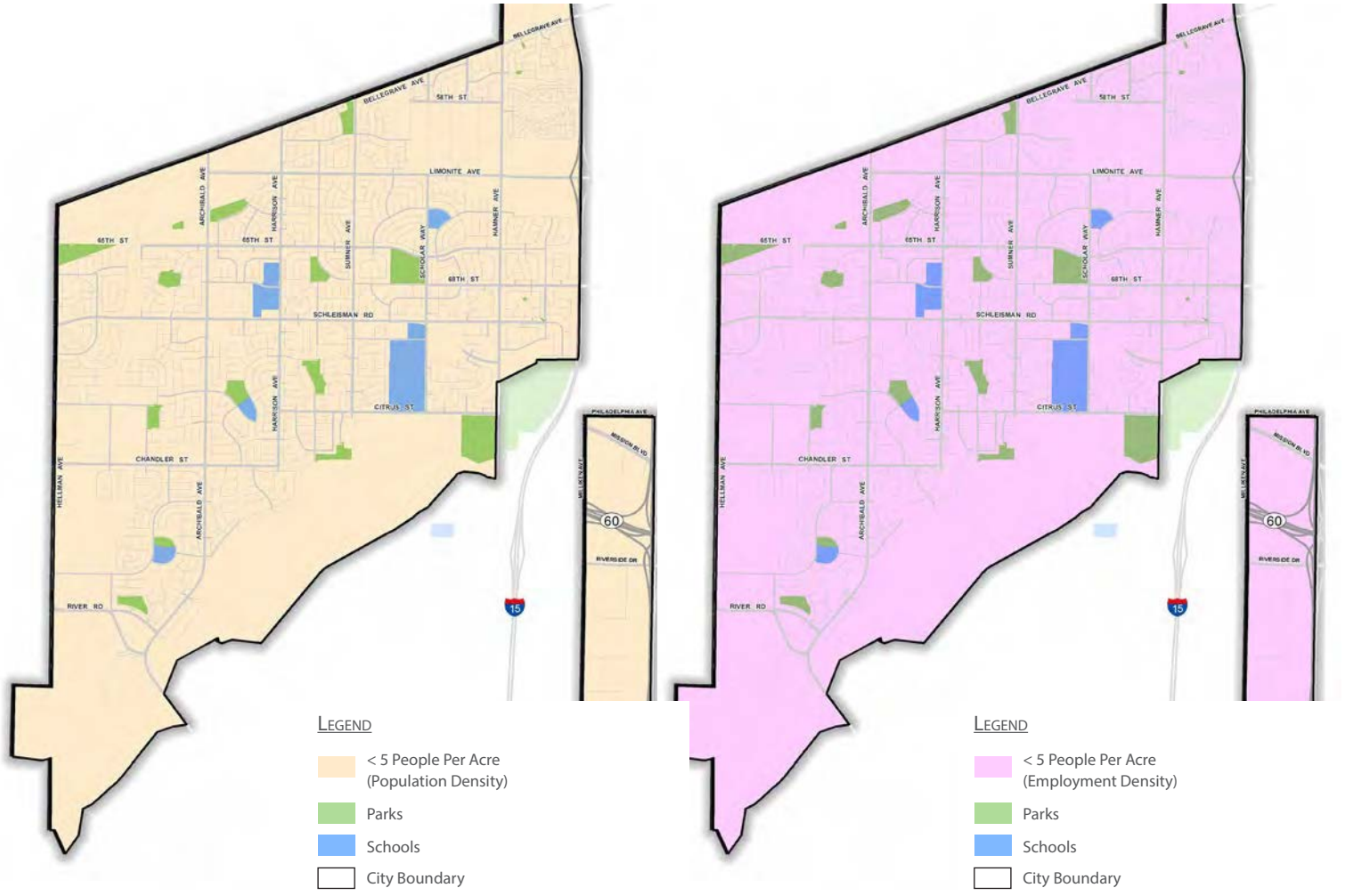


Figure 3-2: Population & Employment Density

Posted Speed Limits

A majority of Eastvale's streets (69 percent) have posted speed limits of 25 miles per hour (mph). These streets are followed – in quantity – by those of unknown posted speed (22 percent), those with posted speeds of 45 mph (five percent), those with posted speeds of 40 mph (two percent) and those with posted speeds of 30 and 35 mph (one percent each). Though the vast majority of Eastvale's streets are low-speed, they are almost entirely confined within "superblocks" defined by high-speed arterial streets. For cross-city travel by bike, this renders the network of 25 mph streets practically useless and makes higher speed arterials the only option.

Figure 3-3: Posted Speed Limits

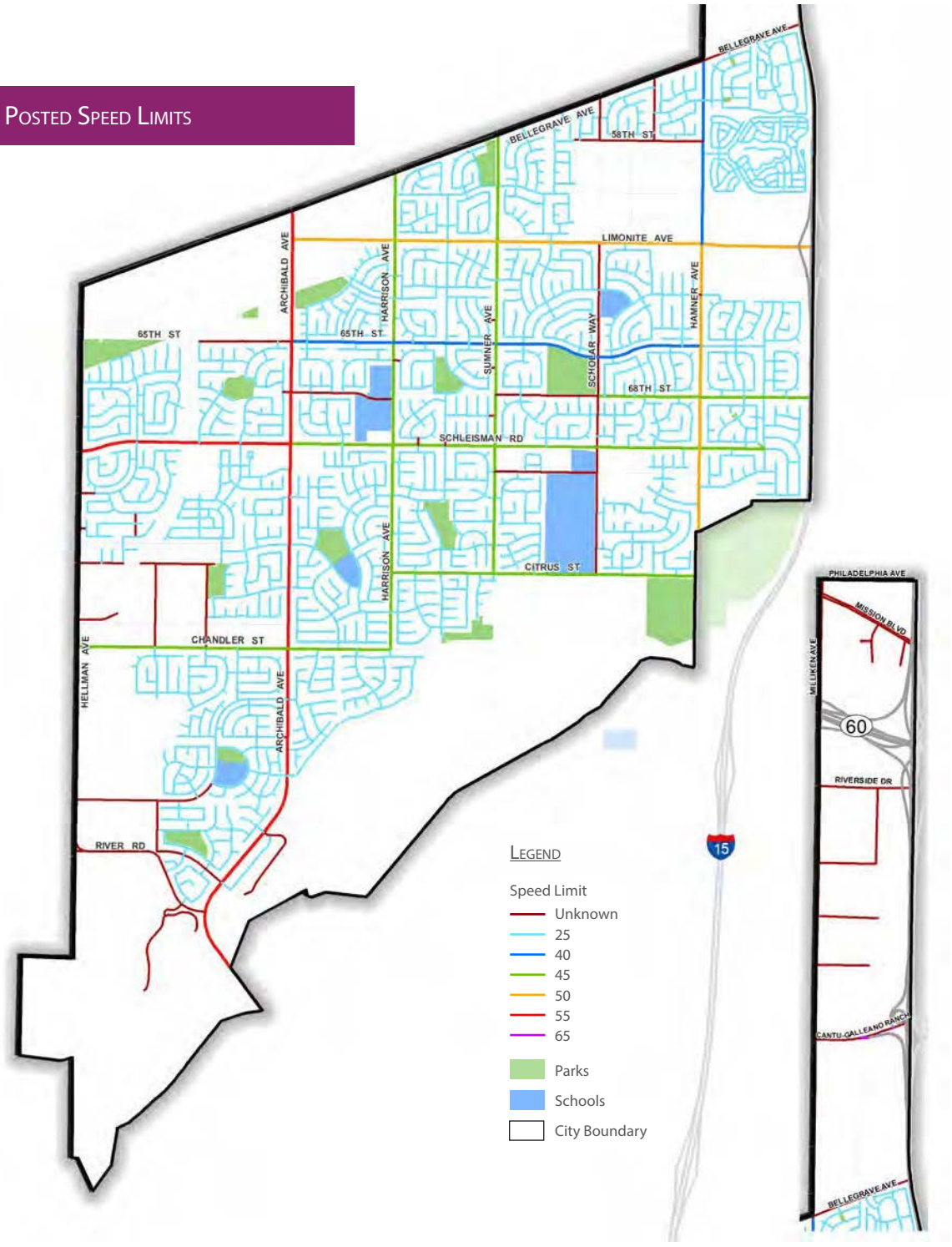
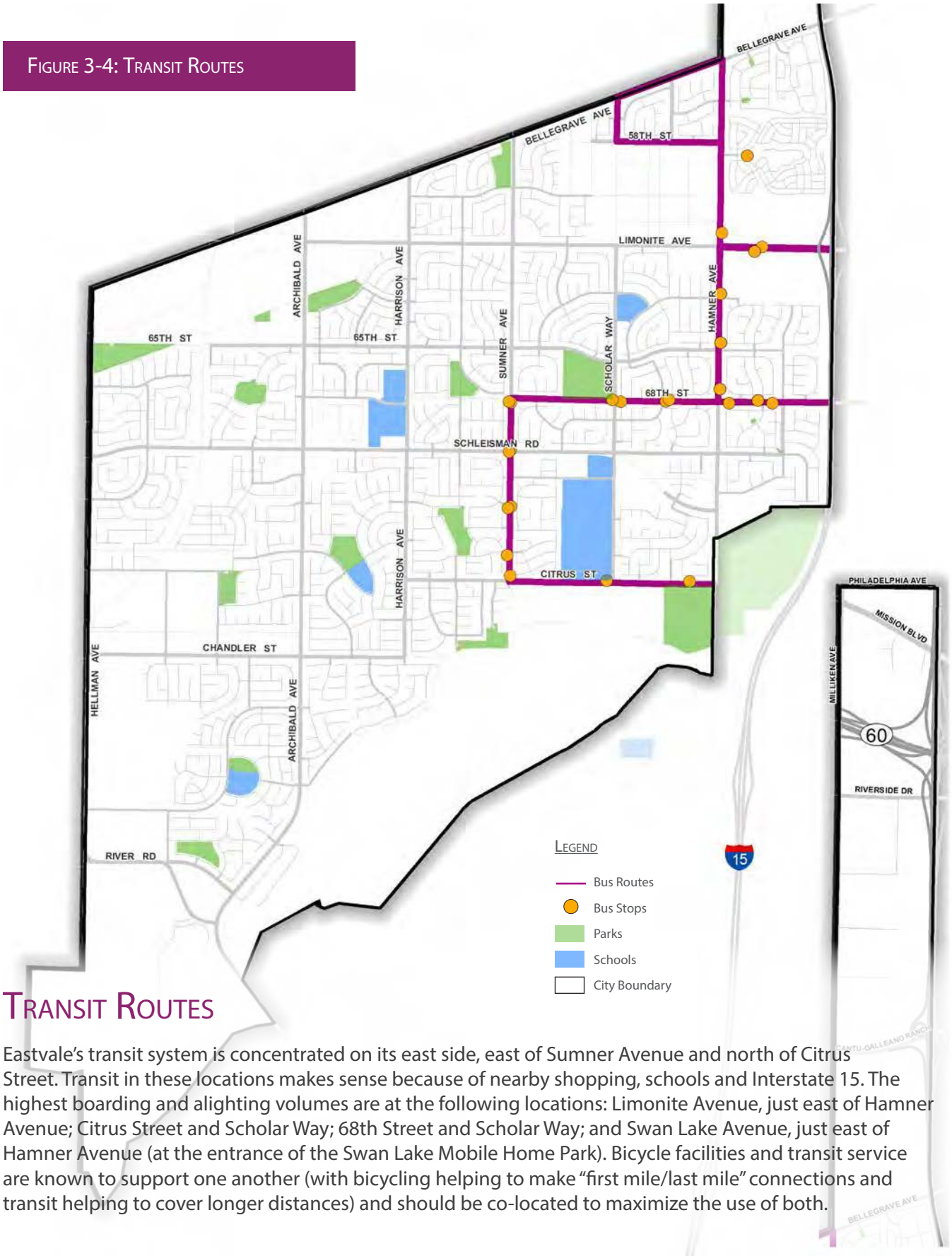


Figure 3-4: Transit Routes



Transit Routes

Eastvale's transit system is concentrated on its east side, east of Sumner Avenue and north of Citrus Street. Transit in these locations makes sense because of nearby shopping, schools and Interstate 15. The highest boarding and alighting volumes are at the following locations: Limonite Avenue, just east of Hamner Avenue; Citrus Street and Scholar Way; 68th Street and Scholar Way; and Swan Lake Avenue, just east of Hamner Avenue (at the entrance of the Swan Lake Mobile Home Park). Bicycle facilities and transit service are known to support one another (with bicycling helping to make "first mile/last mile" connections and transit helping to cover longer distances) and should be co-located to maximize the use of both.

Safety Analysis

Safety analysis entails the use of bicycle collision data to better understand collisions, including where they occur, why they occur and how they might be prevented. Typically, collision data is gleaned from the Statewide Integrated Traffic Records System (SWITRS) data sets. However, since Eastvale's Sheriff's office had more current and detailed data, this project used that source instead. (Eastvale contracts with the Riverside County Sheriff's Department for law enforcement.) Sheriff's Department data covers the years 2012-2014 and includes descriptions of incidents and assignments of fault. Summaries of collision data – by year, month, severity, intersection type, street, incident details and assignment of fault – are provided in the following section. These data were used to identify trends, develop project recommendations, and help prioritize recommended projects. The data do include several limitations:

- Collisions on off-street paths are not included in the data.
- Collisions involving cyclists, whether they involve vehicles, other cyclists, or pedestrians, are generally under-reported, so bicycle collisions are likely to have occurred that were not included as part of this data - some estimates are as high as two unreported incidents for each reported incident.

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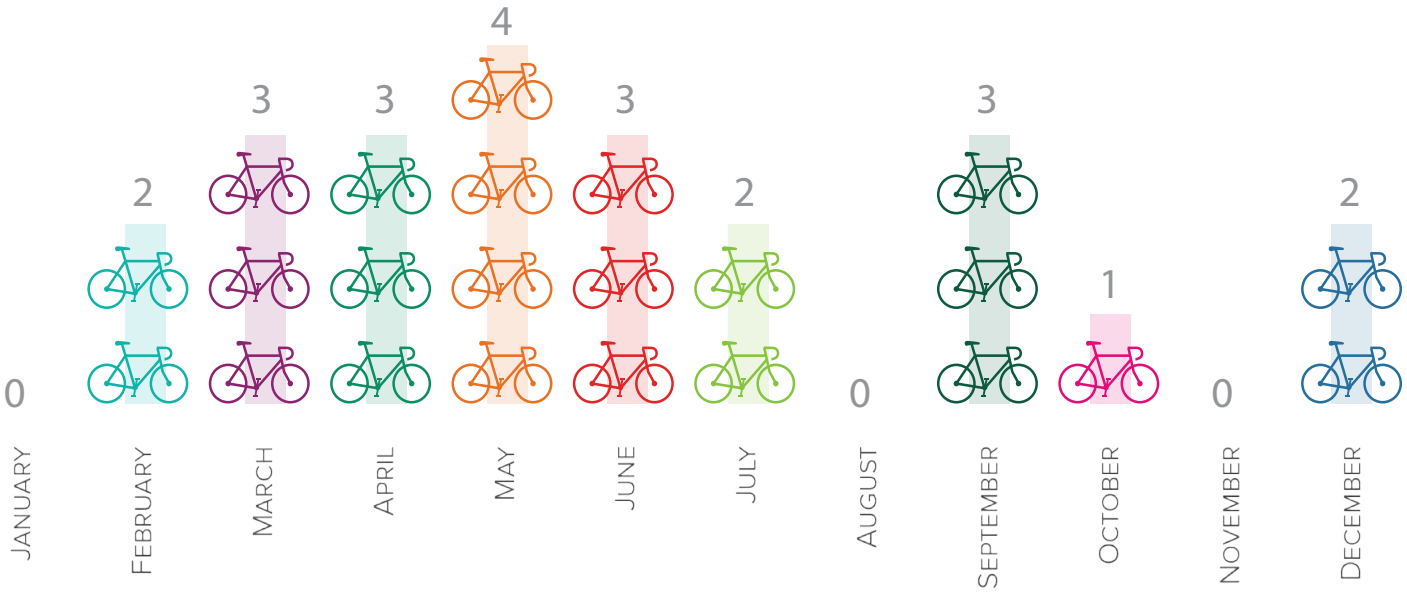
Bicycle Collisions from 2012-2014

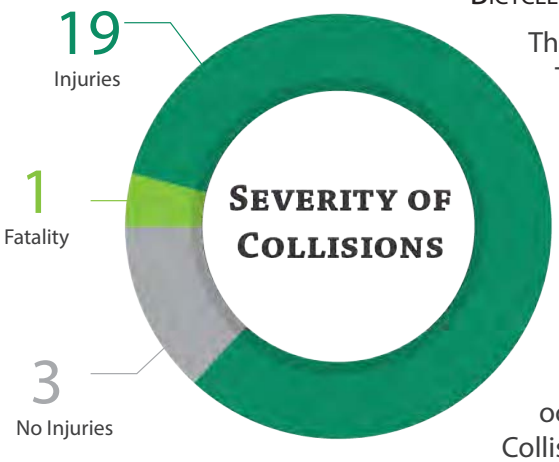
Bicycle Collisions by Year

23 collisions were recorded between 2012 and 2014. Of these, 11 occurred in 2012, five in 2013 and seven in 2014. Because of the small sample size, no trend by year can be inferred.

Bicycle Collisions by Month

Bicycle collisions by month were also analyzed for trends. While the data do not portray a strong trend, the highest concentration occurred in May and collisions appear somewhat more frequent in the spring and summer than winter months. This slight trend may simply be correlated with higher levels of ridership in the spring and summer.





Bicycle Collisions by Severity

The overwhelming majority of bicycle collisions led to injuries. These were followed by three incidents resulting in no injury and one incident resulting in fatality (hit-and-run driver later arrested through the efforts of the Sheriff's Department). The majority of injuries occurred because of right-of-way violation, many of which occurred at intersections.

Bicycle Collisions by Intersection Type

Nearest intersections were used as location references for collisions involving bicycles. Bicycle collisions most commonly occurred at intersections of two "Arterial/Collector" streets. Collisions occurred to a lesser extent at the intersections of "Arterial/Collector and Local" streets and "Local" streets. These findings make sense in light of the following points: (a) Eastvale's suburban grid requires the use of "Arterial/Collector" streets for cross-city travel and (b) and "Arterial/Collector" streets are characterized by high traffic speeds and volumes and complex turning motions.

Bicycle Collisions by Street

As discussed in the previous section on Intersection Types, collisions were far more common on "Arterial/Collector" streets than on "Local" streets, representing nine out of ten of the top collision locations. The top four collision streets – Hamner Avenue, Schleisman Avenue, Limonite Avenue and Scholar Way – are well traveled by all transportation modes and have relatively high posted speed limits: 50 mph, 50 mph, 45 mph and 35 mph, respectively. Even among the bicycle collisions on "Local" streets, the majority of them occurred at their intersection with "Arterial/Collector" streets. These findings indicate the need for enhanced facilities (e.g. separated bicycle facilities along "Arterial/Collector" streets and traffic calming along "Local" streets) and targeted education and enforcement efforts.

Bicycle Collisions by Cause

The overwhelming majority of bicycle collisions was caused by right-of-way violation (18 of 23). Many of these incidents occurred at large intersections and were likely exacerbated by complex intersection operations. Two incidents were caused by more than one violation (e.g. a cyclist riding the wrong way and driver using his/her mobile phone). The one collision resulting in fatality was caused by a hit-and run driver. The cause of the single remaining collision was unknown due to lack of cooperation of both parties.

Bicycle Collisions by Fault Assigned

There was complete parity between cyclists and drivers in terms of fault assigned. Cyclists and drivers were also equally guilty in violating each another's right-of-way. Primary differences in fault occurred with wrong way riding and drunk driving. Wrong way riding is often addressed through facility improvements, which direct cyclists to safe crossings with reduced crossing distances. All causes of collisions should also be addressed through education and enforcement efforts.

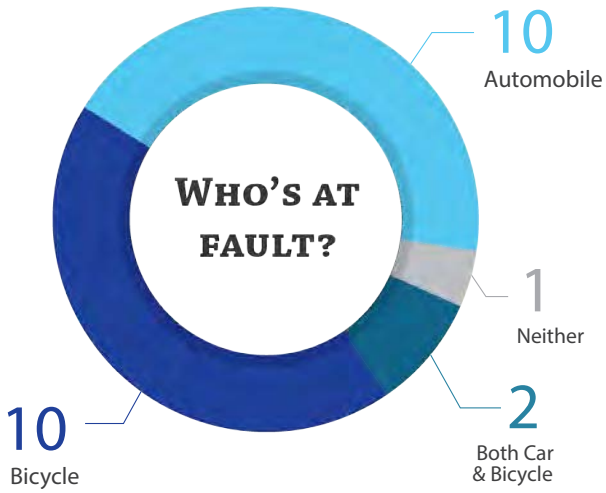
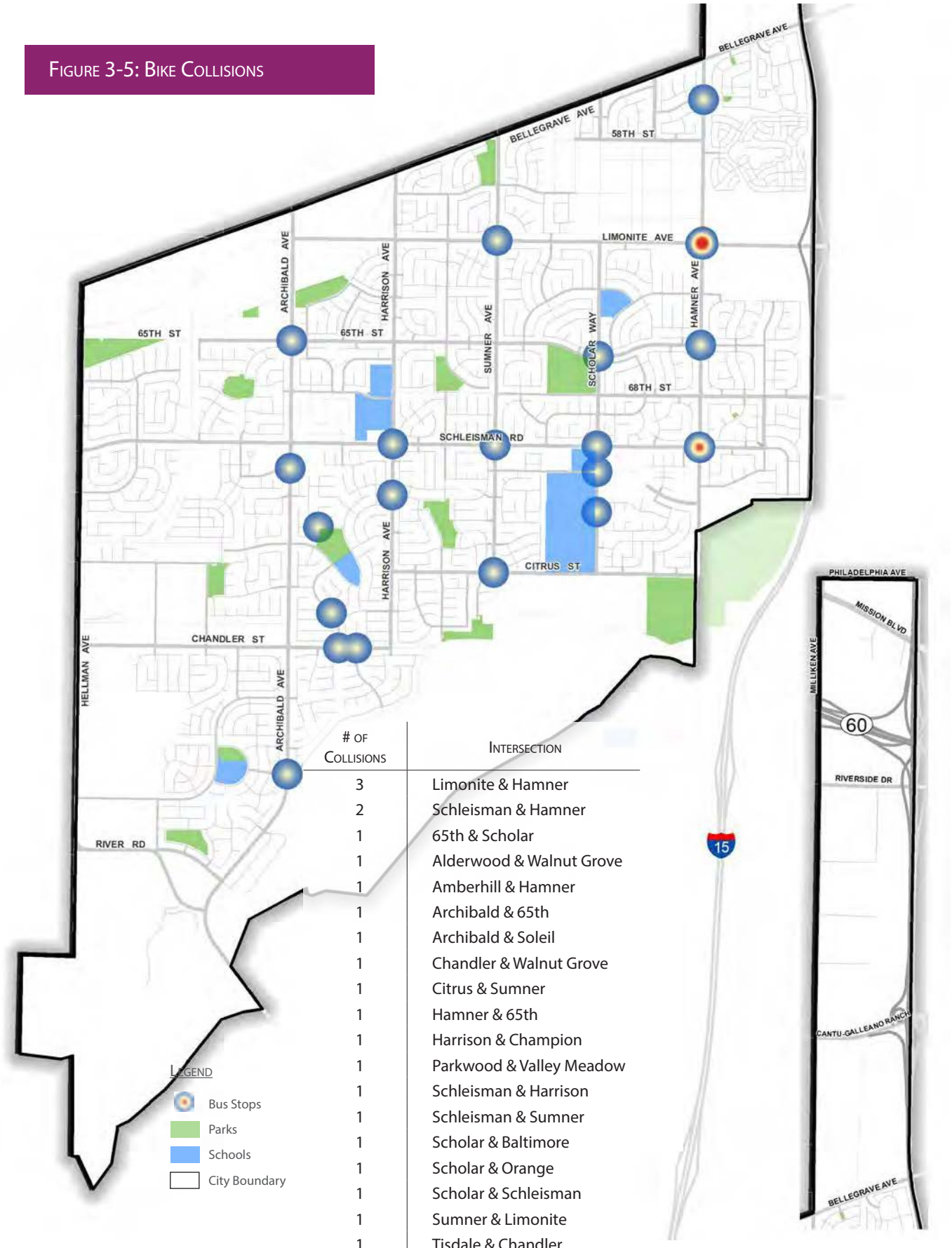


Figure 3-5: Bike Collisions



# of Collisions	Intersection
3	Limonite & Hamner
2	Schleisman & Hamner
1	65th & Scholar
1	Alderwood & Walnut Grove
1	Amberhill & Hamner
1	Archibald & 65th
1	Archibald & Soleil
1	Chandler & Walnut Grove
1	Citrus & Sumner
1	Hamner & 65th
1	Harrison & Champion
1	Parkwood & Valley Meadow
1	Schleisman & Harrison
1	Schleisman & Sumner
1	Scholar & Baltimore
1	Scholar & Orange
1	Scholar & Schleisman
1	Sumner & Limonite
1	Tisdale & Chandler
1	Wind River & Archibald

Bicycle Boulevard Routing Analysis

Background

A bicycle boulevard is a bicycle priority route, generally located on calm residential streets, parallel to busier arterials and collectors. They are used by bicyclists seeking "low-stress" experiences to access destinations. Candidate bicycle boulevard streets may vary in the amount of traffic calming (i.e. speed and volume reduction) and other interventions required, but are alike in requiring comprehensive wayfinding treatments. (Many cities are now referring to bicycle boulevards as "neighborhood greenways" to better emphasize their traffic calming features that improve pedestrian safety, as well as encourage bicycling.)

In communities with conventional street grids, strong bicycle boulevard candidates are often easy to identify. In fact, public input often reveals that residential streets parallel to busier streets are already used as defacto bicycle boulevards.

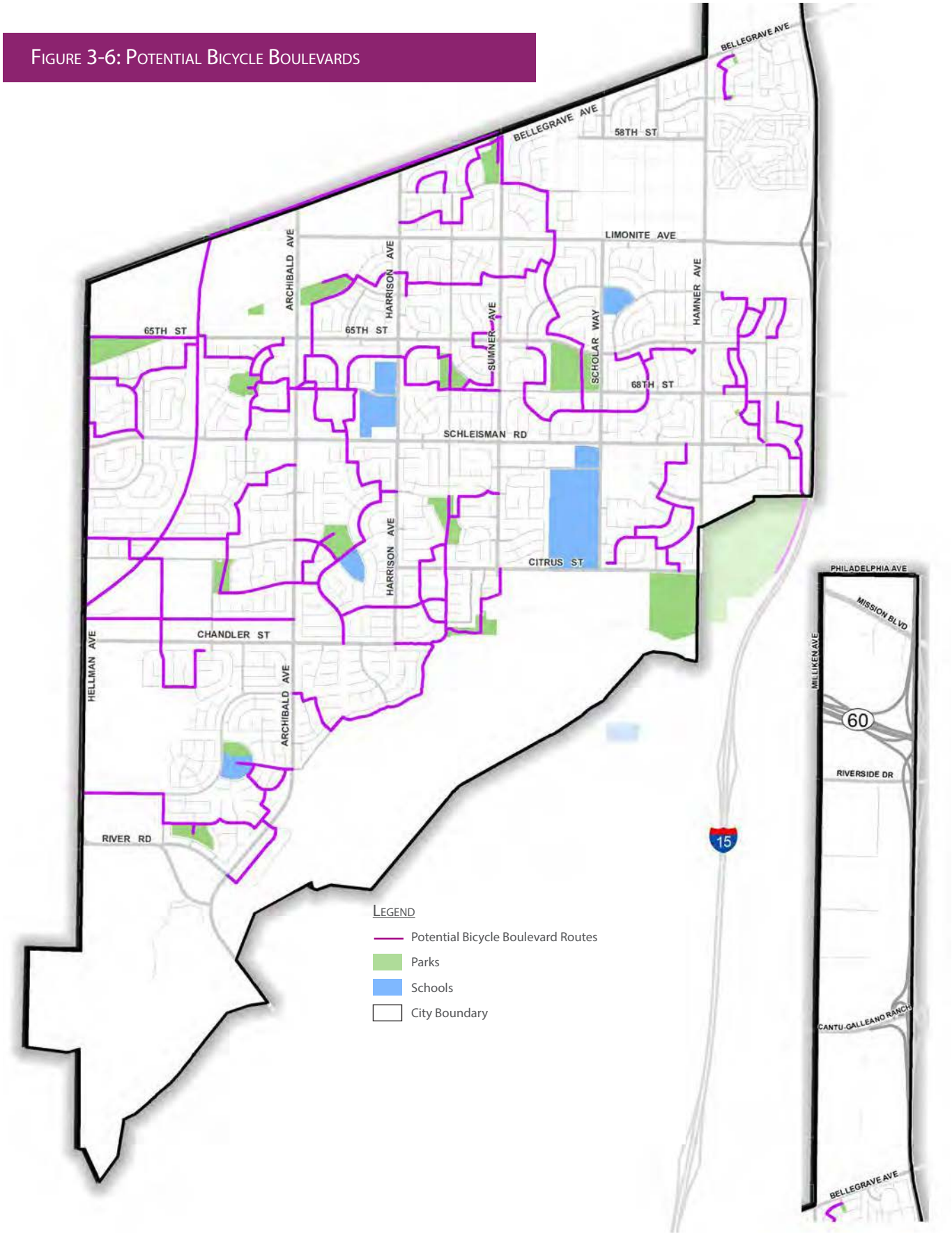
In communities with typically suburban street grids (i.e. those characterized superblocks and cul-de-sacs), bicycle boulevard candidates are much more difficult to identify. Cul-de-sac streets seldom offer bicycle and pedestrian connections and, even when they do, often meander to the point of inconvenience. Still, nearly all communities, including Eastvale, have some bicycle boulevard potential.

Approach

For Eastvale's Bicycle Master Plan, knowledge of bicycle boulevard design was paired with GIS analysis to improve efficiency and maximize positive identification of bicycle boulevard candidates. Using GIS, a network analysis was performed to identify a system of suitable bicycle boulevards based on project-specific inputs and parameters.

The primary input was the existing street network, which was augmented with both existing and potential Class I facilities, as well as small sidewalk connections. Such additions served to close gaps and better represent existing conditions, therefore effectively increasing the amount of bicycle boulevard candidates. Parameters included streets designated as "Local" and those with speeds appropriate for bicycle boulevards (≤ 25 mph). Segment length was also included as a parameter to guide selection of the shortest possible routes. Parks, schools and major intersection crossings were integrated into the network as origins and destinations between which the network analysis was run.

Figure 3-6: Potential Bicycle Boulevards



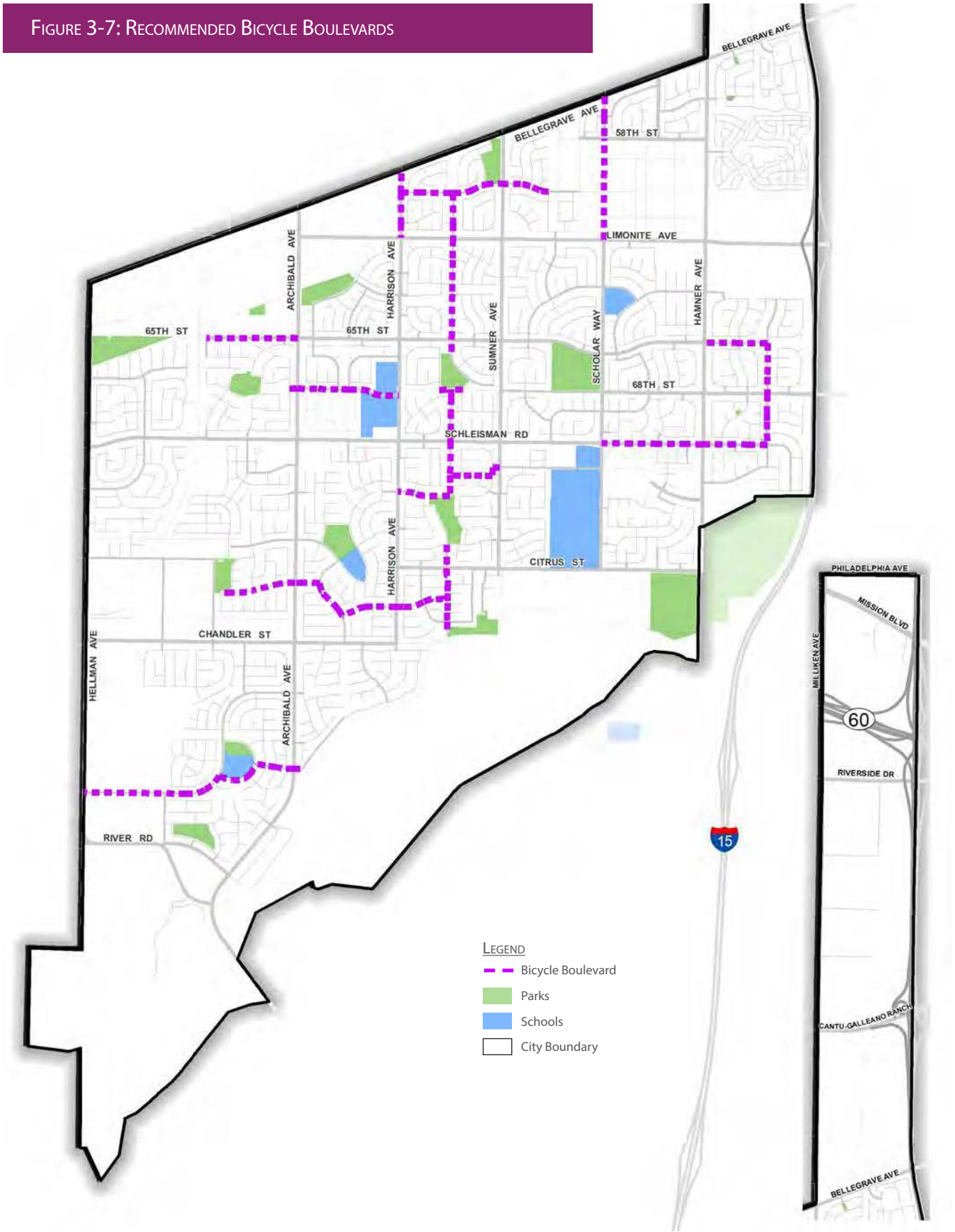
Results

Preliminary results, depicted in Figure 3-6, were derived from the method described above. The GIS results are, however, not the final product. Knowledge of best practices was used to eliminate disjointed segments. These were segments that fit the required parameters, but did not serve the intended purpose. Conversely, professional judgment was used to more closely evaluate and incorporate segments that appeared to be strong candidates, but which were excluded by the analysis due to the strict parameters (e.g. vehicular speeds ≤ 25 mph). As mentioned above, some candidate routes require more intervention than others to become true bicycle boulevards.

Lastly, an analysis of connectivity was performed, as recommended by the Mineta Transportation Institute's 2012 document Low-Stress Bicycling and Network Connectivity. The connectivity analysis measures out-of-direction travel and is used to validate bicycle boulevard routes. Out-of-direction travel is determined by comparing each bicycle boulevard route to the corresponding direct route for the same origin and destination. Bicycle boulevards with additional length in excess of 25 percent were considered "intolerable" and removed from the results.

Interestingly, despite the apparently circuitous nature of several of the candidate bicycle boulevards, none exceeded the 25 percent length threshold identified by the Mineta Institute's report. The greatest increase in length was 16 percent and the vast majority of candidates entailed an increase in length of less than 10 percent. Still, drawing from professional and personal experience, several routes were deemed unacceptable bicycle boulevard candidates due to the number of turns they entailed, especially left turns. Routes that jog excessively, but still provide low-stress connectivity, were reclassified as Class III Bicycle Routes. The remaining candidate routes were retained as bicycle boulevards and are shown along with other bicycle facility types in Figure 3-7.

Figure 3-7: Recommended Bicycle Boulevards



Chapter 4:

Recommended Facilities

Recommendations

This chapter presents and discusses the projects, programs and standards/codes/policies recommended to improve bicycling in the City of Eastvale.

The City recognizes that improving bicycling will require a multi-faceted approach consisting of a complementary menu of recommended bicycle projects and programs, as well as suggested changes to existing standards, codes and policies.

Recommended projects, or Engineering, is one of the most powerful methods to improve bicycling. According to the League of American Bicyclists (LAB), "The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride." This chapter begins with a discussion of how bike projects were developed and assessed for feasibility. It then presents specific recommendations for bike projects and "future opportunities" and more general recommendations for Safe Routes to Transit and bike parking.

The success of recommended projects is closely tied to programs and adopted standards, codes and policies. Education, Encouragement, Enforcement and Evaluation and Planning programs to help maximize investments in bike projects. Similarly, the effectiveness of bike programs is maximized by actual project implementation. Likewise, changes to City standards, codes and policies may be needed to implement bike facilities, and project implementation may, in turn, facilitate changes to City standards, codes and policies.

Bicycle Project Development and Feasibility Assessment

Bicycle projects were developed according to the goal of creating a comprehensive and low-stress bicycle network. Project development considered the following factors:

- Existing and Future Conditions
- Public and Stakeholder Input
- Analysis of Activity Centers, Population and Employment Density, Posted Speed Limits, Transit Routes, Safety/Collisions, Bicycle Boulevard Routing, Benefit/Cost
- Level of Traffic Stress (i.e. anticipated stress, based on vehicle speeds and volumes, as well as type of bicycle facility provided)
- Feasibility (e.g. available right-of-way, project cost, etc.)
- Network Density (i.e. a sufficiently dense network, but not redundant)

Facility types were recommended for specific streets and street segments. Recommended bike facility types include Multi-Use Paths (Class I), Buffered Bike Lanes (enhanced Class II), Bike Routes (Class III), Cycle Tracks (soon to be designated Class IV) and Bike Boulevards (referred to in this report as Class V). Further information on project development, by facility type, is provided in the following sections.

Class 1 Multi-use Paths

Multi-use paths were typically recommended along utility easements, flood control channels or through undeveloped areas, such as parks, "paper" streets, etc., to provide connections between otherwise disjointed on-street bike facilities. In only one case, along Harrison Road, was a multi-use path (essentially a widened sidewalk) recommended alongside an existing roadway. This roadside path was recommended due to: (a) the importance of Harrison Road as a bike route, (b) the existing "high-stress" cycling conditions, and (c) the lack of available curb-to-curb right-of-way to provide a low-stress, on-street facility.

The minimum width for a multi-use path was considered to be 10 feet for this plan, with at least two feet of clearance from obstructions on each side. Considering the existing conditions, most were relatively unconstrained. For projects on roadway segments where there appeared to be constraining factors, horizontal clearance was measured using high-resolution aerial photos. This data collection was then supplemented with on-site field work and consultation with City staff. (Typical costs per mile can vary a great deal due to potential right-of-way acquisition, bridges and other possible major expenses such as grading due to hilly topography and facility width.)

Class 2 Buffered Bicycle Lanes and Cycle Tracks

Buffered bike lanes and cycle tracks were recommended along collector and arterial streets, where anticipated use (by all transportation modes), as well as stress levels, would be higher and where available right-of-way existed. Buffered bike lanes and cycle tracks require the following minimum widths: 5+ feet (ideally, 6-7 feet) and 8 feet, respectively.

The decision to recommend a cycle track versus buffered bike lane was driven primarily by need, such as the need for increased separation to provide a low-stress cycling experience, but was also driven by feasibility, often available right-of-way. (For more information, see the explanation of Delta values in Section 5.2 Recommended Bikeway Projects). Because many collector and arterial streets in Eastvale are excessively wide and unconstrained, decisions about which type to recommend were generally based on need, rather than feasibility. This allowed for more cycle track than buffered bike lane recommendations.



Class 1 Multi-Use Path



Cycle Track

Class 3 Bicycle Routes

Bicycle routes recommended for Eastvale were developed with assistance from the Bicycle Boulevard Routing methodology (for more information, see Chapter 3, Analysis). These routes were identified using the Bicycle Boulevard methodology because they met its criteria. They are local streets, have low posted speeds (≤ 25 mph), connect parks, schools and major intersections, and they minimize "out-of-direction travel. However, despite meeting these criteria, because these routes changed direction excessively, they do not provide the convenience of a bike boulevard. Still, these low-stress neighborhood routes were seen as valuable components of the overall bike network and retained as bike routes since they would be useful for short distance travel, such as families going to parks and schools.

Shared Lane Markings or "Sharrows" can be installed along these routes, provided actual speeds are less than 35 mph. Additional considerations, such as adjacent land use, on-street parking, connecting bicycle facilities and traffic volumes should also be considered when applying this treatment. The installation of Sharrows has proven most effective when accompanied by education and encouragement campaigns. For instance, many cyclists and drivers do not know that Sharrow placement (at approximately the center of the lane) is intended to promote safer sharing by:

- Making cyclists more visible
- Guiding cyclists away from the "door zone"
- Directing drivers to make safer/wider passes

Bicycle Boulevards

Similar to the Class III bike routes described above, bicycle boulevards recommended for Eastvale were developed with assistance from the Bicycle Boulevard Routing methodology (for more information, see Chapter 3, Analysis). They met methodology criteria of being local streets, with low speeds, connecting parks/schools/intersections and involving minimal out-of-direction travel. Unlike the bike routes, recommended bike boulevards provided – mostly – straight and intuitive routes that paralleled busier arterial streets. Some routes are so intuitive that they are likely already used as low-stress neighborhood routes by Eastvale residents, such as the Cedar Creek Road corridor.

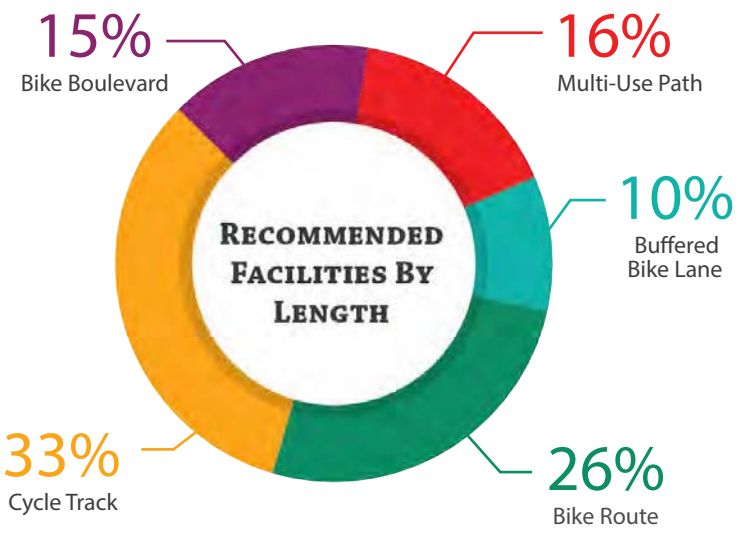
Bicycle boulevards, sometimes called "Neighborhood Greenways," require additional planning and engineering prior to implementation. Example issues to be addressed by further study include, but are not limited to, bicycle and pedestrian safety improvements at intersections and crossings, signage and wayfinding, traffic calming measures, impacts to vehicular traffic flow, and right-of-way acquisition. Education and enforcement related to these facilities is also recommended to maximize their (safe) use.



Recommended Bikeway Projects

Taken together, the previously described projects form a comprehensive, low-stress network, including bicycle facilities on every major (arterial) street and several smaller (local) streets as well. This master plan recommends a total of 59.23 miles of new bikeways (30 projects). Of these, 33 percent are cycle tracks, 26 percent are bike routes, 16 percent are multi-use paths, 15 percent are bike boulevards and 10 percent are buffered bike lanes.

While the breakdown of recommended facilities may seem atypical for a city of its size and composition, it is not entirely surprising considering existing conditions in Eastvale. In other words, in light of Eastvale's suburban street grid characterized by a majority of (low-speed) local streets within "superblock" of (high-speed) arterial streets, it is not surprising that cycle tracks and bike routes are the top two recommended facility types. Similarly, Eastvale's irregular surburban street pattern within the superblocks make bike boulevards and bike lanes unlikely recommendations.



All projects were ranked according to cumulative scores derived from the following criteria:

- Gap Closure
- Reported Collisions
- Economic Efficiency
- Required ROW
- Proximity to Schools
- Community Input

More information on these inputs can be found in "Appendix B: Project Prioritization" on page A-66 and "Appendix C: Benefit-Cost Analysis" on page A-69. Once ranked, projects were sorted by rank and divided into three tiers to assist in implementation.

Recommended projects are presented in the following pages and are organized by tier (and ranked within each tier). For each tier, there is a map highlighting the projects contained and a table providing helpful, supplemental information. Items contained in the table include project rank, project length, project extent and "Delta" value (for bike lanes and cycle tracks). Delta values provide an indication of available right-of-way (ROW) to install a given facility type while preserving vehicle travel lanes, turn lanes, medians and parking. A positive Delta value, color-coded green, indicates a ROW surplus. A negative Delta value, color-coded red, indicates a ROW deficit. A neutral Delta value, color-coded blue, indicates sufficient ROW.

6	Green = Feasible
-3	Red = Infeasible
2	Blue = Value within four feet of minimum
N/A	N/A = Not applicable for this recommendation

FIGURE 4-1: TIER 1 BICYCLE PROJECTS

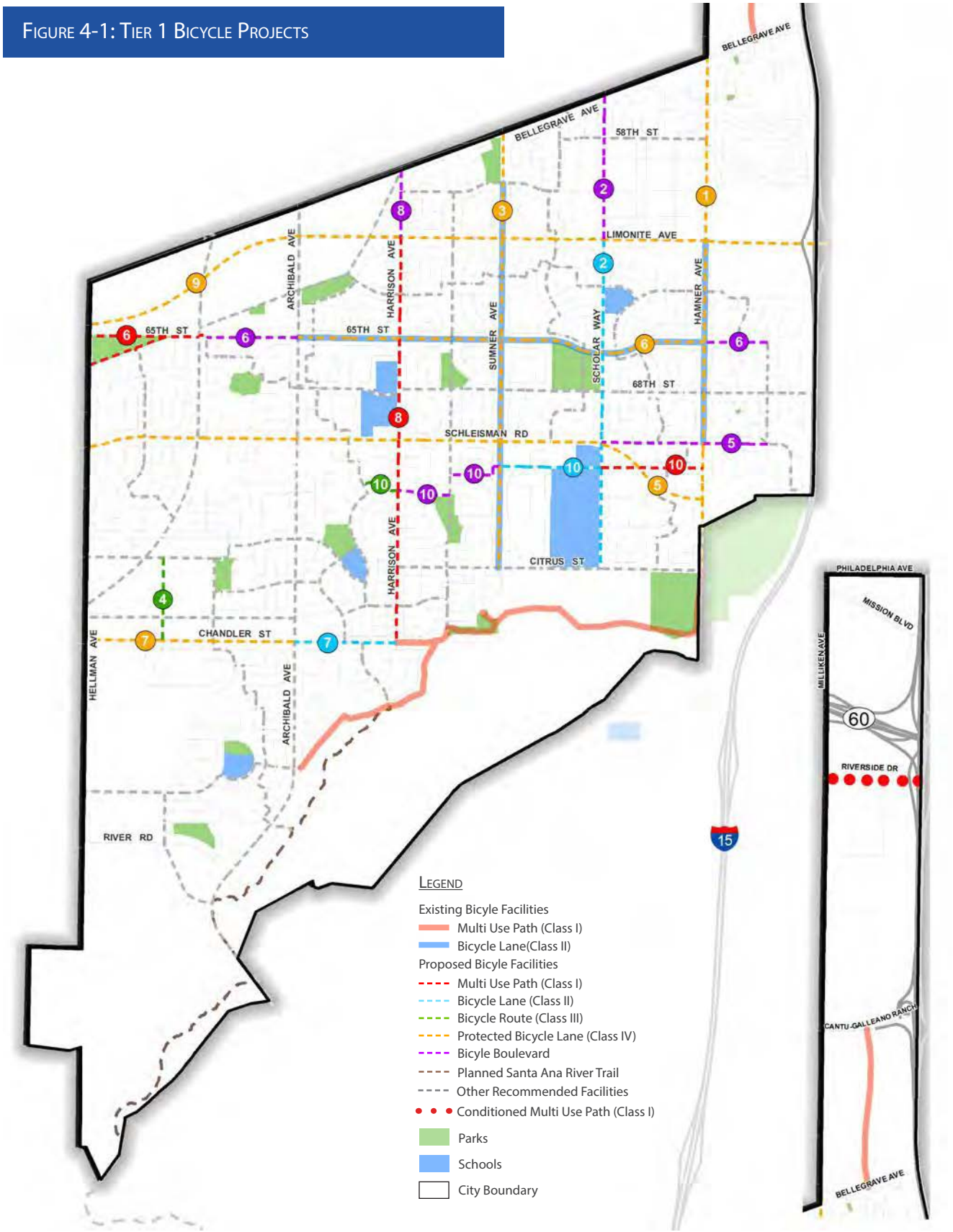


Table 4-1: Tier 1 Bicycle Projects

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
1	2.52	Protected Bike Lane (Class IV)	Hamner Ave	Bellegrave Ave	Amberhill Ave	12
				Amberhill Ave	58th St	22
				58th St	Mayfair Cir	42
				Mayfair Cir	Limonite Ave	-12
				Limonite Ave	Ohio River Dr	16
				Ohio River Dr	Citrus St	6
2	2.33	Bike Blvd	Cleveland Ave	Bellegrave Ave	Limonite Ave	N/A
		Bike Lane (Class II)	Scholar Way	Limonite Ave	Citrus St	15
3	2.14	Protected Bike Lane (Class IV)	Sumner Ave	Bellegrave Ave	Schleisman Rd	5
				Schleisman Rd	Orange St	-5
				Orange St	Citrus St	6
4	0.41	Bike Route (Class III)	Hall Ave	Walters St	Chandler St	N/A
5	3.93	Protected Bike Lane (Class IV)	Schleisman Rd	Hellman	Archibald	26
				Archibald	Harrison	11
				Harrison	Sumner	1
				Sumner	Scholar	0
				Scholar Way	Hamner	20
		Bike Blvd		Scholar Way	Wellsprings	N/A
6	3.78	Multi-Use Path (Class I)	Class I	Hellman Ave	Coyote Trail Ln	N/A
		Bike Blvd	65th St	Coyote Trail Ln	Archibald Ave	N/A
		Protected Bike Lane (Class IV)		Archibald	Hamner	-5
		Bike Blvd		Hamner Ave	Wellsprings	N/A
7	1.53	Protected Bike Lane (Class IV)	Chandler St	Hellman Ave	Just W of dev't	-1
				Just W of dev't	Archibald Ave	10
		Bike Lane (Class II)		Archibald Ave	Harrison Ave	-5
8	2.33	Bike Blvd	Harrison Ave	Remington Ave	Limonite Ave	N/A
		Multi-Use Path (Class I)		Limonite Ave	Chandler St	N/A

* Delta Value is explained on pg. 51

Table 4-1: Tier 1 Bicycle Projects (cont.)

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
9	3.76	Protected Bike Lane (Class IV)	Limonite	Hellman Ave	Archibald Ave	N/A: Paper Street
				Archibald Ave	Harrison Ave	-1
				Harrison Ave	Hamner Ave	12
				Hamner Ave	I-15	0
10	1.77	Bike Route (Class III)	Hawthorne Ave	Maple Glen Dr	Elderberry Ave	N/A
			Elderberry Ave	Hawthorne Ave	Champion Way	N/A
			Champion Way	Elderberry Ave	Harrison Ave	N/A
		Bike Blvd	Hollowbrook Way	Harrison Ave	Cedar Creek Rd	N/A
			Falcon Ridge Rd	Cedar Creek Rd	Dove Valley Way	N/A
			Dove Valley Way	Orange St	Falcon Ridge Rd	N/A
			Orange St	Dove Valley Way	Sumner Ave	N/A
		Bike Lane (Class II)	Orange St	Sumner Ave	Scholar Way	6
		Class I	Class I	Scholar Way	Hamner Ave	N/A

* Delta Value is explained on pg. 51

FIGURE 4-2: TIER 2 BICYCLE PROJECTS

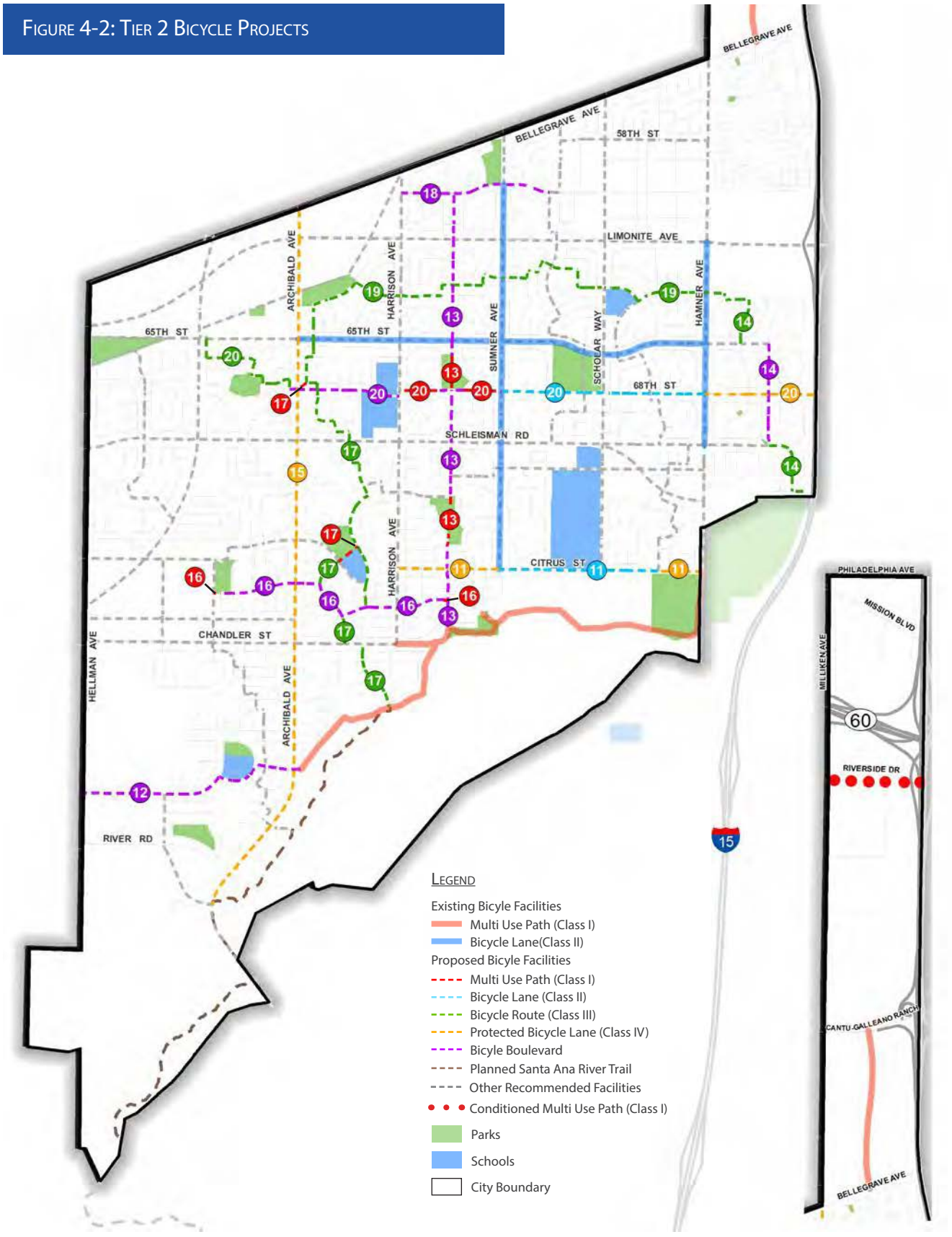


Table 4-2: Tier 2 Bicycle Projects

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
11	1.50	Protected Bike Lane (Class IV)	Citrus St	Harrison Ave	Sumner Ave	15
		Bike Lane (Class II)		Sumner Ave	Scholar Way	-5
				Scholar Way	Carrollton Pl	-6
		Protected Bike Lane (Class IV)		Carrollton Pl	Hamner Ave	5
12	1.14	Bike Blvd	Brayton Ave/ Oosten Farms Rd	Hellman Ave	Fieldmaster St	N/A
			Cherry Creek Cir	Fieldmaster St	Wind River Rd	N/A
			Wind River Rd	Cherry Creek Circle	Multi-Use Path	N/A
13	2.16	Bike Blvd	Cedar Creek Rd	Blossom Way	N Cedar Creek Park	N/A
		Multi-Use Path (Class I)	Class I	N Cedar Creek Park	S Cedar Creek Park	N/A
		Bike Blvd	Cedar Creek Rd	S Cedar Creek Park	N Providence Ranch Park	N/A
		Multi-Use Path (Class I)	Class I	N Providence Ranch Park	S Providence Ranch Park	N/A
		Bike Blvd	Cedar Creek Rd	S Providence Ranch Park	Class I	N/A
14	1.10	Bike Route (Class III)	Moonriver St	Caxton St	65th St	N/A
		Bike Blvd	Wellspring St	65th St	Riverboat Dr	N/A
		Bike Route (Class III)	Riverboat Dr	Wellspring St	Kern River Dr	N/A
			Kern River Dr	Riverboat Dr	Multi-Use Path	N/A
15	3.55	Protected Bike Lane (Class IV)	Archibald Ave/ River Rd	Remington Ave	Rolling Meadow St	-2
				Rolling Meadow St	65th St	14
				65th St	Whispering Hills Dr	19
				Whispering Hills Dr	Baron Dr/River Rd	19
16	1.27	Multi-Use Path (Class I)	Multi-Use Path	Selby Ave	Swan Creek Dr	N/A
		Bike Blvd	Fairchild Dr	Swank Creek Dr	Walnut Grove Ave	N/A
			Walnut Grove Ave	Fairchild Dr	Star Ruby Ave	N/A
			Star Ruby Ave	Walnut Grove Ave	Multi-Use Path	N/A
		Multi-Use Path (Class I)	Multi-Use Path	Star Ruby Ave	Cobble Creek Dr	N/A

* Delta Value is explained on pg. 51

Table 4-2: Tier 2 Bicycle Projects (cont.)

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
17	2.65	Bike Route (Class III)	Longbranch St/ Retama St	Rolling Meadows St	Heathgrove Dr	N/A
			Heathgrove Dr	Havenhurst St	Longbranch St/ Retama St	N/A
			Havenhurst St	Heathgrove Dr	Emmerglen Way	N/A
		Multi-Use Path (Class I)	Multi-Use Path	Archibald Ave and Whispering Hills Dr	Havenhurst St and Emmerglen Way	N/A
		Bike Route (Class III)	Emmerglen Way	Havenhurst St	Stillbrook Way	N/A
			Stillbrook Way	Emmerglen Way	Tourmaline Dr	N/A
			Tourmaline Dr	Stillbrook Way	Riverglen Dr	N/A
			Riverglen Dr	Tourmaline Dr	Moonflower Dr	N/A
			Moonflower Dr	Riverglen Dr	Orangevale Ave	N/A
			Orangevale Ave	Moonflower Dr	Maple Glen Dr	N/A
			Maple Glen Dr	Orangevale Ave	Corona Valley Ave	N/A
			Corona Valley Ave	Maple Glen Dr	Star Ruby Ave	N/A
		Multi-Use Path (Class I)	Multi-Use Path	Eastvale Pkwy	Corona Valley Ave	N/A
		Bike Route (Class III)	Walnut Grove Ave	Star Ruby Ave	Chandler St	N/A
			Tisdale St	Chandler	Existing Class I	N/A
18	0.74	Bike Blvd	Blossom Way	Harrison Ave	Fuji St	NA

* Delta Value is explained on pg. 51

Table 4-2: Tier 2 Bicycle Projects (cont.)

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
19	2.60	Bike Route (Class III)	Rolling Meadows St	Longbranch St	Northfork Dr	N/A
		Bike Route (Class III)	Northfork Dr	Rolling Meadows St	Bodega Ct	N/A
			Bodega Ct	Kiwi Ave	Norfolk Dr	N/A
			Kiwi Ave	Bodega Ct	Pear Ave	N/A
			Pear Ave	Orchard Dr	Kiwi Ave	N/A
			Orchard Dr/ Linnea St	Pear Ave	Bluebell St	N/A
			Bluebell St	Cloris St	Linnea St	N/A
			Cloris St	Bluebell St	Hazel St	N/A
		Bike Route (Class III)	Hazel St	Briar St	Cloris ST	N/A
			Briar St	Hazel St	Daphne St	N/A
			Daphne St	Briar St	Merry Meadows Dr	N/A
			Merry Meadows Dr	Daphne St	Oakdale St	N/A
			Oakdale St	Merry Meadows Dr	Badminton St	N/A
			Badminton St	Oakdale St	Caxton St	N/A
			Caxton St	Badminton St	Moonriver St	N/A
20	3.27	Bike Route (Class III)	Coyote Trail Ln	65th St	Campfire Pl	N/A
			Campfire Pl	Coyote Trail Ln	Settlers Ridge Ct	N/A
			Settlers Ridge Ct	Campfire Pl	Deer Creek Dr	N/A
			Deer Creek Dr	Settlers Ridge Ct	Iron Horse Ln	N/A
			Iron Horse Ln	Deer Creek Dr	Lost Horse Rd	N/A
			Lost Horse Rd	Iron Horse Ln	Old Peak Ln	N/A
			Old Peak Ln	Lost Horse Rd	Unnamed Rd	N/A
		Bike Blvd	Unnamed Rd/ Whispering Hills Dr	Old Peak Ln	Harrison Ave	N/A
		Multi-Use Path (Class I)	Class I	Harrison Ave	Everglades St	N/A
		Bike Blvd	Forest Wind St	Everglades St	Forest Wind St	N/A
		Multi-Use Path (Class I)	Class I	Forest Wind St	Sumner Ave	N/A
		Bike Lane (Class II)	68th Street	Sumner Ave	Hamner Ave	6
		Protected Bike Lane (Class IV)		Hamner Ave	I-15	7

* Delta Value is explained on pg. 51

FIGURE 4-3: TIER 3 BICYCLE PROJECTS

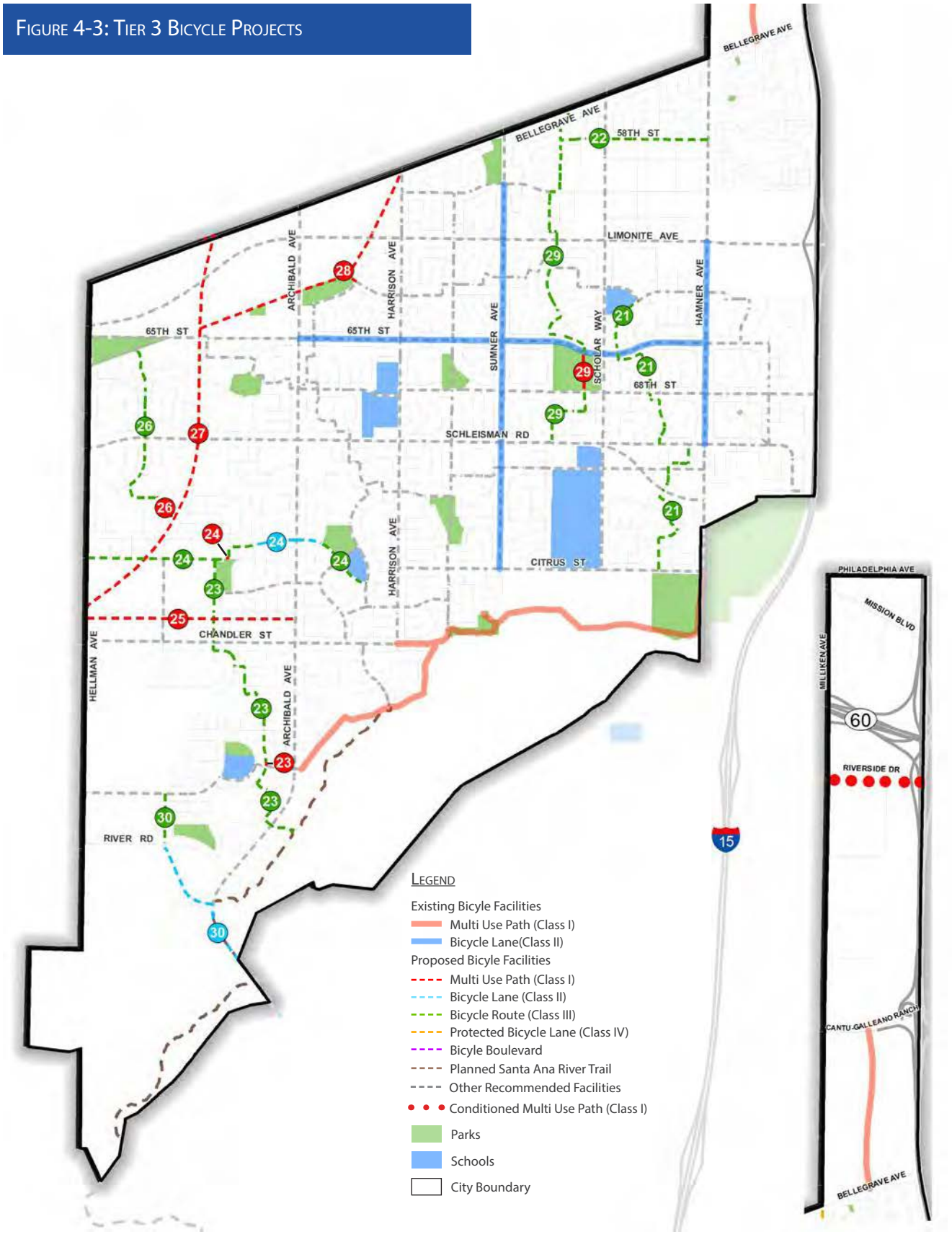


Table 4-3: Tier 3 Bicycle Projects

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
21	1.84	Bike Route (Class III)	Oakdale St	Merry Meadows Dr	Jersey St	NA
			Jersey St	Oakdale St	August St	NA
			August St	Jersey St	Odyssey Way	NA
			Odyssey Way	August St	Lancelot Dr	NA
			Lancelot Dr	Odyssey Way	Schleisman Rd	NA
			College Park Dr	Schleisman Rd	Terrapin Way	NA
			Terrapin Way	Raymond Dr	College Park Dr	NA
			Raymond Dr	Terrapin Way	Dairy St	NA
			Dairy St	Raymond Dr	Morning Hills Dr	NA
			Morning Hills Dr	Dairy St	Bodine Way	NA
			Bodine Way	Morning Hills Dr	Burbank Rd	NA
			Burbank Rd	Carrollton Pl	Bodine Way	NA
			Carrollton Pl	Burbank Rd	Citrus St	NA
22	0.72	Bike Route (Class III)	58th St	Berryhill Dr	Hamner Ave	NA
23	1.76	Bike Route (Class III)	Selby Ave	Walters St	Orchid Dr	NA
			Orchid Dr	Selby Ave	Asterleaf Ln	NA
			Asterleaf Ln	Orchid Dr	Retriever St	NA
			Retriever St	Asterleaf Ln	Fieldmaster St	NA
			Bushmaster St	Fieldmaster St	Wolfhound St	NA
			Wolfhound St	Bushmaster St	Gamebird St	NA
			Gamebird St	Wolfhound St	Multi-Use Path	NA
		Multi-Use Path (Class I)	Class 1	Gamebird St	Wind River Rd	NA
		Bike Route (Class III)	Dewdrop Ct	Wind River Rd	Rollingstream Pl	NA
			Rollingstream Pl	Dewdrop Ct	Fiske Dr	NA
			Fiske Dr	Rollingstream Pl	Wiseman Dr	NA
			Wiseman Dr	Fiske Dr	Lourenco Ln	NA
			Lourenco Ln	Wiseman Dr	Corbin Dr	NA
			Corbin Dr	Lourenco Ln	Prado Basin Park Rd	NA

* Delta Value is explained on pg. 51

Table 4-3: Tier 3 Bicycle Projects (cont.)

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)	Delta*
24	1.51	Bike Route (Class III)	Walters St	Hellman Ave	Multi-Use Path	NA
		Class I	Multi-Use Path	Walters Ave	Serenade Dr	NA
		Bike Route (Class III)	Serenade Dr	Smith River Rd	Multi-Use Path	NA
			Smith River Rd	Serenade Dr	Lower Creek St	NA
		Bike Lane (Class II)	Smith River	Lower Creek St	Berry Meadow Creek Cir	6
			Smith River	Berry Meadow Creek Cir	Valley Meadow Ave	-5
		Bike Route (Class III)	Eastvale Pkwy	Valley Meadow Ave	Corona Valley Ave	NA
25	1.03	Multi-Use Path (Class I)		Hellman Ave	Archibald Ave	NA
26	1.03	Bike Route (Class III)	Whitewell Rd/ Aldergate Dr	White Clover Way	Prairie Smoke Rd	NA
				Prairie Smoke Rd	Meadows Way	NA
			Meadows Way	Aldergate Dr	Multi-Use Path	NA
		Multi-Use Path (Class I)	Multi-Use Path	Meadows Way	Class I (Project 27)	NA
27	2.11	Multi-Use Path (Class I)	Multi-Use Path	Bellegrave Ave	Hellman Ave	NA
28	1.35	Multi-Use Path (Class I)	Multi-Use Path	Project 27	Remington Ave & Rolling Meadows St	NA
29	2.09	Bike Route (Class III)	Fallsgrove Dr	Bellegrave Ave	Berryhill Dr	N/A
			Berryhill Dr	Berryhill Dr	Fallsgrove Dr	N/A
			Dancy St	Fuji St	Berryhill Dr	N/A
			Fuji St	Dancy St	Early Crimson St	N/A
			Early Crimson St	Fuji St	Mulan St	N/A
			Mulan St	Early Crimson St	Lotus St	N/A
			Lotus St	Mulan St	Snowdrop St	N/A
			Snowdrop St	Lotus St	Hollis St	N/A
			Hollis St	Snowdrop St	65th St	N/A
		Multi-Use Path (Class I)	Multi-Use Path	65th St	68th St	N/A
		Bike Route (Class III)	Andaravida Rd	68th	Quarter Horse Dr	N/A
			Quarter Horse Dr	Andaravida Rd	Schleisman Rd	N/A
30	1.32	Bike Route (Class III)	Hall Ave	Oosten Farms Rd	River Rd	NA
		Bike Lane (Class II)		Hall Ave	Archibald Ave	-5
				Archibald Ave	Southern City Limit	-1

* Delta Value is explained on pg. 51

Future Opportunities

Future opportunities are long-term potential project recommendations developed with input from the City and stakeholders. In general, future opportunity projects are seen as valuable additions to a City's bicycle network, but infeasible at the time of the bicycle master planning effort for various reasons, such as constrained right-of-way, limited funds or significant inter-jurisdictional cooperation. Future opportunity projects are neither (formally) recommended, nor ranked. Even so, identifying projects as future opportunities is important because it establishes precedent for considering certain projects and alignments, and allows for a discussion of their associated opportunities and constraints.

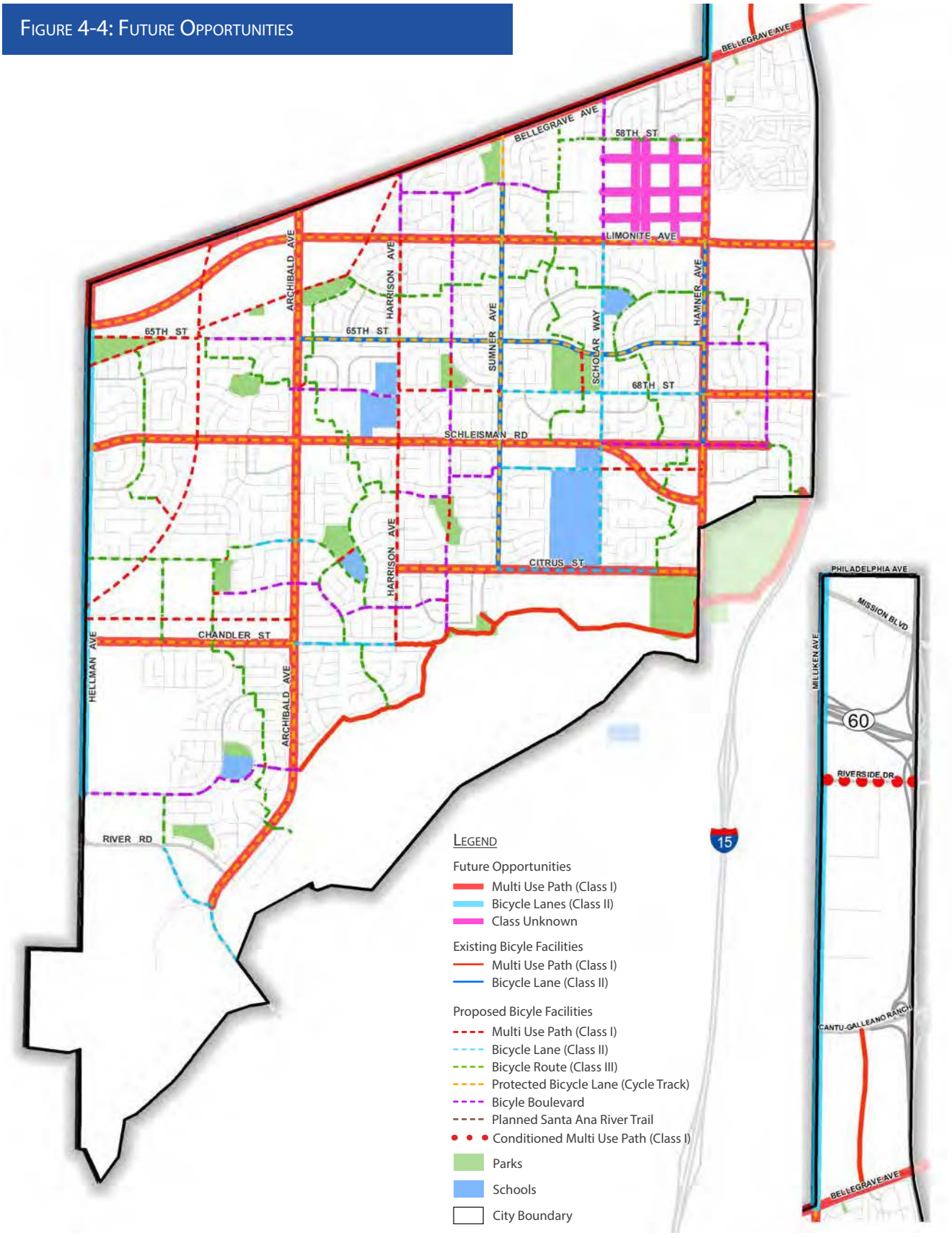
In many cities, future opportunity projects represent downgrades, such as projects that were formerly recommended and ranked, but relegated to "future opportunities." In Eastvale, very few future opportunity projects were downgraded. Instead, the majority were upgrades of projects already recommended.

Altogether, ten projects were recommended as future opportunities, of which seven were recommendations to upgrade cycle tracks along major arterial streets to roadside multi-use paths or "urban trails." These suggested upgrades were based on City and stakeholder preference for lower-stress, grade-separated facilities on major arterials and for designs that helped reduce landscaping (and irrigation) in the public right-of-way. The remaining projects were bike lanes (two) and a multi-use path along the City boundary, both requiring inter-jurisdictional cooperation to implement. For more information about future opportunities, see the following table and Figure 4-4.

Table 4-4: Future Opportunity Projects

Facility	Segment	From (N/W)	To (E/S)	Notes
Multi-Use Path	68th St	Hamner Ave	Eastern City limit	Opportunities: lower stress facility; landscape removal (water/cost savings) Constraints: cost; existing policy and standards
Multi-Use Path	Archibald Ave	Bellegrave Ave	River Rd	
Multi-Use Path	Bellegrave Ave	Hellman Ave	Wineville Rd (Jurupa Valley, CA)	
Multi-Use Path	Chandler St	Hellman Ave	Archibald Ave	
Multi-Use Path	Citrus St	Harrison Ave	Hamner Ave	
Multi-Use Path	Hamner Ave	Bellegrave Ave	River Walk Park Path	
Multi-Use Path	Limonite Ave	Hellman Ave	Eastern City limit	
Multi-Use Path	Schleisman Rd	Hellman Ave	Wells Springs St	
Multi-Use Path	Bellegrave Ave	Hellman Ave	Wineville Rd (Jurupa Valley, CA)	Opportunities: network enhancement; routes of regional significance Constraints: inter-jurisdictional cooperation required
Buffered Bike Lane	Hamner Ave	Northern City limit	Bellegrave Ave	
Buffered Bike Lane	Hellman Ave	Bellegrave Ave	River Rd	

Figure 4-4: Future Opportunities



Safe Routes to Transit

Providing safe non-motorized routes to and from transit is a fundamental requirement of a multi-modal transportation network. Many trips entail distances too long to be covered by bike or on foot, but easily covered by transit. Many trips also entail short distances ("first-mile"/"last mile") to and from a transit center, distances that could covered by bike or on foot. Improving bicycle access to and from transit helps to expand the sphere of influence of both cycling and transit.

As discussed in Chapter 3 (Analysis), Eastvale's transit system is concentrated on its east side with bus stops on Limonite Avenue, 68th Street, Citrus Street, Sumner Avenue and Hamner Avenue. This master plan recommends low-stress, bicycle facilities on all transit-serving streets (see Figure 3-4). In turn, these direct bicycle connections are also linked to an entire, citywide network of low-stress bicycle facilities. Safe Routes to Transit, however, is about more than just connecting bicycle and transit facilities. It is also about how they are connected.

Safe Routes to Transit improvements should consider best practices in transit, bicycle and pedestrian facility design and should also acknowledge the trade-offs between modes. In general, walking – as the dominant and most vulnerable mode – should be given priority in Safe Routes to Transit. Cycling should follow walking in priority and driving should be subordinate to all other modes. In practice, this hierarchy should translate into the following design features:

- Curb cuts and ramps between bicycle facilities and transit stops (Curb cuts or ramps should be designed to create a – comfortable and safe – transition between cycling and pedestrian space)
- Secure bike parking (Secure bike parking should be provided at transit stops, particularly where commuters might be expected to leave bikes during the workday)
- Bike accommodation on transit vehicles (Transit vehicles should be equipped with front-mounted bike racks or other storage mechanisms)

Note: The City of Eastvale's transit system is currently minimal, consisting of two bus lines and no rail service. Further development of Eastvale's transit system, particularly the inclusion of rail service, would merit additional design features and measures such as priority bike travel and parking at stations, full service bike stations, station wayfinding, elevators/escalators/stairs that accommodate bikes, and a bike share program.



Bicyle Lane Approaching Transit Stop
Seattle, WA



"Share the Road" Sign
San Clemente, CA

Bicycle Parking

Vehicle drivers expect convenient and secure parking to be provided at all destinations. Similar, if not greater, accommodation should be made for bicycle parking. Bicycle parking should be provided routinely, at all destinations where cyclists are expected, such as at shopping centers, work places, parks, apartment buildings, etc. Bike parking should be conveniently located, near the main entrances of buildings or other destinations and no further from the entrance than the closest vehicle parking space. Bicycle parking should also be well-lit and secure, which increases confidence in longer-term bike storage, and may encourage more bicycle commuting (to work and school). The provision of convenient bike parking may make bicycle trips, particularly short ones, more attractive than driving.

Bike Rack Design

Good bike rack design is an essential component of bike parking. The most important element of good design is the ability to properly lock a bike, specifically the ability to secure the frame, the front wheel and the bike rack within a typically sized U-lock. Racks that support the bicycle, but either provide no way to lock the frame or require awkward lifting to enable locking, are not acceptable unless security is provided by other means, such as a locked enclosure or monitoring by attendants. See the Association of Pedestrian and Bicycle Professionals (APBP) Bike Parking Guidelines for more detailed information on bicycle parking design and placement. Bicycle racks must be designed so that they:

- Do not bend wheels or damage other bicycle parts
- Accommodate high security U-shaped bicycle locks
- Accommodate securing the frame and wheels
- Do not trip pedestrians
- Are easily accessed yet protected from vehicles
- Are covered if users will leave their bicycles for long periods

Custom racks that lend added aesthetic or placemaking value may also be encouraged, so long as they provide adequate security. Bicycle racks can be customized to incorporate an area's aesthetics, or designed to complement a specific building or business. For example, the City of Long Beach maintains a program funded by the American Recovery and Investment Act to help business owners install bicycle racks. Their program allows for businesses to choose from a range of existing designs or to design their own.



Offset Bike Racks Require Small Footprint
Park-A-Bike



Custom Bike Racks
Huntington Beach, CA

Bicycle Corrals

Bike corrals are groupings of bike racks, typically located in former vehicle parking stalls. Most bike corrals are located on streets, in former parallel parking spots, but some also exist within shopping center parking lots. Corrals can accommodate up to 20 bicycles per former vehicle parking space. On-street bicycle corrals provide the following benefits to businesses, pedestrians, cyclists and drivers:

- Businesses - Corrals provide a high customer to parking space ratio and advertise "bicycle friendliness." They also permit increased outdoor seating for restaurants by moving the bicycle parking off the sidewalk. Some cities have instituted programs that allow local businesses to sponsor or adopt a bicycle corral to improve bicycle parking in front of their business.
- Pedestrians - Corrals clear the sidewalks and those installed at corners also serve as curb extensions.
- Cyclists - Corrals increase cycling's visibility and greatly expand bicycle parking options.
- Vehicle drivers - Corrals improve visibility at intersections by preventing large vehicles from parking at street corners and blocking sight lines.



Bike Corral
Long Beach, CA

Bicycle Lockers

Bike lockers provide increased security for bicycles, their easily removable parts and attached accessories, such as lights, pump, tools and bags. Bike lockers are long-term parking facilities, intended for situations where bicycles are left unattended for long periods of time: apartments and condominium complexes, schools, places of employment and transit stops.





Calculating Demand for Bicycle Parking

While the provision of parking should be standard, the amount of parking should be tailored to context. Typically, one of three ratios are used to determine appropriate bicycle parking amounts (by land use): a) a percentage based on car parking requirements, b) the square footage of each land use, or c) using specific units, such as the number of bedrooms or employees. Each method has benefits and drawbacks. Because of this, a variety of methods is often used. Descriptions of each method, including summaries of benefits and drawbacks include:

- Method "a" sets the percentage of bike parking spots according to the desired bike mode share. For example, if a 10 percent mode share is desired, bike parking should constitute 10 percent of overall parking). This method has the benefit of being easy to calculate, but has several drawbacks. First, it is based on vehicle parking minimums, which are often inflated. Secondly, it directly links vehicle and bike parking, so that a decrease in vehicle parking would necessarily lead to a decrease in bike parking. Lastly, it may overgeneralize and underestimate bike parking demand based on land use.

- Method "b" links the amount of bicycle parking to building square footage. This method has the advantage of being detached from vehicle parking and linked instead to floor area and land use. In this way, uses expected to generate more bike trips would include greater amounts of bike parking. The primary drawback of this method is that even projections based on use involve significant guesswork.

- Method "c" calculates bike parking demand according to the specific units within a building. The primary advantage of this method is that it links actual people (and potential cyclists) to parking demand, rather than space, which may or may not contain people. Like method "b," this method has the disadvantage of projecting bike parking demand based on scant evidence.



Chapter 5:

Recommended Programs & Policies



There has been a shift away from the traditional, compartmentalized "Five Es" approach developed by the League of American Bicyclists (Engineering, Education, Encouragement, Enforcement and Evaluation and Planning) and toward a more fully integrated and complementary menu of initiatives. By offering a menu rather than a prescriptive list, bicycle programming can more accurately address existing conditions and the desired outcomes of a given context. This approach allows for increased targeting of the "interested, but concerned" population of would-be cyclists and provides the greatest return on investment.

The programs recommended for the City of Eastvale are organized into three categories:

1. Education/Encouragement/Marketing
2. Education/Enforcement
3. Monitoring and Evaluation

These categories are not definitive. They are merely intended to offer a level of organization to the many program initiatives, the majority of which fall into more than one category.

Education/Encouragement/Marketing Programs

Smart Trips Program Bundle

Smart Trips is a generic name for community-based transportation demand management (TDM) programs that provide tools and incentives to make cycling (and other modes) the preferred mode for particular trips. Smart Trips are intended to complement efforts aimed at commute behavior by targeting other household trips. This is important because while many people find the prospect of commuting by bicycle daunting, they may be enticed to try riding for shorter trips around their neighborhood. Smart Trip programs have been shown to result in two to 14 percent reduction in drive-alone car trips and a significant increase in cycling.

Implementation of a variety of initiatives, leveraged as part of a Smart Trips program and delivered as a "bundle," has been important to the success of Smart Trips programs in other cities. The bundled delivery of Smart Trips initiatives allows for the saturation of a target audience and has been instrumental in maximizing limited outreach dollars.

Street Smarts Classes and Bicycle Ambassadors

This initiative promotes safe bicycling through community-based outreach, which helps bridge the gap between people who want to start riding and the availability of opportunities to help people learn to bicycle safely. Ideally, safety would be taught through bicycle safety courses delivered at the Cycling Education Center (described below) and on city streets, as appropriate. A Bicycle Ambassador program has recently been initiated by the Inland Empire Biking Alliance. The City should support this program through funding or, at least, in-kind contributions.

Bicycle Friendly Businesses and Districts

The City can promote the League of American Bicyclists' (LAB) Bicycle Friendly Business program among local businesses to encourage cycling by their employees and customers. Businesses then use their bicycle friendliness as part of marketing. Benefits to employees often include attractive and secure bicycle parking, locker rooms, showers and reimbursement for trips made by bicycle, via the Bicycle Commuter Benefit Act. Under this Act, companies can reimburse employees on a tax-free basis for "reasonable expenses" incurred as a bicycle commuter. This can include the purchase of a bicycle and almost any type of accompanying equipment and accessories such as lights, racks and clothing, up to the annual limit of $240, or however much a company chooses to offer. Benefits to customers can include secure parking and discounts. Bicycle Friendly Business Districts combine the efforts of individual businesses to offer a more supportive and coherent cycling environment.



Community Bicycle Programs

Community bicycle programs, also known as Bike Kitchens, are commonly formed as grass roots initiatives by community members within low income and underserved communities to provide bicycles, helmets, maintenance help and safety instruction to people as a means of expanding their transportation options and providing people better access to work and services. The City of Eastvale should support the creation of a Bike Kitchen within its boundaries and leverage its resources in coordination with the bicycle facilities prioritized in the bicycle master plan. This combination will help to encourage an increase in cycling mode share, serve as a missing link in the public transit system, reduce GHG emissions and provide additional "green" jobs related to system management and maintenance.

Expand Traditional TDM – Employer Incentives

Existing TDM measures within the City of Eastvale include the Inland Empire Commuter Incentives offered by the Riverside County Transportation Commission (RCTC). Incentives offered are available to those switching from single occupancy vehicle trips to alternative modes and include both short-term and long-term perks ($2 per day for the first three months and premium coupon booklets for continuing participants, respectively). The City should work with the RCTC and local major employers to expand the reach and marketing of its existing program.

In addition to marketing to major employers, the City could deliver targeted marketing of available TDM benefits along corridors where new bicycle facilities are implemented. The existing incentives program could also be used to leverage participation in special challenges and competitions hosted by the City and regional planning agencies, such as Bike to Work/School Challenges. Lastly, the City should work with the RCTC to ensure the provision of appropriate TDM end-of-trip amenities for cycling like safe and secure bicycle parking and Safe Routes to Transit.

Events - Bike Month

Have the Mayor continue to proclaim May as Bike Month and participate in Bike to Work Week events. Host pit stops during Bike to Work Weeks and Days. To increase encouragement, host Bike to Work days more often, such as monthly. Promote Bike Month or monthly Bike to Work days heavily within Smart Trips target areas and among target populations.

Safe Routes to School

Develop a Safe Routes to School Program

Inactivity, and even obesity, among school-aged children is among the greatest public health crises in America. Encouraging children to walk or bicycle to school is one important means of combating this epidemic and has the potential to instill lifelong healthy habits. Successful Safe Routes to Schools (SRTS) programs not only provide encouragement and support for walking and cycling, but address legitimate safety concerns of many parents. SRTS programs tackle safety issues through education and infrastructure improvements. Wherever possible, SRTS efforts should be integrated into the larger processes of planning and project implementation.

Best practices in SRTS education programs combine more traditional print media and classroom tactics with experiential courses and clinics. For example, the Alameda County SRTS program provides an array of education and safety programs including Educator Guides, Skills Drills Bicycle Safety Course, Bicycle Clinics, Bicycle Safety Certification Program and Bikemobile, a mobile repair clinic (http://alamedacountysr2s.org/).

Ideally, the SRTS program could partner with a reginoal Traffic Garden to offer more comprehensive traffic safety education, teaching children the fundamental rules and responsibilities of all modes. Participating schools could make attendance for field trips to the regional Traffic Garden compulsory and recurring, a component of Physical Education, with activities tailored to age groups. Barring the availability of a local Traffic Garden, a makeshift streetscape could be created with chalk, for example. Supplemental exercises in the mechanics of actually riding a bike, from basic to advanced bicycle handling skills, could be provided as needed at the Cycling Education Center.



SRTS efforts at infrastructure improvement are unique in their incorporation of youth perspectives. Youth are encouraged to participate at all phases and even to serve as a Safe Routes to School liaison. Further funding may be available through Safe Routes to Schools grants, available at both the federal and State level. This funding can be used for a variety of activities including site-specific evaluation and planning, infrastructure costs and education programs. Assistance with funding applications and program facilitation is available from local non-profits. More information can be found at: http://www.saferoutesinfo.org.

Promote the Walking School Bus and Bicycle Train

These are volunteer-based programs in which children are chaperoned by adults as in they walk or bicycle to school. Parents often cite safety concerns for their reluctance to allow their children to walk or ride to school. Providing adult supervision may alleviate these concerns. The Temecula Bike Train, led by Inland Empire Biking Alliance Board Member Zak Schwank, is one highly successful Riverside County example. This Bike Train occurs every Friday with 25 to 100 schoolchildren (https://www.facebook.com/BikeTrain).



Continue to Participate in Walk and Bike to School Day

This one-day October event in more than 40 countries celebrates the many benefits of safely walking and cycling to school. Walking and rolling to school embodies the two main goals of First Lady Michelle Obama's Let's Move! Campaign: to increase children's physical activity and to empower parents to make these kinds of healthy choices. The National Center for Safe Routes to School, which serves as the clearinghouse for the federal Safe Routes to School (SRTS) program, coordinates online registration efforts and provides technical support and resources for Walk to School Day. For more information, go to www.walktoschool.org.

Cycling Education Center

Create a Cycling Education Center that would serve as a clearinghouse for cycling educational materials, electronic and printed, and host a variety of courses. Course material would be bicycle-specific and, in the case of the Traffic Garden (described below), cover general mobility. Bicycle-specific areas would include:

- Handling skills (balance, starting, maneuvering, stopping)
- Riding in traffic skills (riding predictably, signaling, merging, obeying applicable laws)
- Safety gear (helmets, lights, visible clothing)
- Other (basic maintenance, locking your bicycle)

Teaching skills courses will require the training of licensed cycling instructors (e.g. the League of American Bicyclists' Cycling Instructor program). In the case of a Traffic Garden, detailed knowledge of laws related to all modes would be required. For this reason, the City's designated law enforcement liaison may be the most suitable referee.

An ideal Cycling Education Center location would be central and served by existing or planned bicycle facilities, may even be an existing public property (a park, school or civic center) that can simply be enhanced. The success of a Cycling Education Center would be the result of significant coordination between the Engineering and Planning Departments, Riverside County Sherriff Department, local volunteers, advocates and cyclists.

Maps and Signage

Produce an Updated Bicycle Facility Map

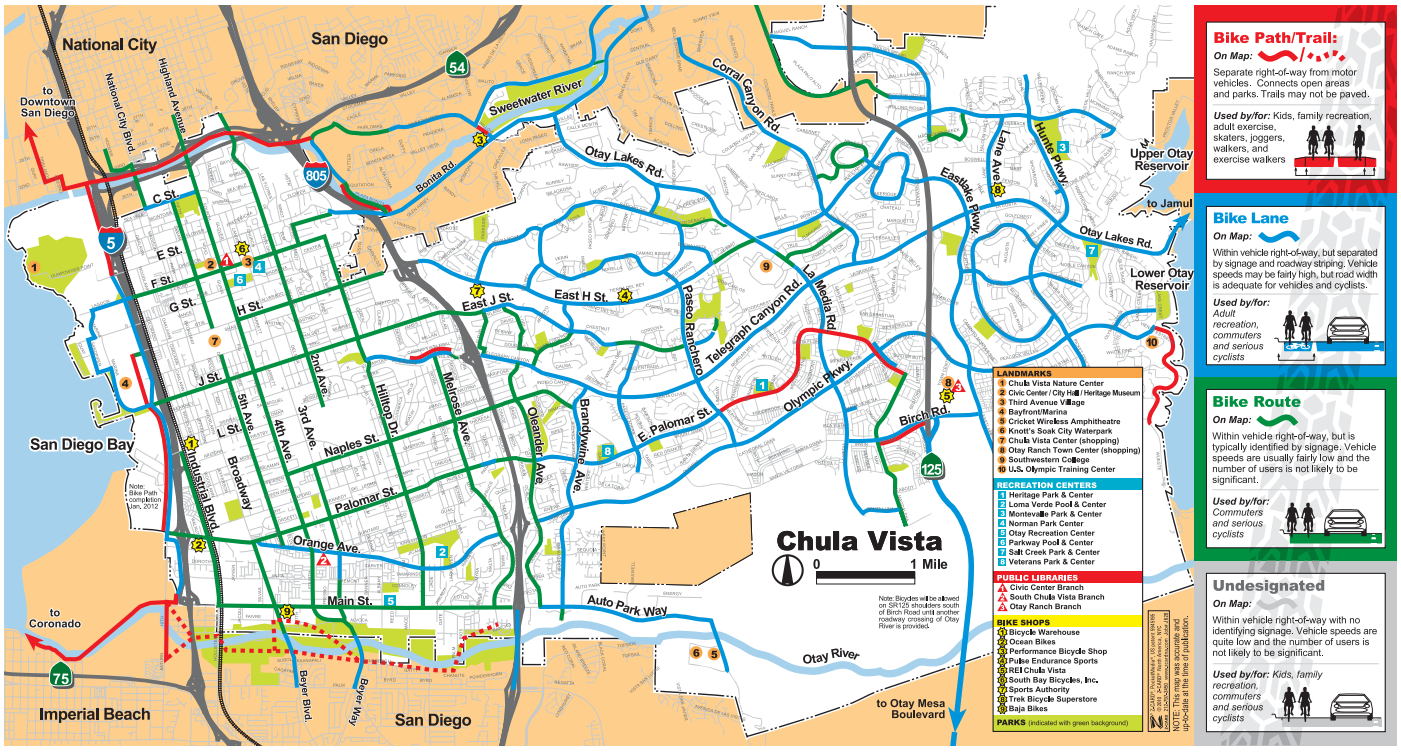
The bicycle system, built and planned, could be promoted through a publicity campaign and a user-friendly map that illustrates available utilitarian and recreational routes and their connection to regional routes. In addition to route location and distances, this map should include other essential information such as key destinations and rules of the road. While bicycle maps have traditionally included designations of facility type (Class 1, 2 and 3), the utility of this for the general public is increasingly questioned. Instead, information more directly related to preferred user experience, such as topography, traffic stress, the scenic or direct quality of a route, which varies from user to user, is seen as valuable.



The flip side of the map is an excellent place to locate education materials and sponsorship information. If printing costs are prohibitive, seeking funding though grants and sponsorship is recommended. The cartography and graphic design work of the map may be taken on by students of a local GIS or design class. The map should be made available in both hardcopy and digital format, with the latter available for download via the City website. Lastly, it is critical to update the map as new bicycle facilities are implemented or facilities are changed.



Zmap Folding Maps
This proprietary folding map technology allows users to quickly unfold and refold a map into an easy-to-carry pocket size package between cardstock covers.



Example Bicycle System Map (http://www.chulavistaca.gov/clean/conservation/climate/alternative.asp)

Partner with Google to Provide Better Bicycle Directions

Consistent with the effort to make cycling an easy choice for a broad range of people, bicycle maps should "break out of the cyclist silo" and become an integrated component of general mobility wayfinding. Google Maps is chief among general wayfinding applications, and currently includes the option of selecting bicycling for travel directions, but is limited in its utility. While driving directions and transit directions include a menu of options for preferred user experience ("avoid highways, avoid tolls, shortest travel time, fewest connections, etc."), there are none for cycling. As suggested previously, tailored cycling directions, based on preferred user experience, offer the greatest value to the range of people who cycle. Eastvale may choose to share data generated for this bicycle master plan, such as stress level, network connectivity, etc., with Google to improve the interface and to promote cycling. This pilot project could serve to catalyze a nationwide upgrade of Google Maps.

Develop and Implement a Wayfinding System

Directional signage allows new cyclists and tourists alike to find their way to their destination or nearby landmark via a recommended route. Wayfinding signage directs people and provides information about destinations, directions and/or distances. A highly legible and well-executed wayfinding system has the potential to increase comfort and safety, through even diverse and chaotic environments. Wayfinding systems can also achieve community objectives, such as the promotion of a local attractions and the resultant benefit of economic development. When applied on a regional level, wayfinding can link adjacent communities.

People are the single most important component in developing a wayfinding strategy. Public input on preferred routes, important destinations and the signage itself has proven invaluable. In designing a wayfinding strategy or system, the following questions need to be considered:

- What user types are likely to use the wayfinding system?
- Where are these users going?
- What do the users or visitors want to see and hear?
- What is the primary goal: navigation, directional information, orientation, location information, or interpretation?
- Is a clear message being sent by the signage?
- Based on the expected user types, what are the safest or most logical paths or routes?

There is considerable variation in wayfinding signage legibility and utility. Wayfinding system development for Eastvale should begin with a thorough examination of best practices and should conclude with a clear set of guidelines related to actual signage design and design of the signage system.



Street/Bicycle Boulevard Signage
Vancouver, B.C.



Bicycle Wayfinding Signage
San Antonio, TX

Install Advisory Signage along Popular Routes

Alert drivers to the presence of cyclists, particularly on a shared facility, or where there is no dedicated bicycle facility. The message should serve to both advise motorists and legitimize the presence of cyclists. Cycling is an important component of the transportation system and should be respected by other modes. While the "Bikes May Use Full Lane" Sign (R4-11) is commonly accepted and generally conveys the intended message, current discourse suggests the use of stronger language ("Shared Road") – and accompanying education – where appropriate. This phrasing is powerful because it is a statement of fact and implies legal consequence for violators, whereas "Bikes May Use Full Lane" and "Share the Road" sound more like pleading cautions. Regardless of the exact language used, this type of sign should accompany any Shared Lane Markings used. Ample education and marketing should be provided to explain all new signage.



Bicycle Wayfinding Sign
Portland, OR

Professional Development

Develop or facilitate the development of an Active Transportation Professional Development program for the Riverside County region. The program would be oriented toward professionals, advocates, and the members of the public who wish to further their education in bicycle and pedestrian planning and design. Professional affiliations to target for the program include engineers, planners, bicycle advisory committees, health professionals, teachers and school administrators and law enforcement. Program coursework could provide continuing education units (CEUs) to some professionals. The curriculum could include the following courses:

- Transportation Planning
- Bicycle Data Capture and Analysis
- Bicycle Planning
- Bicycle Facility Design
- Pedestrian Data Capture and Analysis
- Pedestrian Planning
- Pedestrian Facility Design
- Best Practices in Active Transportation Policies
- Instituting "Complete Streets" and "Routine Accommodation" Policies

The program could be developed in a largely self-sufficient manner, with student fees covering a majority of the costs.



Bicycle Campaign Poster - University of Nebraska
Lincoln, NE

Marketing Campaigns

Build awareness and general appeal of cycling as a safe and common mode of transportation. Marketing is about more than advertising. Communication and promotion play important roles. To get people to see cycling as a desirable mode choice, and to pay attention to safety, they must be engaged through effective marketing. Lessons from the field of marketing point to the proven effectiveness of positive messages that inspire people and get out more to ride. The objective is not to get everybody to ride bicycles all of the time, but rather to target those most ready to change.



Bicycle Safety Campaign Poster
Pittsburgh, PA

Messages should inspire people to move from "might" to "sometimes" and from "sometimes" to "often." For example, a targeted message might be one directed at people who currently solely ride for recreation and have never considered a short errand trip within their neighborhood, but would be open to the suggestion. Other messages might target the market of people ready to improve their riding techniques or even those who may never ride, but who might be encouraged to treat cyclists with more care and civility.



Ciclovia events (CicLAvia)
Los Angeles, CA



Ciclovia Events (CicloSDias)
San Diego, CA

Host a Ciclovia and Other Signature Events

A Ciclovía (also ciclovia or cyclovia in English) is a Spanish word that translates into "bicycle path" and is used to describe either a permanently designated bicycle route or a temporary event where the street is closed to vehicles for use by people and non-motorized transportation. Ciclovia events are celebrations of livable streets and communities, encouraging citizens and businesses to get out in the street and enjoy their city through active participation. While Bogotá, Colombia is often credited with starting ciclovias, they have gained considerable popularity in the United States in the past five years.

While all Ciclovia events are alike in their creation of a people-oriented, car-free space, they are otherwise unique. In some cities, the event occurs once or twice a year, while in others it occurs every Saturday or Sunday throughout the entire summer. Some cities re-use routes, while others, like Portland and Chicago, host the events in different locations around the city each weekend. Some routes form a circuitous route, while others are linear. Most include parks or other open public spaces. Most include music, performance, games and other activities, some of which is scripted and some spontaneous. Ciclovias often have a theme of health, exercise and active transportation and include groups promoting free, healthy activities stationed along the route. Ciclovia routes can incorporate and highlight new bikeways and preferred routes, encouraging their use and maximizing investment.

In addition to Ciclovias, the City can promote cycling through more sport-oriented events such as road and cyclocross rides and races. By joining forces with a local bicycle coalition (Inland Empire Biking Alliance or IEBA) or club, the City can maximize resources and participation. Events focused on the sport of cycling are important because they promote health and wellness, but also introduce people to cycling. Those who cycle recreationally may consider cycling for everyday, utilitarian trips and, in doing so, make positive societal contributions (e.g. to air quality, transportation expenses, health care expenses, local economy, etc.).

Education/Enforcement Programs

Educate All Law Enforcement Staff Regarding Cycling Issues and Concerns

If the ultimate aim is to promote cycling as a legitimate form of transportation, all officers should receive some form of bicycle training and should be offered LCI training, if possible.

Designate a Law Enforcement Liaison Responsible for Cycling Issues and Concerns

This liaison would be the main contact for Eastvale residents concerning bicycle-related incidents. This liaison would perform the important function of communication between law enforcement and cyclists. The liaison would be in charge of the supplemental education of fellow officers regarding bicycling rules, etiquette and behavior. The liaison could be the same person as the referee for the Traffic Garden and should be LCI certified, as well as ride a bicycle while on duty, as appropriate. Allocate funding for the training and support of this duty, as well as for necessary bicycle equipment.

Targeted Enforcement

The Riverside County Sherriff Department uses targeted enforcement to educate motorists and cyclists about applicable traffic laws and the need to share the road. These efforts are an effective way to expand motorist and cyclist education. Targeted enforcement should be expanded to warn and educate motorists and cyclists about laws, rules of the road and safety procedures. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities. Targeted enforcement may help mitigate the following traffic safety problems:

- Speeding in school zones
- Illegal passing of school buses
- Parking violations – bus zone, crosswalks, residential driveways, time zones
- Risks to cyclists during drop-off and pick-up times
- Lack of safety patrol/crossing guard operations
- Unsafe cycling practices
- Other school zone traffic law violations



Police Bicycle Patrol
Easley, SC



Riverside County Sheriff Traffic Enforcement
Moreno Valley, CA

This approach has been successful in Los Angeles where four officers, one for each of its police department traffic divisions, have been dedicated solely to bicycle safety and outreach. In nearby Moreno Valley, the Riverside County Sheriff Department garnered national attention with its "Gingerbread Man" crossing enforcement sting program. Its purpose is to educate drivers about the crosswalk laws and to make them more aware of the dangers of speeding and inattention, especially near schools. (http://blog.pe.com/breaking-news/2013/09/26/moreno-valley-gingerbread-man-helps-nab-crosswalk-violators/)

Implement a Bicycle Diversion Program

A Bicycle Diversion Program allows for adult cyclists who commit traffic violations to receive reduced fines in exchange for taking a bicycle education class. On September 21, 2015, California's Governor Jerry Brown signed Assembly Bill 902 to create such a program. This legislation has been touted as a boost for both equity and encouragement in cycling. It is expected to promote equity because, in reducing fines, it effectively makes cycling more affordable. It is expected to encourage cycling by treating violations as opportunities to educate people and impart confidence and skills. AB 902 will go into effect on January 1, 2016, but it will be up to each city and its law enforcement department to adopt diversion programs.

Distribute Lights and Helmets to Cyclists

If law enforcement officers observe a cyclist riding at night without the proper reflectors or lights, they may give the cyclist a light along with a note or friendly reminder about the light requirement and its importance. This provides a positive and educational interaction rather than a punitive one. This program could be funded through a safety-oriented grant. Many cities have targeted the end of daylight savings as an ideal time to perform this function.



Helmet Giveaway
San Diego, CA

Helmet giveaway programs are another opportunity for positive education and interaction. Law enforcement departments have conducted public events to hand out helmets, as well as distributing them in the community during the course of patrol when an officer sees a child riding helmetless.

Monitoring and Evaluation

Create City Staff Bicycle Coordinator Position

The creation of a Bicycle Coordinator position would demonstrate the City's commitment to cycling and "Complete Streets." A bicycle coordinator or program manager can help coordinate between City departments to ensure projects planning consistency and cooperation. A bicycle coordinator would manage programs and implement projects listed in the bicycle master plan, and would be responsible for updating the plan in a timely manner. This includes maintaining a prioritized list of improvements, updating cost estimates and identifying appropriate funding sources. This investment in staff is often returned since this position usually is responsible for securing State and federal funding for bicycle projects.

Bicycle Pedestrian Advisory Committee

A Bicycle Advisory Committee (BAC) assists the City with implementation of plan projects, policies and programs. The BAC allows City staff, volunteers and bicycle advocates to continue efforts to improve cycling throughout the City. This group acts as a community liaison and addresses issues concerning local cycling. The BAC can review the implementation and regularly evaluate the progress of improvements in the Bicycle Master Plan. City support is imperative for creating the committee, budgeting time and resources for City staff and elected officials to attend and to support these meetings. Some cities have developed bicycle and pedestrian or active transportation advisory committees.

Count Cyclists and Review Collision Data

Conduct regular cyclist counts throughout the City to determine baseline mode share and subsequent changes. Gathering cyclist counts would allow the City to collect information on where the most cycling occurs. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study cycling trends throughout the City. Analysis that could be conducted includes:

- Changes in volumes before and after projects have been implemented
- Prioritization of local and regional projects
- Research on clean air change with increased bicycle use

Counts should be conducted at the same locations and at the same times every year. Conducting counts during different seasons within the year may be beneficial to understanding the differences in bicycle traffic volumes based on weather. In addition, bicycle counts should be collected as part of any existing traffic counts. Results of the number of cyclists should be regularly recorded for inclusion in the bicycle report card (See section 17).

The Riverside Ccounty Sherriff Department should continue to collect and track collision data. Regular reports of traffic collisions should be presented at the Bicycle Advisory Committee. Traffic collisions involving cyclists could be reviewed and analyzed regularly to develop plans to reduce their frequency and severity. Any such plans should include law enforcement involvement and should be monitored to determine their effectiveness. Results of the number of bicycle-related traffic collisions should be recorded in the bicycle report card.

Law Enforcement Referral Process

Design a communication process that encourages students and parents to notify the school and law enforcement of the occurrence of a crash or near-miss during school commute trips involving auto, bus, pedestrian or bicycle transportation. Include not only law enforcement, but also the Public Safety Commission, the Planning Department and SRTS stakeholders in this reporting system to help better use data generated. Enlist the help of law enforcement with a number of traffic safety duties:

- Enforcement of traffic and parking laws through citations and warnings.
- Targeted enforcement of problem areas – an intensive, focused effort during the first two weeks of school, as well as a strategy for the rest of the year.
- Participation in traffic safety programs: Traffic Garden, SRTS Task Force, etc.

Los Angeles has a successful program called the LA Bike Map that allows cyclists to submit incidents, see them displayed instantly, and study the overall pattern, dynamically, in one place.

Develop a Bicycle Report Card

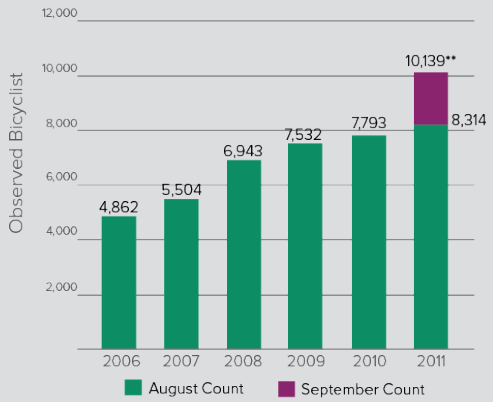
The City could develop a bicycle report card, a checklist used to measure the success of plan implementation, as well as effort made, within the City. The report card could be completed annually and used to identify the magnitude of accomplishments in the previous year and general trends. The bicycle report card could include, but not be limited to, keeping track of user counts, bicycle related collisions and system completion.

The City can use the report card to track trends, placing more value on relative than absolute gains (in system completion, mode share and safety). For example, an upward trend in travel by bicycle would be viewed as a success, regardless of the specific increase in the number of cyclists. Safety should be considered relative to the increase in cyclists. Sometimes crash numbers go up simply because cycling increases, at least initially. Instead, measure crashes as a percentage of an estimated overall mode share count. A major portion of the bicycle report card would be an evaluation of system completion. An upward trend would indicate that the City is progressing in its efforts to complete the bicycle network identified in this document.

Key Findings in San Francisco Bicycling for 2011

- Since 2006, counts have increased an impressive 71% and are up 7% since 2014.
- A sample of 10,139 riders (September) were manually counted in the peak 90 minutes; approximately 75,000 bike trips occur each day out of 2.2 million total trips across all modes
- SFMTA survey data in 2011 indicate that 3.5% of all trips in San Francisco are made by bicycle, a 75% increase mode in Share since 2000 when bicycling was 2% of daily trips
- Late September has 18% more riders than early August
- 94% of riders use bicycle facilities as designated

Total Manual Counts



Since 2006, counts have increased an impressive 71% and are up 7% since 2014.
The count trend since 2006 during the 5:00 p.m. – 6:30 p.m. peak continues to rise.
*These counts represent a sample of, not total daily ridership
**Approximately 18% of the 2011 increase (shown in red) is attributed to shifting the count from early August to late September

The report card is not intended to be an additional task for City staff, but rather a means of documenting and publicizing the City's efforts related to bicycle planning. If a Bicycle Advisory Committee is appointed, it can be a task of the committee to review the report cards and adjust future plans and goals accordingly. In addition to quantifying accomplishments related to the bicycle plan, the City should strive to quantify its efforts. These may be quantified as money spent, staff hours devoted or other in-kind contributions. The quantified effort should be submitted as a component of the bicycle report card. Some cities publish their bicycle report cards online.

Apply for Bicycle Friendly Community/Neighborhood Designation

Bicycle Friendly Community/Neighborhood Designation is part of an official program offered by the League of American Bicyclists intended to provide communities with guidance on becoming more bicycle friendly and to offer recognition for their achievements. Like the report card described above, applying for Bicycle Friendly Community/Neighborhood Designation provides a standard by which Eastvale can measure its progress.

> "The Bicycle Friendly Community (BFC) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality. A community recognized by the League as Bicycle Friendly welcomes bicyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation."
>
> - League of American Bicyclists



Recommended Policies

Supportive policies are essential to the development of bicycle facilities in the city of Eastvale. Without them, bicycle facility development may stagnate or – worse – be actively impeded. Recognizing this, the City of Eastvale has included an assessment of its adopted General Plan and Zoning Code ("to determine if they adequately support bicycle facility development") within this Bicycle Master Plan.

The General Plan and Zoning Code contain a wealth of policies that support bicycle facility development. The General Plan even includes a policy calling for the development of a comprehensive bike and trail plan (this plan). But while supportive policies exist, they may be overridden by other less supportive or even impeding policies. Examples of unsupportive policies include those that retain automobile priority, irrespective of context, and those that hinder the compact, mixed-use development needed to support increased walking and biking.

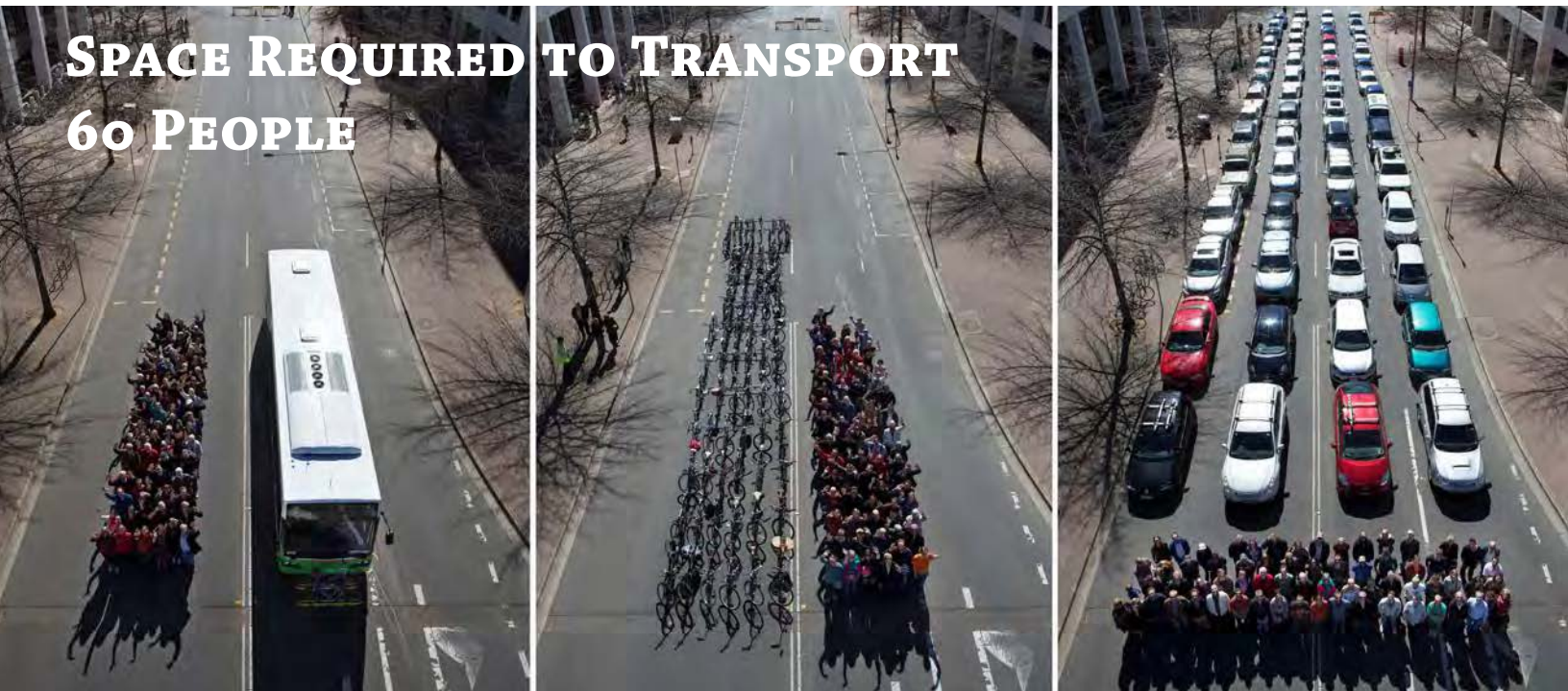
This section discusses the strengths and weaknesses of Eastvale's bicycle-related policies and suggests policy changes to better support the development of bicycle facilities within the City.

City of Eastvale General Plan

Circulation and Infrastructure Element

The Circulation Element provides the most direct policy guidance related to the development of bicycle facilities. As discussed in Chapter 2 (Existing Conditions), the Circulation Element contains many supportive policies, but also contains policies – and an overall structure – that are problematic from the perspective of bicycle facility development.

The Circulation Element places bicycles in a silo, apart from general Circulation (i.e. automobile) policies. Because bicycles, automobiles and other transportation modes are treated separately, their trade-offs cannot be adequately assessed. Similarly, there are no common metrics by which to assess the different transportation modes. In fact, the Circulation Element contains no measures of bicycle facility development and performance, but provides very clear measures of automobile performance (namely, Level of Service).



The Circulation Element acknowledges these shortcomings, stating that "the level of service standards currently only address the circulation needs of the automobile" and that "a more complete standard would take into account land use patterns, pedestrian access, transit, and bicycle paths." Policy C-31 even directs the city to evaluate its level of service and roadway width standards and – possibly – establish a "comprehensive level of service threshold that includes non-motorized, transit, mixed use, and vehicle access."

This plan recommends that the City implement Policy C-31 and evaluate its LOS and roadway width standards. It also recommends the development of a multi-modal level of service threshold. These steps would signify an important shift in Eastvale's transportation planning, where bicycling (and other 'alternative' modes) are considered legitimate modes of transportation and are provided for accordingly.

Land Use Element

Policies contained in the Land Use element have a less direct, but no less important influence on bicycle facility development in the city of Eastvale. As discussed in Chapter 2 (Existing Conditions) Eastvale's Land Use policies have led to a suburban development pattern, characterized by residential development, low-medium density, and a strong separation of uses. These traits are underpinned by policies that dictate minimum Level of Service thresholds, minimum setbacks for all buildings and minimum buffers between different uses. The aforementioned development patterns and related land use policies do not tend to support bicycling.

To better support bicycle use in Eastvale, this plan recommends the following land use policy changes:

1. Allow for greater diversity in land use designations: a greater mix will allow more people to meet their daily needs locally, by bicycle.
2. Permit "fine grain" mixed-use development: the City currently has no "mixed-use" land use designation. What commercial, civic or other non-residential uses exist within the City are grouped together, in large automobile-oriented complexes. Mixed use, at a "human scale" will promote more cycling, walking and transit use.
3. Allow for increased flexibility in density: compact development supports cycling, while sparse development does not. Determine areas or corridors prioritized for cycling/walking/transit and support density there.
4. Permit increased flexibility in building setbacks: the City's current policy of maintaining minimum setbacks reinforces a suburban style of development. In contrast, maximum setbacks support cycling, and especially walking, by reducing distances traveled and increasing visual interest. Determine areas or corridors prioritized for cycling/walking/transit and support maximum setbacks there.
5. Allow for a more context sensitive separation of uses: the City's general plan states that "Even the simple task of walking to school, shopping, or work can be made more difficult because of the lack of connectivity." This plan recommends a focus on increased connectivity along low-stress (i.e. non-arterial) routes. At best, schools, shopping and civic buildings would be oriented towards Eastvale's neighborhoods. At a minimum, the aforementioned should be accessible from Eastvale's neighborhoods.

Air Quality Element/Healthy Community Element/Parks, Recreation and Open Space Element

Not surprisingly, the above General Plan Elements lend significant supportive to the recommendations of this Bicycle Master Plan. Bicycling is a means of combating air pollution (by providing an alternative to driving), a means of achieving health goals (through exercise) and a means of creating recreation opportunities and, in the case of bicycle boulevards, even "linear parks." But while the above elements provide high-level support for bicycling, their support could be made stronger by including more metrics, with clear targets for cycling and walking.

Example metrics may include, but are not limited to, the following:

- Mode Share Goal: ___% of all trips will be made by bicycle in the city of Eastvale by the year 20__
- Obesity and Overweight Goal: Obesity will be reduced to ___% and over weight to ___% by the year 20__
- Fitness Goal: __% of Eastvale residents will get the recommended 20 minutes of daily exercise by the year 20__
- Traffic Safety Goal: All traffic-related fatalities are reduced by _% by the year 20__; All traffic-related fatalities are eliminated by the year 20__ (i.e. a "Vision Zero" policy)
- Park and Open Space Goal: ___% of residents will live within a half mile of a trail by the year 20__

City Zoning Code

As mentioned in Existing Conditions (Ch.2), the zoning code is intended to provide further definition to the policies included the Land Use Element. Also, as mentioned, the Zoning Code standards for setbacks, building heights, site coverage and parking demonstrate a bias against the type of compact, human-scaled development known to support active transportation. This section provides further discussion of the more problematic Zoning Code standards (vis-à-vis active transportation) and how they might be amended to better support bicycle facility development in the city of Eastvale.

To better support bicycle use in Eastvale, this plan recommends the following zoning code changes:

1. Provide more flexibility in setbacks, particularly for corridors designated for bicycle travel: Setbacks are defined by the zoning code in terms of minimums (i.e. buildings must be at least X feet from the street and sidewalk, where X is dependent on land use designation). Setback minimums equate to longer distances for bicyclists and pedestrians to travel to reach their final destinations. This not takes more physical effort, but also provides less reward (i.e. less visual interest in the form of vibrant store fronts, sidewalk cafes, etc.). In contrast, providing setback maximums brings everyday destinations (schools, parks and retail) and residential areas closer together, decreasing distance barriers for biking and walking.
2. Increase flexibility in building heights and site coverage, especially for corridors designated for bicycle travel: Buildings heights and site coverage, though they may address different building dimensions (vertical and horizontal), are strongly related. Building heights are defined by the zoning code in terms of maximums (i.e. buildings may be no higher than X feet, where X is dependent on land use designation). Site coverage, which uses density – as prescribed in the General Plan's Land Use Element – as a proxy, is also defined by maximums (i.e. maximum "dwelling units per acre" or "floor area ratios"). Like setback minimums, the use of maximums in building heights and site coverage increases travel distances and serves as a barrier to active transportation. Although less literal than with minimum setbacks, these standards do impede compact development and therefore active transportation.

3. Explore parking maximums, shared parking and parking tailored to actual expected use: Parking is defined by the zoning code in terms of minimums (i.e. buildings must provide X parking spaces, where X is determined by land use designation). Parking minimums are problematic, from the perspective of active transportation, for several reasons. First and foremost, parking minimums serve as a sort of self-fulfilling prophesy. Parking minimums assume that nearly all travelers will be arriving by car and nearly none by bike or on foot. In doing so, they make driving attractive and biking and walking unattractive. Beyond promoting driving (over other modes), parking minimums also create barriers for those who do choose to bike or walk. Lastly, there are additional externalities associated with parking minimums that may or may not impact bicycle facility development: they significantly increase the cost of development (even development that aims to be sustainable); they cause environmental damage; they are often a waste of space (only nearing capacity for a few days out of the year). For instance, developments that are mixed-use, transit oriented or active transportation oriented should not have the same vehicle parking standards as conventionally suburban developments.

Electric Bikes

A new law, AB-1096: Electric Bicycles, went into effect on January 1, 2016 that clarifies electric bicycle status in California. It defines electric bicycles, or e-bikes, as those with fully operable pedals and an electric motor of less than 750 watts. It establishes three classes of electric bicycles based on their motor speed and level of electric assist:

- Class 1 e-bike, or low-speed pedal-assisted electric bicycle, is equipped with a motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches 20 mph.
- Class 2 e-bike, or low-speed throttle-assisted electric bicycle, is equipped with a motor that can exclusively propel the bicycle and that cannot provide assistance when the bike reaches 20 mph.
- Class 3 e-bike, or speed pedal-assisted electric bicycle, is equipped with a motor that provides assistance only when the rider is pedaling and stops providing assistance when the bicycle reaches 28 mph. Operators of Class 3 e-bikes must be 16 or older and wear a helmet. While Classes 1 and 2 are considered legal on streets and trails, Class 3 e-bikes are prohibited from paths, lanes and trails unless specifically authorized by a local ordinance.

The bill prohibits tampering with or modifying electric bicycles to change their speed capability, unless the classification label also is changed. E-bike operators do not need a driver's license, registration or license plate to ride them, though they do need to abide by existing traffic laws.



Chapter 6:

Implementation & Funding



Implementation

Bikeway facility implementation is generally not governed by a specific timeline since the availability of funds for implementation is variable and tied to the priorities of the City's capital projects. Plan implementation is also necessarily multi-faceted. Besides adoption of goals and policies, it often includes carrying out programs and pursuing project funding, whether through the City's capital improvements project process or grant funding. The plan addresses goals, policies, programs and projects that may not be feasible to implement immediately, but are included to inspire long-term actions.

Following plan adoption, the next tasks will be to get the programs into the City's or appropriate school district's budget, grant writing to fund projects and programs, amending City standards and design guidelines for consistency, including projects in the City's ongoing capital improvements programs, and implementing goals and policies in the everyday City and law enforcement management processes, whether in site plan review, street engineering decisions or traffic enforcement. Recommendations include education and outreach programs that can be implemented by the City, schools, volunteers and law enforcement, but implementation ultimately rests on the community and City's desire to make this plan's recommendations a reality.

Implementation Steps

Implementation of some bikeways, such as multi-use paths, bicycle boulevards and other innovative techniques described in this plan, will require a capital improvement project process, including identifying funding, a public and environmental review process and plan preparation. Other bikeway improvements can be integrated into planned construction, such as resurfacing, reconstruction, or utility work.

The majority of bikeway facilities are provided on streets in the form of shared roadways or bicycle lanes. Shared roadways usually require little change to existing roadways, except for directional signs, pavement markings and minor changes in traffic control devices. Each project will need a varying level of additional study and analysis before installation. Depending upon the project's complexity, some can be done by City staff or more complex projects can be contracted out to consultants.

Potential Implementation Steps include:

1) Preliminary design and/or technical traffic studies
2) Parking study if parking removal is recommended
3) Construction drawings and detailed cost estimates
4) Funding (CIP, grant, etc.)
5) Recommendations for further environmental studies
6) Construction

Project Phasing

Projects listed as short-term are those relatively easy to implement. These projects typically have low construction costs, would not necessitate the acquisition of right-of-way, and/or would require only a categorical exemption under the California Environmental Quality Act (CEQA) guidelines. An example of a potential short-term project could include restriping a roadway to include a buffer to remedy a door zone bicycle lane or creating accessible connections to an existing facility like the Santa Ana River Trail.

Mid-term projects are projects that will require a small amount of further study or a higher cost than projects that require only typical resurfacing and striping. The long-term projects involve pursuing grant funding opportunities or further study for the implementation of larger, and potentially costlier improvements. Examples of long-term projects include some of the Class 1 multi-use path recommendations.

Program Phasing

Program phasing can be addressed in phases in a similar manner. Each program is equally feasible for implementation, but some will require more time and funding investment from City staff, school districts and/or public volunteers. Short-term programs can be implemented without significant additional costs, staff or policy change. Mid-term programs may require budgetary considerations or significant volunteer involvement. Long-term programs will require additional staff, significant volunteer involvement, and additional funding through grants or budget additions.

Potential Funding Sources

Federal, State and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for cyclists. Even though appropriate funds are limited, they are available, but desirable projects sometimes go unfunded because communities may be unaware of a fund's existence, or may apply for the wrong type of grants. Also, the competition between municipalities for the available bikeway funding is often fierce.

Whenever federal funds are used for bicycle projects, a certain level of State and/or local matching funding is generally required. State funds are often available to local governments on the similar terms. Almost every implemented bicycle program and facility in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bicycle facility programs exist, there is usually a full time bicycle coordinator with extensive understanding of funding sources. Cities such as Seattle, Washington, Portland, Oregon and Tucson are prime examples. Bicycle coordinators are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for cyclists within their jurisdictions. Some of the following information on federal and State funding sources was derived from the previously mentioned FHWA publication.

Federal Sources

The previous federal transportation funding authorization, MAP-21 (Moving Ahead for Progress in the 21st Century), has ended and been replaced with a new funding mechanism. In late 2015, Congress passed a five year, $305 billion transportation bill, called the Fixing America's Surface Transportation (FAST) Act, which President Obama signed into law. It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects.

Notably, the bill requires all design for National Highway System roadways to take into account access for all modes of transportation. It also makes NACTO's Urban Design Guide one of the U.S. Department of Transportation's roadway design standards, as well as permits local governments to use their own adopted design guides if they are the lead project sponsor, even if it differs from their state guidelines.

Safe Routes to School Programs

Caltrans administers two separate Safe Routes to School programs. The first is the State-legislated program referred to as "SR2S" and the second is the Federal Program referred to as "SRTS." Both programs are intended to achieve the same basic goal of increasing the number of children walking and biking to school by making it safer for them to do so. SR2S is now a part of the Active Transportation Grant program (ATP) described in the "State Sources."

The SRTS Program funds non-motorized facilities that improve access to schools through the Caltrans Safe Routes to School Coordinator. Eligible applicants include State, local, and regional agencies experienced in meeting federal transportation requirements. Nonprofit organizations, school districts, public health departments, and Native American Tribes must partner with a city, county, MPO, or RTPA to serve as the responsible agency for their project. Eligible projects include stand-alone infrastructure or non-infrastructure projects. Projects must be completed within four years after project is amended into FTIP. Targeted beneficiaries are children in grades K-8. No local match is required. For more information visit the following link: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm.

Department of the Interior - Land and Water Conservation Fund (LWCF)

The U.S. Recreation and Heritage Conservation Service and the California Department of Parks and Recreation (CDPR) jointly administer this funding source. The Land and Water Conservation Fund is a 50 year old budget neutral program that reinvests a portion of the royalties from offshore oil and gas leasing into recreation and conservation priorities. The program has a tremendous track record of success and broad bipartisan support, and has been used to expand protected areas and improve recreation facilities in every state. Projects acquired or developed under the LWCF program must be primarily for recreational use and not transportation purposes, and the lead agency must guarantee to maintain the facility in perpetuity for public recreation.

Applications are evaluated using criteria including priority status within the State Comprehensive Outdoor Recreation Plan (SCORP). The CDPR selects which projects to submit to the National Park Service (NPS) for approval. Final approval is based on the amount of funds available that year, which is determined using a population-based formula. Trails are the most commonly approved project.

Though it was allowed to expire at the end of September, 2015, widespread public outcry is credited with helping to goad Congress into voting to reauthorize the LWCF with almost 200 co-sponsors in December, 2015. It is now funded for three years at $450 million, 50 percent more than previously.



Table 6-1: Safe Routes to School Programs Comparison

	SR2S (State Program)	SRTS (Federal Program)
Legislative Authority	Streets & Highways Code Section 2330-2334	FAST Act
Expiration Date	AB-57 extended program indefinitely	Upon FAST Act reauthorization
Eligible Projects	Infrastructure projects	Stand-alone infrastructure or non-infrastructure projects
Eligible Applicants	Cities and counties	State, local, and regional agencies experienced in meeting federal transportation requirements; Non-profit organizations, school districts, public health departments, and Native American Tribes must partner with a city, county, MPO, or RTPA to serve as the responsible agency for their project.
Local Match	10 percent minimum required	None
Project Completion Deadline	Within 4½ years after project funds are allocated to the agency	SRTS - Within 4 ½ years after project is amended into FTIP
Restriction on Infrastructure Projects	Must be located in the vicinity of a school	Infrastructure projects must be within two miles of a grade school or middle school
Targeted Beneficiaries	Children in grades K-12	Children in grades K-8
Funding	$24.25M annual funding	$23M annual funding

Rivers, Trails, and Conservation Assistance Program (RTCA)

This program is the National Park Service's community assistance arm. The RTCA provides technical assistance to communities to preserve open space and develop trails. RCTA funds can not be used for infrastructure. Assistance is specifically for construction plans, engaging public participation and identifying other sources of funding for conservation and outdoor recreation projects. A local example is the Murrieta Creek Regional Trail, for which the NPS is a prime partner agency.

Other Bicycle Infrastructure Funding Options

The American Recovery and Reinvestment Act of 2009 is commonly referred to as the "stimulus" or the "stimulus package" and targets infrastructure development and enhancement. In 2011, the original expenditure estimate of $787 billion was increased to $840 billion to be in line with the President's 2012 budget and with scoring changes made by the Congressional Budget Office since the enactment of the Recovery Act. There was no end date written into the Recovery Act because, while many of its projects were focused on jumpstarting the economy, others are expected to contribute to economic growth for many years.

States must use 18.2 percent of their funding for public safety and government services. An eligible activity under this section is to provide funding to K-12 schools and institutions of higher education to meet green building standards. This is particularly applicable for active transportation and Safe Routes to School projects because the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), addresses green standards for schools that include bicycle and pedestrian facilities providing safe access to schools.

Another $5 billion is provided for the Energy Efficiency and Block Grant Program. This provides formula funding to cities, counties and states to undertake a range of energy efficiency activities and an eligible use is bicycle and pedestrian infrastructure.

State Sources

State Highway Account

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside $360,000 for the construction of non-motorized facilities that will be used in conjunction with the State highway system. The Office of Bicycle Facilities also administers the State Highway Account fund. Funding is divided into different project categories. Minor B projects (less than $42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office. Minor A projects (estimated to cost between $42,000 and $300,000) must be approved by the CTC. Major projects (more than $300,000) must be included in the State Transportation Improvement Program and approved by the CTC. Funded projects have included fencing and bicycle warning signs related to rail corridors.

Caltrans Active Transportation Program (ATP)

This program was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs. This is a competitive program to increase biking and walking trips, safety and mobility, to support regional agency GHG reduction, enhance public health, benefit disadvantaged communities, and include a broad spectrum of projects. As of March 2015, no local match is required.

The SR2S component of the ATP addresses eligible city and county infrastructure projects. Projects must be infrastructure projects within two miles of a grade school or middle school and be completed within four years after project funds are allocated to the agency. Targeted beneficiaries must be children in grades K-12.

Transportation Development Act Article 3 (SB-821)

TDA funds are based on State sales tax, with revenues made available primarily for transit operating and capital purposes. By law, the County Auditor's office estimates the apportionment for the upcoming fiscal year.

TDA Article 3 funds may be used for activities related to the planning and construction of bicycle and pedestrian facilities such as engineering expenses leading to construction, right-of-way acquisition, and construction or reconstruction. This can include a number of activities, such as retrofitting existing bicycle and pedestrian facilities to comply with ADA requirements, route improvements like signal controls for cyclists, bicycle loop detectors and rubberized rail crossings. Also eligible are the purchase and installation of facilities such as intersection improvements, bicycle parking, benches, drinking fountains, rest rooms, showers adjacent to paths, employment centers, park-and-ride lots, and/or transit terminals accessible to the general public.

Local Sources

Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class 2 facilities for portions of on-street, previously planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

New Construction

Future road widening and construction projects are one means of providing on-street bicycle facilities. To ensure that roadway construction projects provide bicycle lanes where needed, it is important that the review process includes input pertaining to consistency with the proposed system. Future development in the City will contribute only if the projects are conditioned.

Other Sources

Local sales taxes and fees may be implemented as new funding sources for bicycle projects. However, either of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi-use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route or segment of one to help construct and maintain it.

Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations wanting to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, State and private sources. The tables on the following pages summarize many of the numerous funding sources available.



Table 6-2: Federal Funding Sources

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Land and Water Conservation Act of 1965 (LWCF)	$450 million federal; $3.6 million CA (2012)	National Parks Service/ California Department of Parks and Recreation	Dec-Jan	50% + 2-6% admin. surcharge	LWCF funds subject to north/ south split (60% for southern California). LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas. Fund provides matching grants to state and local governments for land acquisition and development for outdoor recreation use.
Surface Transportation Program (STP)	$10 billion Federal; $888 million CA (pre-set-aside, pre-penalty)	FHWA/Caltrans	June 1	20%	STP funds wide variety of bicycle and pedestrian improvements, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking and other ancillary facilities. May be exchanged for local funds for non-federally certified local agencies. No match required if project improves safety.
Transportation Alternatives Program (TAP) Includes Trails and SRTS Programs	$820 million Federal; $72.5 million CA	FHWA/Local MPO	Annual	20%	TAP funds construction, planning and design of facilities for pedestrians, bicyclists and other non-motorized forms of transportation.
Recreational Trails Program	$5.75 million guaranteed set-aside from TAP ($65 million in 2013)	FHWA, Regional agency may also contribute	Annual	Federal and regional must not exceed 95%	Provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Percentage of TAP funding allocated to Recreational Trails Program at discretion of State.

Table 6-2: Federal Funding Sources (Cont.)

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
National Highway Performance Program	$1.9 billion (pre-set-aside, pre-penalty)	FHWA/Caltrans	Not available	Federal 80-100%; State 0-20%	Program provides funding for construction and maintenance projects located on newly expanded National Highway System (NHS), including those related to bicycle and pedestrian infrastructure. Certain safety projects may have a federal cost share of up to 100%.
Highway Safety Improvement Program (HSIP)	$2.4 billion Federal; $197 million CA (pre-set-aside, pre-penalty)	FHWA/Caltrans		Federal 90%; State 10%	Projects must address safety issues and may include education and enforcement programs. Program includes Railroad-Highway Crossings and High Risk Rural Roads programs. Bicycle projects must provide high degree of safety.
Congestion Mitigation and Air Quality (CMAQ)	$464 million CA (pre-set-aside, pre-penalty)	FHWA/Caltrans	April	20%	Amount of CMAQ funds depends on state's population share and on degree of air pollution
Safe Routes to School Program (SRTS)	$21 million (2012); See remarks for more information	FHWA/Caltrans and then MPO		80% Federal; 20% State	Caltrans proposed funding SRTS from a $21 million set aside in STP, approved by CTC as one year policy. Future funding for SRTS will be determined through the FAST Act implementation process.
Rivers, Trails and Conservation Assistance Program (RTCA)		National Park Service	August		Expenditures include bikeway plans, corridor studies and trails assistance

Table 6-2: Federal Funding Sources (Cont.)

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Energy Efficiency and Block Grant Program	$3 million	Department of Energy			Provided formula funding for cities, counties and states to take part in energy efficient activities
Community Development Block Grants (CDBG)	$3 million	HUD and CA Dept of Housing and Community Development	Ongoing	10%	Funds improve land use and transportation infrastructure in low-income neighborhoods or citywide for accessibility improvements.
Federal Lands Highway Program	$611 million 2008-10	FLH/FHWA	Ongoing	Varies	May be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at discretion of grantee.
Pilot Transit-Oriented Development Planning Program	$10 million	Federal Transit Administration	Not Available	Not available	Provides funding to advance planning efforts that seek to increase access to transit hubs for pedestrian and bicycle traffic.
Partnership for Sustainable Communities	$409 million in grants and/or assistance in 2010	HUD/DOT/EPA	Ongoing	Not available	Funding for preparing or implementing regional plans for sustainable development.
Community Transformation Grants (CTG)	$35 million in 2012	Regional health and planning agencies	Not Available	N/A	Funds to implement broad, sustainable strategies to reduce health disparities and expand preventive health care services.

Table 6-2: Federal Funding Sources (Cont.)

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Associated Transit Improvements	1% of Urbanized Area Formula Grant; for FY2014 would be 1% of 4.5 billion (~ $45 million)	Federal Transit Administration/ MPO	Not Available	80% Federal Assistance (Capital); 50% Federal Assistance (Operational)	Recipients of Section 5307 (Urbanized Area Formula Grants) must certify they are spending no less than 1 percent of their federal transit funds on associated transit improvements (formerly transit enhancements). Typical projects have included bicycle lockers and parking near transit stations and stops.
Partnership for Sustainable Communities	$409 million in grants and/or assistance in 2010	HUD/DOT/EPA	Ongoing	Not available	Funding for preparing or implementing regional plans for sustainable development.
Community Transformation Grants (CTG)	$35 million in 2012	Regional health and planning agencies	Not Available	N/A	Funds to implement broad, sustainable strategies to reduce health disparities and expand preventive health care services.
Transportation Investment Generating Economic Recovery Program (TIGER)	$474 million Federal; $31 million CA (2013)	US DOT	October	80% Federal; 20% State	Can be used for innovative, multi-modal and multi-jurisdictional transportation projects (including bicycle and pedestrian projects) that promise significant economic and environmental benefits to an entire metropolitan area, region or the nation. Minimum project cost is $10 million.
Bus and Bus Facilities Program: State of Good Repair	$2.17 billion Federal (2014)	Federal Transit Administration	March	80% Federal; 20% State	Can be used for projects to provide bicycle access to public transportation facilities. More specifically, funds are used for shelters for people, bicycle parking amenities and accommodating bicycles on transit.

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Bus Livability Initiative	$125 million (2012)	Federal Transit Administration	March	90% Federal; 10% State	Can be used for bicycle and pedestrian support facilities, such as bicycle parking, bicycle racks on buses, pedestrian amenities and educational materials.
Federal Lands Transportation Program, Category 3, "Alternative Transportation"	$3.38 million for Pacific West Region (2013)	FHWA	Varies, generally October; programmed through 2017	None	Funds transportation modes that reduce congestion and pollution in parks and public lands. Formerly the Paul S. Sarbanes Transit in Parks Grant Program.
Local Highway Bridge Program	$300 million	FHWA/Caltrans	Ongoing	88.53% Federal match for Local Highways; 100% for Federal Highways	Funds to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads.
Section 5310	$20-35 million	Federal Transit Administration	Annually	11.47%	Funds provide transportation services to meet needs of seniors and persons with disabilities for whom public transportations services are otherwise unavailable, insufficient or inappropriate.

Table 6-3: State Funding Sources

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
State Highway Account (SHA): Bicycle Transportation Account (BTA)	Varies	Caltrans	March application deadline. Consult Local Assistance Office	10%	Must have an adopted Bicycle Transportation Plan. Funding available for all phases of projects.
Active Transportation Program	$124 million	Caltrans	Two-year cycle	12%	Consolidates BTA, Transportation Alternatives and Safe Routes to School funding. 60% awarded by State, 40% by MPOs.
Transportation Development Act (TDA) Section 99234	$149 million (2014)	Local MPO or CTC	Annually	None	2% of TDA total, funds for bicycle and pedestrian projects.
Regional Improvement Program (STIP)	$3.4 billion over 5 years	Caltrans	Every two years		Capital improvement projects (planning and rideshare activities).
AB-2766 Vehicle Registration Funds	$30 million (2010)	SCAQ	February	None	Competitive program for projects that benefit air quality.
Vehicle Registration Surcharge Fee (AB-434) RCF		APCB	July	None	Competitive program for projects that benefit air quality.
Vehicle Registration Surcharge Fee (AB-434) PMF	40% from grant source	APCB	April	None	Funds distributed to county communities based on population.
Developer Fees or Exactions	Project-specific	Cities	Ongoing	None	Mitigation required during land use approval process.
State Gas Tax (local share)		Allocated by State Auditor-Controller	Monthly allocation	None	Major Projects, >$300,000.

Table 6-3: State Funding Sources (Cont.)

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
State and Local Transportation Partnership Program (SLPP)	Est. $200 million state-wide	Caltrans	Summer	50%	Road projects with bicycle lanes are eligible, requires developer or traffic fee match.
Caltrans Minor Capital Program	Varies	Caltrans	Ongoing after July 1	None	Projects must be on state highways; such as upgraded bicycle facilities.
Environmental Enhancement and Mitigation Program (EEM)	$10 million state-wide	State Resources Agency	October annually	None required, but favored	Individual grants limited to $350K.
Petroleum Violation Escrow Account (PVEA)	Varies	Caltrans, CA Community Services and Development, Air Resources Board	March	None	Projects must save energy, provide public restitution and be approved by CA Energy Commission and US DOE.
Community Based Transportation Planning Demonstration Grant Program	$3 million	Caltrans	November	20%	Projects must have a transportation component or objective.
Habitat Conservation Fund Grant Program (HCF)	$2 million	CA Dept of Park and Recreation	October	50%	Available until July 1, 2020.
Office of Traffic Safety Program (OTS)	Varies	Office of Traffic Safety	January	None	Goal to reduce vehicle fatalities and injuries through safety program to include education, enforcement and engineering.
Safe Routes to School Program (SR2S)	$24 million (2009)	Caltrans	April	10%	Eligible for projects in vicinity of a school and grades K-12.

Table 6-3: State Funding Sources (Cont.)

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
State Transportation Improvement Program (STIP)	Varies	Caltrans	Every 4 years	None	Gives metropolitan regions more control over state transportationfundinvestment.
California Conservation Corps (CCC)		California Conservation Corps			CCC provides emergency assistance and public service conservation work.
Environmental Justice (EJ) Planning Grants	$9 million (2010)	Caltrans	Annually	10%	Engage low-income and minority communities in transportation projects to ensure equity and positive social, economic and environmental impacts.
California River Parkways	Varies	CA Natural Resources Agency	October	None	Create or expand trails for walking, bicycling and/ or equestrian activities compatible with other conservation objectives.
Safe Routes to School (AB-1475)	$21-25 million	Caltrans	June	10%	Increase the number of children who walk or bicycle to school through funding of programs that remove barriers from doing so
Land and Water Conservation Fund	$2.3 million in CA (2009)	NPS, CA Department of Parks and Recreation	March	50% + 2-6% admin. surcharge	Provides funding for the development of river-adjacent bicycle facilities.
Environmental Enhancement and Mitigation Program	$10 million	California Natural Resources Agency	October	None	Support projects that offset environmental impacts of modified or new public transportation facilities.
Tire-Derived Product Grant Program	Varies	CA Department of Resources Recycling and Recovery (CalRecycle)	Varies	Not applicable	Funds to purchase materials for bicycle and pedestrian projects, including sidewalks/ pathways, accessibility ramps, and traffic safety products.

Table 6-4: Local Funding Sources

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Parking Meter Districts		City	Annual Budget	N/A	Parking Meter Districts can use parking meter revenues for streetscape improvements such as pedestrian facilities, landscaping and lighting.
Transient Occupancy Tax (TOT)		City	Annual Budget	None	Created to cover expenses and improvements related to tourism and to encourage more tourists to visit. Fund may be appropriate in areas of heavy tourism such as along waterfronts, major parks and historic neighborhoods.
SB-821	Varies	Riverside County Transportation Commission (RCTC)	Annually	Up to 25%	Eligible projects include sidewalks, bicycle paths, lanes and routes, and access ramps or curb cuts.
SCAG Sustainability Program	Varies	SCAG	Annually	None	Direct funding of innovative planning initiatives for member agencies through Compass Blueprint Demonstration Projects.
SCAG Active Transportation	Varies	SCAG	Annually	11.47%	New division intended to assist bicycle and pedestrian planning efforts. Program will focus on voluntary efforts to meet local needs and contribute to implementing SCS, reducing greenhouse gas (GHG) emissions.

Table 6-5: Private Funding Sources

Grant Source	Annual Total	Agency	Funding Cycle	Match	Remarks
Surdna Foundation	Project-specific	Surdna Foundation	Ongoing		Surdna Foundation makes grants to nonprofit organizations in areas of environment, community revitalization, effective citizenry, arts, and the nonprofit sector.
Bikes Belong	$180,000	Bikes Belong Coalition	Three times a year	50%	Community grants focus on funding facilities and programs.
Kaiser Permanente Community Health Initiatives	$54 million	Kaiser Permanente	Ongoing	None	Numerous programs to support Healthy Initiatives.
Health Foundations	Project-specific	Various foundations	Ongoing		Focus active transportation improvements for an obesity prevention strategy. Examples include California Wellness Foundation, Kaiser and California Endowment.
Rails to Trails Conservancy	Project-specific	Rails to Trails Conservancy			Provides technical assistance for converting abandoned rail corridors to use as multi-use trails.
Donations	Project-specific	Depends on nature of project	Ongoing		Corporate or individual donations, sponsorships, merchandising or special events.
In-kind Services	Project-specific	Depends on nature of project	Ongoing		Donated labor and materials for facility construction or maintenance such as tree planting programs or trail construction and maintenance.
People for Bikes Community Grant Program	Up to $10,000	People for Bikes	Twice a year	None	Focuses most grant funds on bicycle infrastructure projects such as bicycle paths, lanes, trails and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities such as bicycle racks, parking and storage.





City of Eastvale

Bicycle Master Plan



Appendices

February 2016




CITY OF EASTVALE
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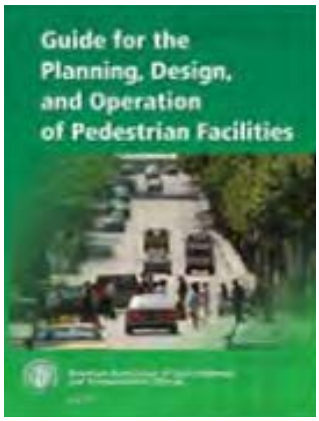
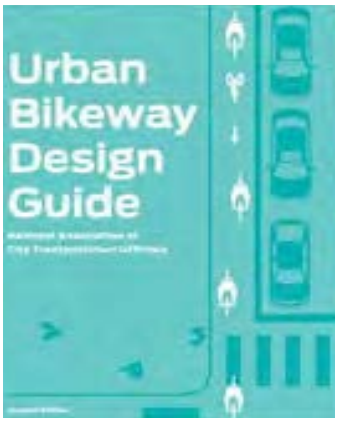
Appendix A: Toolbox - Design Guidelines

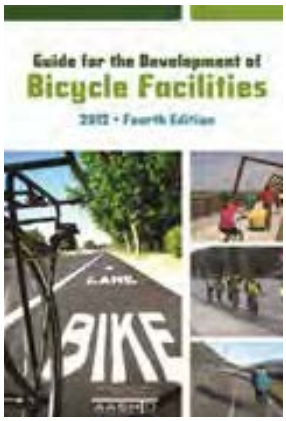
This appendix is intended to assist in the selection and design of bicycle and trail facilities through illustrating best practices by facility type from public agencies and municipalities nationwide. Design treatments are addressed within a single sheet tabular format relaying important design information and discussion, example photos, schematics (if applicable) and existing summary guidance from current or upcoming draft standards.

Existing standards are referenced throughout and should be the first source of information when seeking to implement any of the treatments featured here. Several agencies and organizations provide bike and pedestrian facilities design standards for the US, including the most commonly used manuals shown below.











National Standards

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) defines the standards used by roadway managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways and private roadways open to public traffic. The FHWA MUTCD forms the basis of the California MUTCD.

To further clarify the MUTCD, the FHWA created a table of contemporary bicycle facilities that lists various bicycle related signs, markings, signals and other treatments and identifies their official status, such as whether it can be implemented or is currently experimental. See Bicycle Facilities and the Manual on Uniform Traffic Control Devices.

Bikeway treatments not explicitly covered by the MUTCD are often subject to experiments, interpretations and official rulings by the FHWA. The MUTCD Official Rulings is an online resource that allows website visitors to obtain information about these supplementary materials. Copies of various documents (such as incoming request letters, response letters from the FHWA, progress reports and final reports) are available on this website.

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, updated in June 2012 provides guidance on dimensions, use and layout of specific bicycle facilities. The standards and guidelines presented by AASHTO provide basic information, such as minimum sidewalk widths, bicycle lane dimensions, detailed striping requirements and recommended signage and pavement markings.

The National Association of City Transportation Officials' (NACTO) 2014 Urban Bikeway Design Guide is the newest publication of nationally recognized bikeway design standards and offers guidance on current design state of the practice. Its intent is to offer substantive guidance for cities seeking to improve bicycle transportation in places where competing demands for the use of the right-of-way present unique challenges. All of the NACTO Urban Bikeway Design Guide treatments are in use internationally and in many cities around the US.

Meeting the requirements of the Americans with Disabilities Act (ADA) is an important part of any bicycle and pedestrian facility project. The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for the construction of accessible facilities. This includes requirements for sidewalk curb ramps, slope requirements and pedestrian railings along stairs.
Some of these treatments are not directly referenced in the current versions of the AASHTO Guide or the MUTCD, although many of the elements of these treatments are found within these documents. In all cases, engineering judgment is recommended to ensure that the application makes sense for the context of each treatment, given the many complexities of urban streets.

Additional References and Guidelines

FHWA Bicycle Facilities and Manual on Uniform Traffic Control Devices, 2011.
MUTCD Official Rulings, FHWA.

State Standards and Guidelines

California Highway Design Manual (HDM) (2012)

This manual establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation. The 2012 edition incorporated Complete Streets focused revisions to address the Department Directive 64 R-1.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)

This California Department of Transportation reference guide presents information and concepts related to improving conditions for bicyclists and pedestrians at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Streets: Flexibility in Design & Operations (2005)

This Caltrans booklet is an informational guide that reflects many of the recent updates to the Caltrans manuals and policies that improve multimodal access, livability and sustainability within the transportation system. The document will help users locate information about standards and procedures descried in the Caltrans Highway Design Manual (HDM), the California Manual on Uniform Traffic Control Devices (California MUTCD) and the Project Development Procedures Manual (PDPM).

New Legislation Allowing Safety Standards Other Than Caltrans HDM

AB-1193, signed into law in September 2014, allows local agencies to adopt, by resolution, safety standards for bikeways other than Caltrans' Highway Design Manual. According to the Legislative Analyst, AB-1193 "allows local governments to deviate from state criteria when designing bikeways, but does not give them complete control. Cities and counties that elect to use design criteria not contained within the HDM would have to ensure that the alternative criteria have been reviewed and approved by a qualified engineer, are adopted by resolution at a public meeting and adhere to guidelines established by a national association of public agency transportation officials, such as the National Association of City Transportation Officials." The bill also expands the definition of bikeways to include cycle tracks or separated bikeways, also referred to as "Class IV bikeways," which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

NCHRP Legal Digest 53: Liability Aspects of Bikeways (2010)

This digest is a useful resource for city staff considering innovative engineering solutions to localized issues. The document addresses the liability of public entities for bicycle collisions on bikeways as well as on streets and highways. The report will be useful to attorneys, transportation officials, planners, maintenance engineers and all persons interested in the relative rights and responsibilities of drivers and bicyclists on shared roadways.

Bicycle Facility Standards Compliance

Some of these bicycle facilities covered by these guidelines are not directly referenced in the current versions of the AASHTO Guide or the California MUTCD, although many of the elements of these treatments are found within these documents. An "X" in the following table identifies the inclusion of a particular treatment within the national and state design guides. No marking indicates a treatment is not specifically mentioned, but is allowable assuming MUTCD-compliant signs and markings are used. In all cases, engineering judgment is recommended to ensure that the application makes sense for the context of each treatment, given the potential complexities of any specific site.

Facility Type	California MUTCD (2014)	Guide for the Development of Bicycle Facilities (2012)	Urban Bikeway Design Guide (2014)
Signed Shared Roadway	X	X	
Marked Shared Roadway	X	X	X
Bicycle Boulevard		X	X
Bicycle Lane	X	X	X
Buffered Bicycle Lane	X	X	X
Cycle Tracks		"One-way sidepath"	X
Bike Box	X		X
Bike Lanes at Right Turn Only Lanes	X	X	X
Colored Bike Lanes in Conflict Areas	FHWA Interim Approval	X	X
Combined Bike Lane/Turn Lane	X		X
Intersection Crossing Markings	X	X	X
Wayfinding Sign Types and Placement	X	X	X
Shared-Use Path	X	X	X
Active Warning Beacons	X	X	X
Pedestrian Hybrid Beacons	X	X	X

Multimodal Level of Service

Description

Multimodal Level of Service (MMLOS) methods are used to inventory and evaluate existing conditions, or to forecast future conditions for roadway users under different design scenarios. While automobile-oriented LOS measures vehicle delay, Bicycle, Pedestrian and Transit LOS is oriented toward user comfort. MMLOS scores different modes independently, but their results are interdependent, allowing an understanding of trade-offs between modes for different street designs. A compatible A-F scoring system makes comparison between modes simple.

There are a variety of Multimodal or Bicycle/Pedestrian LOS tools available for use. Different tools require different data and may present different or conflicting results. Despite potential limitations of MMLOS methodology, the results help jurisdictions better plan for all road users.

Guidance

MMLOS modeling is an emerging practice and current methods continue to be improved and revised. Local resident and planner knowledge should be used to verify MMLOS model results. The current standard for MMLOS calculation is described in the 2010 Highway Capacity Manual (HCM 2010). This method has limitations, particularly for Bicycle LOS modeling (See Discussion). An alternative MMLOS method/tool should be considered if HCM 2010 is not appropriate for the community. Other multimodal "Service Quality" tools include:

- Florida DOT LOSPLAN
- LOS+
- Mineta Level of Traffic Stress (LTS) Analysis (Bicycle-only scoring)

Discussion

HCM 2010 model for Bicycle LOS calculation limitations include:

- Calculations do not address gradients.
- Contemporary facility types included in this guide, such as shared lane markings, bike boxes or cycle tracks, are not included in the HCM (Florida LOSPLAN update does feature cycle tracks).
- Scoring is for a "typical" adult bicyclist and heavily weighs the presence of bike lanes. Results may not be appropriate in communities that seek to encourage bicycle travel by people of varying ages and abilities where bike lanes may not be adequate.

Additional References and Guidelines

Transportation Research Board, Highway Capacity Manual, 2010.
Florida Department of Transportation, LOSPLAN, 2012.
Fehr&Peers, LOS+ Multi-Modal Roadway Analysis Tool.
Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity, 2011.

Bicycle Facility Selection

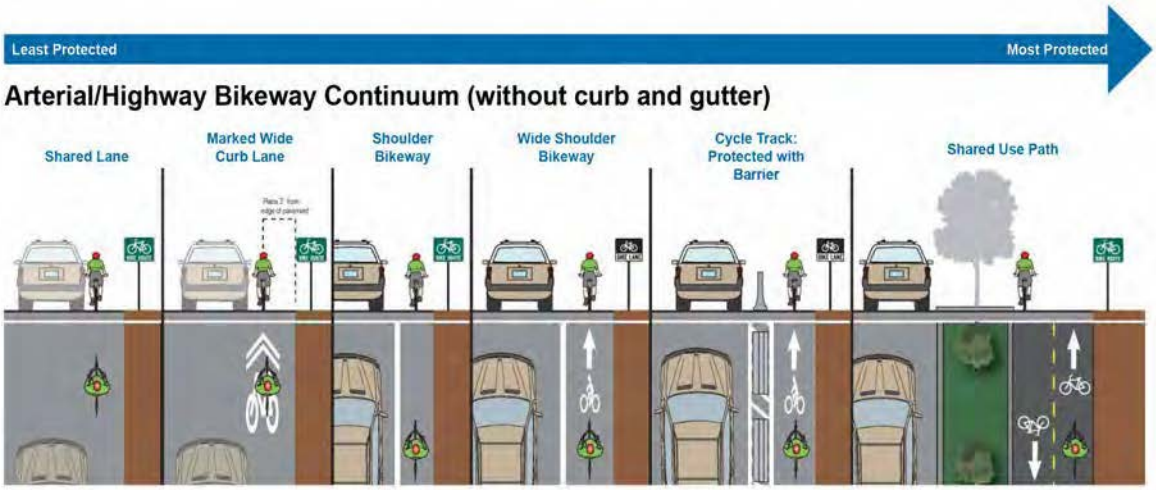
There are no "hard and fast" rules for determining the most appropriate type of bicycle facility for a particular location – roadway speeds, volumes, right-of-way width, presence of parking, adjacent land uses and expected bicycle user types are all critical elements of this decision. Studies find that the most significant factors influencing bicycle use are motor vehicle traffic volumes and speeds. Additionally, most bicyclists prefer facilities separated from motor vehicle traffic or located on local roads with low motor vehicle traffic speeds and volumes. Because off-street pathways are physically separated from the roadway, they are perceived as safe and attractive routes for bicyclists who prefer to avoid motor vehicle traffic. Consistent use of treatments and application of bikeway facility standards allows users to anticipate whether they would feel comfortable riding on a particular facility and plan their trips accordingly. This section provides guidance on various factors that affect the facility types that should be provided.

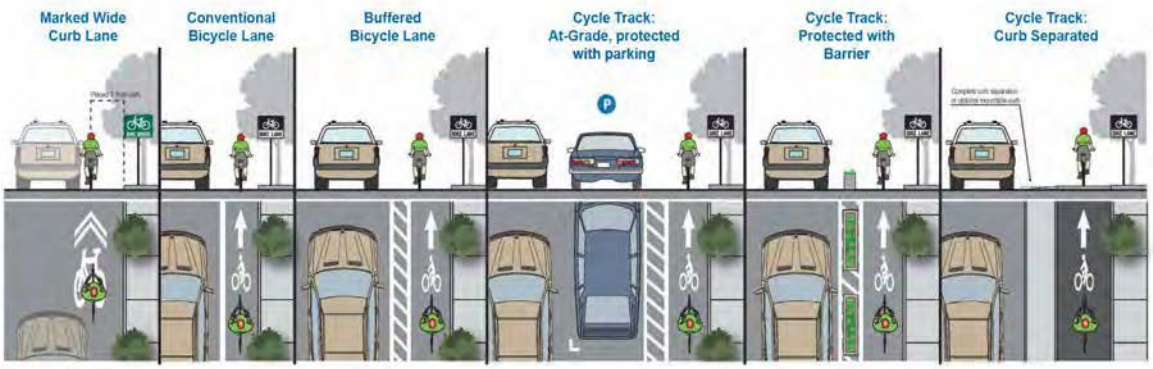




Facility Continua

The following continua illustrate the range of bicycle facilities applicable to various roadway environments, based on the roadway type and desired degree of separation. Engineering judgment, traffic studies, previous municipal planning efforts, community input and local context should be used to refine criteria when developing bicycle facility recommendations for a particular street. In some corridors, it may be desirable to construct facilities to a higher level of treatment than those recommended in relevant planning documents in order to enhance user safety and comfort. In other cases, existing and/or future motor vehicle speeds and volumes may not justify the recommended level of separation and a less intensive treatment may be acceptable.







Facility Classification

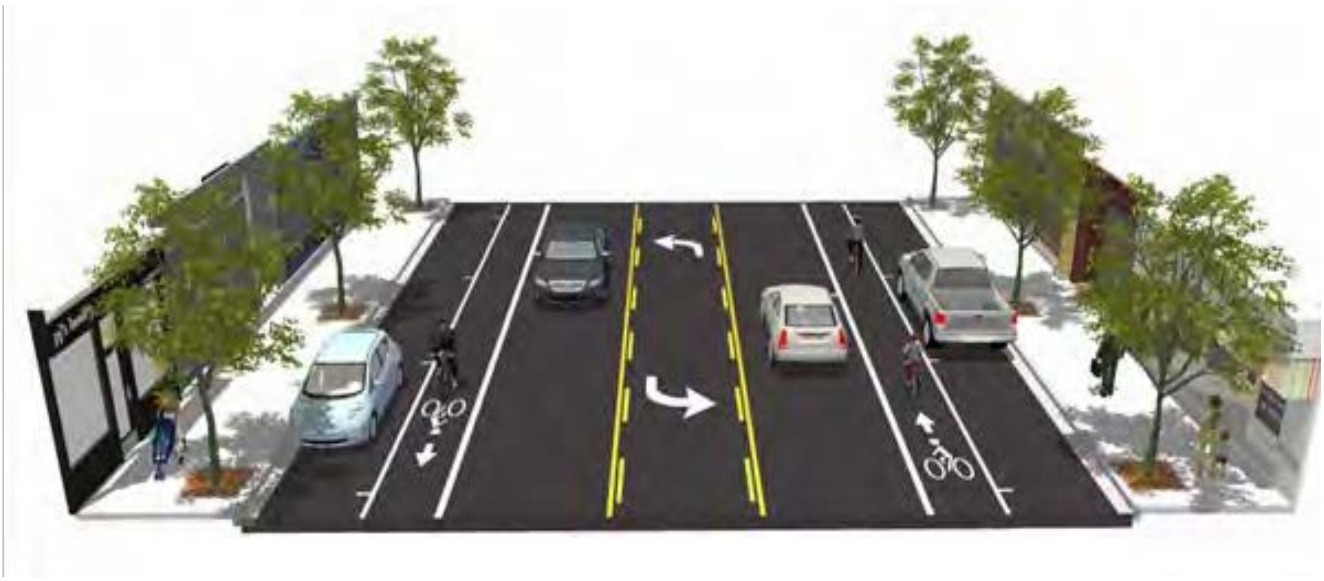
Description

Consistent with bicycle facility classifications throughout the United States, these design guidelines identify the following facility classes by degree of separation from motor vehicle traffic.
Shared Roadways (No bikeway designation) are bikeways where bicyclists and cars operate within the same travel lane, either side by side or in single file depending on roadway configuration. In some instances, streets may be fully adequate and safe without bicycle specific signing and pavement markings.

Class III (Bike Routes) are Shared Roadways configured with pavement markings, signage and other treatments including directional signage, traffic diverters, chicanes, chokers and /or other traffic calming devices to reduce vehicle speeds or volumes. Such enhanced treatments often are associated with Bicycle Boulevards.



Class II (Bike Lanes) use signage and striping to delineate the right-of-way assigned to bicyclists and vehicle drivers. Bike lanes encourage predictable movements by both bicyclists and drivers.



Class IV (Cycle Tracks) are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of conventional bike lanes.



Class I (Multi-use Paths) are facilities separated from roadways for use by primarily bicyclists and pedestrians, as well as other users.



Shared Roadways

On shared roadways, bicyclists and motor vehicles use the same roadway space. These facilities are typically on roadways with low speeds and traffic volumes, but they can be used on higher volume roads with wide outside lanes or shoulders. A vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

Typical shared roadways often employ a variety of treatments, primarily signage and lane markings. Bicycle boulevards are a special class of shared roadways designed for a broad spectrum of bicyclists. They are low-volume local streets where drivers and bicyclists share the same travel lane. Bicycle boulevards treatments are selected as necessary to support appropriate vehicle volumes and speeds and to provide safe crossing opportunities of busy streets. Bicycle boulevards usually employ more complex treatments than other shared roadways, including traffic diverters, chicanes, chokers and other traffic calming devices to reduce vehicle speeds or volumes. See Pages 14-15 for examples.



Signed Shared Roadway


Marked Shared Roadway


Bicycle Boulevard

Signed Shared Roadway

Description

Class III facilities are generally located on roadways with lower speeds and traffic volumes. Class III facilities are designated as roadways with no striped bicycle lanes, but include signage to indicate the roadway is a bicycle route. Shared roadways can be used on higher volume roads with wide outside lanes or shoulders. A vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

Guidance

"BIKE ROUTE" - This sign (D11-1) is intended for use where no unique route designation is desired. However, when used alone, this sign conveys very little information. Directional changes should be signed with appropriate arrow sub-plaques (D1-1b) or directional signage.

"BICYCLES MAY USE FULL LANE" (BMUFL) - This sign (R4-11) sign may be used:

- On roadways without bicycle lanes or adjacent shoulders usable by cyclists and where travel lanes are too narrow for cyclists and motor vehicles to safely operate side-by-side.
- In locations where it is important to inform all road users that cyclists may occupy the travel lane.

Discussion

A BICYCLE MAY USE FULL LANE sign (R4-11) may be used on a lane too narrow for a bicycle and an automobile to share the road side by side within the same lane).

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs and will need periodic replacement due to wear and fading.

SHARE THE ROAD plaque (W16-1p) may be used in conjunction with bicycle warning sign (W11-1) to warn drivers to watch for slower forms of transportation



Additional References and Guidelines

AASHTO, Guide for the Development of Bicycle Facilities, 2012.

California MUTCD, 2014.

Marked Shared Roadway

Description

The shared lane marking (SLM) or "Sharrow" is commonly used where vehicle parking is provided adjacent to the travel lane. The center of the marking should be located a minimum of 11 feet from the curb face or edge of the road. If used on a street without on-street parking that has an outside travel lane less than 14 feet wide, the centers of the Shared Lane Markings should be at least four feet from the face of the curb, or from the edge of the pavement where there is no curb. (Note that these criteria are evolving and that it is now common practice to place SLMs in the center of the rightmost travel lane.)

Guidance

Shared lane markings may be considered in the following situations:

- On roadways with speeds of 40 mph or less (CA MUTCD).
- On constrained roadways too narrow to stripe with bicycle lanes.
- To delineate space within a wide outside lane where cyclists can be expected to ride.
- On roadways where it is important to increase vehicle driver awareness of cyclists.
- On roadways where cyclists tend to ride too close to parked vehicles.



Discussion

Bike lanes should be considered on roadways with outside travel lanes wider than 15 feet, or where other lane narrowing or removal strategies may provide adequate road space. SLMs can not be used in shoulders, designated bike lanes, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07)

Materials and Maintenance

Placing SLMs between vehicle tire tracks will increase the life of the markings and minimize the long-term cost of the treatment.



Additional References and Guidelines

Caltrans HDM Chapter 300.
California MUTCD 2014.
NACTO Urban Bikeway Design Guide, 2014.
Model Design Manual of Living Streets, 2011.
FHWA MUTCD, Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (IA-14).

Bicycle Boulevard

Description

Bicycle boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.

Guidance

- Signs and pavement markings are minimum treatments necessary to designate a street as a bicycle boulevard.
- Bicycle boulevards should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Implement volume control treatments based on bicycle boulevard context, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists.

Shared lane markings are MUTCD compliant and widely used to mark bicycle boulevards.



Signs identify street as a bicycle priority route.

MUTCD D11-1



Partial closures and other volume management tools limit the number of cars traveling on the bicycle boulevard.

Enhanced Crossings:
Use signals, beacons and road geometry to increase safety at major intersections.



Discussion

The term "bicycle boulevard" implies a facility that encourages bicycle usage while reducing motor vehicle volumes and/or speeds to a greater extent than on a typical Class III route. Methods used may include preferential treatment such as turn restrictions, contra-flow access through one-way streets, exclusive traffic signal phases, or the reorientation of stop sign control to favor the bicycle boulevard. Traffic calming techniques may include curb extensions, chokers, traffic circles, roundabouts, speed humps, turn restrictions or barricades.

Materials and Maintenance

Vegetation should be regularly trimmed to maintain visibility and attractiveness.

Additional References and Guidelines

Caltrans HDM Chapter 300.
California MUTCD 2014.
NACTO Urban Bikeway Design Guide, 2014.
AASHTO Guide for the Development of Bicycle Facilities, 2012.
FHWA Mini-Roundabouts, 2010.



Separated Bikeways

Designated exclusively for bicycle travel, separated bikeways are segregated from vehicle travel lanes by striping (Class II - Bicycle Lane), or physical measures such as bollards or curbs (Class IV - Cycle Tracks). Separated bikeways are most appropriate on arterial and collector streets where higher traffic volumes and speeds warrant greater separation. Separated bikeways can increase safety and promote proper riding by:

- Defining road space for bicyclists and drivers, reducing the possibility that drivers will stray into the bicyclists' path.
- Discouraging bicyclists from riding on the sidewalk.
- Reducing the incidence of wrong way riding.
- Reminding drivers that bicyclists have a right to the road.



Bicycle Lane


Bicycle Lanes and Diagonal Parking


Buffered Bicycle Lanes


Cycle Tracks

Bicycle Lane

Description

This facility provides an exclusive lane for one-way bicycle travel on a street or highway, installed along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. On streets with on-street parking, bicycle lanes are located between the parking area and the traffic lanes and used in the same direction as motor vehicle traffic.

Many bicyclists, particularly less experienced riders, are more comfortable riding on a busy street if it has a striped and signed bikeway than if they are expected to share a lane with vehicles.

Guidance

Provide five foot minimum width for bicycle lanes located between parking and traffic lanes. Six feet desired.

- Provide four foot minimum width if no gutter exists. With a normal two foot gutter, minimum bicycle lane width is five feet.
- 14.5 feet preferred from curb face to edge of bike lane (12 foot minimum).
- Seven foot maximum width for use adjacent to arterials with high travel speeds. Greater widths may encourage motor vehicle use of bike lane.

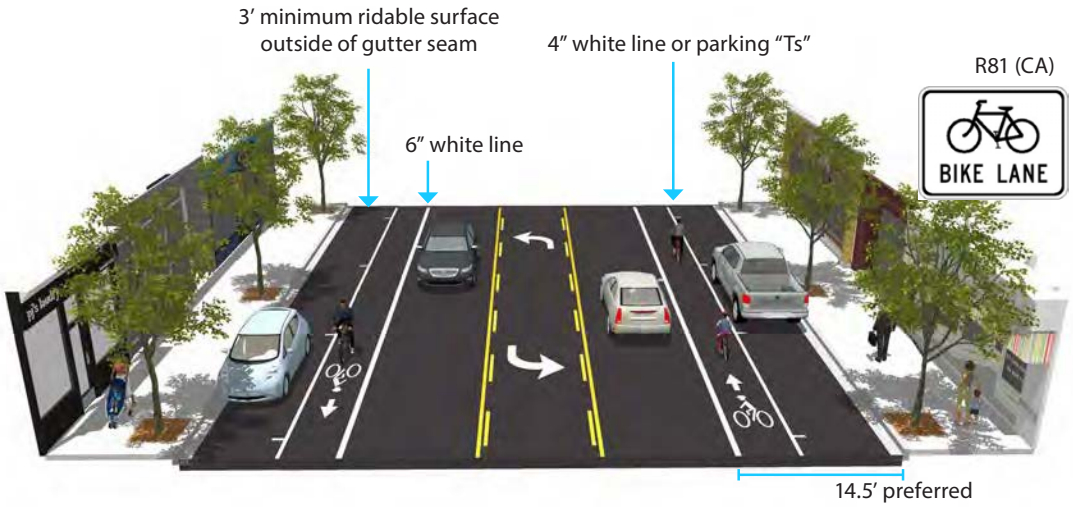
When approaching an intersection with right turn only lanes, the bike lane should be transitioned to a through bike lane to the left of the right turn only lane.

Discussion

Wider bicycle lanes are desirable in certain situations such as on higher speed arterials (45 mph+) where use of a wider bicycle lane would increase separation between passing vehicles and bicyclists. Consider buffered bicycle lanes when further separation is desired.

Materials and Maintenance

Paint can wear more quickly in high traffic areas.



Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
NACTO Urban Bikeway Design Guide, 2014.
Caltrans California HDM, 2012.
California MUTCD, 2014.

Bicycle Lanes and Diagonal Parking

Description

The back-in/head-out parking is considered safer than conventional head-in/back-out parking due to better visibility when leaving. This is particularly important on busy streets or where vehicle drivers may find their views blocked by large vehicles or tinted windows in adjacent vehicles. The presence of raised median islands helps prevent drivers from using a back-in stall for head-in parking.

Guidance

Based on existing dimensions from test sites and permanent facilities, provide 16 feet from curb edge to inner bicycle lane stripe and a five foot bicycle lane.

Discussion

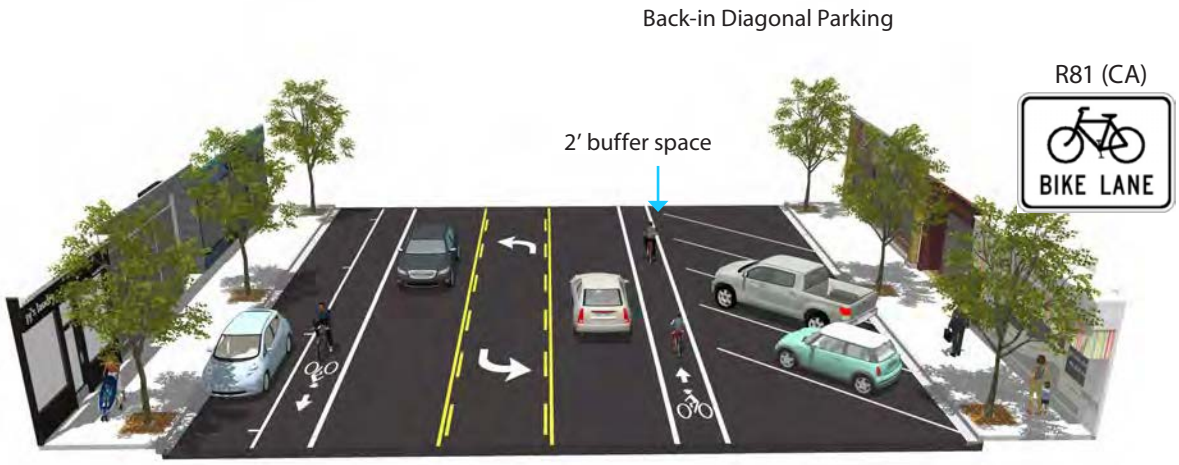
Test the facility on streets with existing head-in angled parking and moderate to high bicycle traffic. Additional signs to direct vehicle driver in how the back-in angled parking works is recommended.

Materials and Maintenance

Paint can wear more quickly in high traffic areas.

Additional References and Guidelines

Back-in/Head-out Angle Parking, Nelson/Nygaard Consulting Associates, 2005.
City of Los Angeles Bicycle Plan Update, City of Los Angeles.



Buffered Bicycle Lane

Description

Buffered bike lanes are defined in the Urban Bikeway Guide as "conventional bike lanes paired with a buffered space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane." Buffered bike lanes are allowed per California 2014 MUTCD guidelines for buffered preferential lanes (Section 3D-01).

Conventional bike lanes typically provide 5 to 6 foot wide space between the curb and travel lane. However, many bicyclists are uncomfortable riding this close to moving traffic particularly on higher speed and/or higher volume roadways. A recent Portland State University study titled "Evaluation of Innovative Bicycle Facilities," shows that bicyclists feel a lower risk of being "doored" in a buffered bike lane and nearly nine in ten bicyclists prefer buffered lanes to standard lanes. Seven in ten bicyclists indicated they would go out of their way to ride on a buffered bike lane over a standard lane.

The NACTO Urban Bikeway Design guides list several advantages of buffered lanes including:

- Providing "shy" distance between motor vehicles and bicyclists.
- Providing space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
- Encouraging bicyclists to ride outside the door zone when buffer is between parked cars and the bike lane.
- Providing a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel or parking lane.
- Appealing to a wider cross-section of bicycling users.
- And encouraging bicycling by contributing to the perception of safety among users of the bicycle network.

There are three types of buffers:

- Parking or side or curb buffer
- Travel lane side buffer
- Combined side or double buffer

Parking Side or Curb Buffers

Parking or curb side buffers provide space between the bicyclist and parked cars or the gutter pan. This (1) reduces the potential for a bicyclist to strike a car door being opened by a driver, (2) eliminates use of the gutter pan as part of the bike lane and (3) moves the bicyclist out of the blind spots of drivers approaching on the side streets or driveways. The limitation to the parking side or curb side buffer is that they do not provide the "shy space" that makes bicyclists feel more comfortable, but they do reduce the risk of dooring and the use of the gutter pan as part of the bike lane.

Travel Side Buffer

Travel side buffers provide space between the bicyclist and motor vehicles in the travel lane. High speed, high volume roadways make many bicyclists uncomfortable. Recent studies from the Portland State have shown that a simple buffer substantially increases the level of comfort for most bicyclists.

Combined Side or Double Sided Buffer

The combined side or double sided buffer offers the advantage of guiding the bicyclists away from the door zone while providing a perceived safer distance between the bicyclist and the motor vehicles.

Guidance

According to California MUTCD 2014 Section 3D, buffered bike lanes are considered "allowable" treatments. Signage and dimensional guidelines are the same as for Class II bicycle lanes. Additional guidance is included in the NACTO Urban Bikeway Design Guide.

- Bike lane word and/or symbol shall be used (MUTCD Figure 9C-3).
- The buffer shall have interior diagonal cross hatching or chevron markings if it is three feet in width or wider.
- The buffer shall be marked with two white lines. California MUTCD 2014 standards (Section 3D.01) indicate that for a bicyclist to be allowed to cross a double white line, it must be dashed (these are the same standards applied to buffered HOV Lanes). Therefore, it is recommended that the inside line be dashed instead of solid.
- Buffers should be at least 24 inches wide.

Discussion

Add diagonal striping on the outer buffer adjacent to the traffic lanes every 10 feet. However longitudinal spacing should be determined by engineering judgment considering factors such as speed and desired visual impacts.

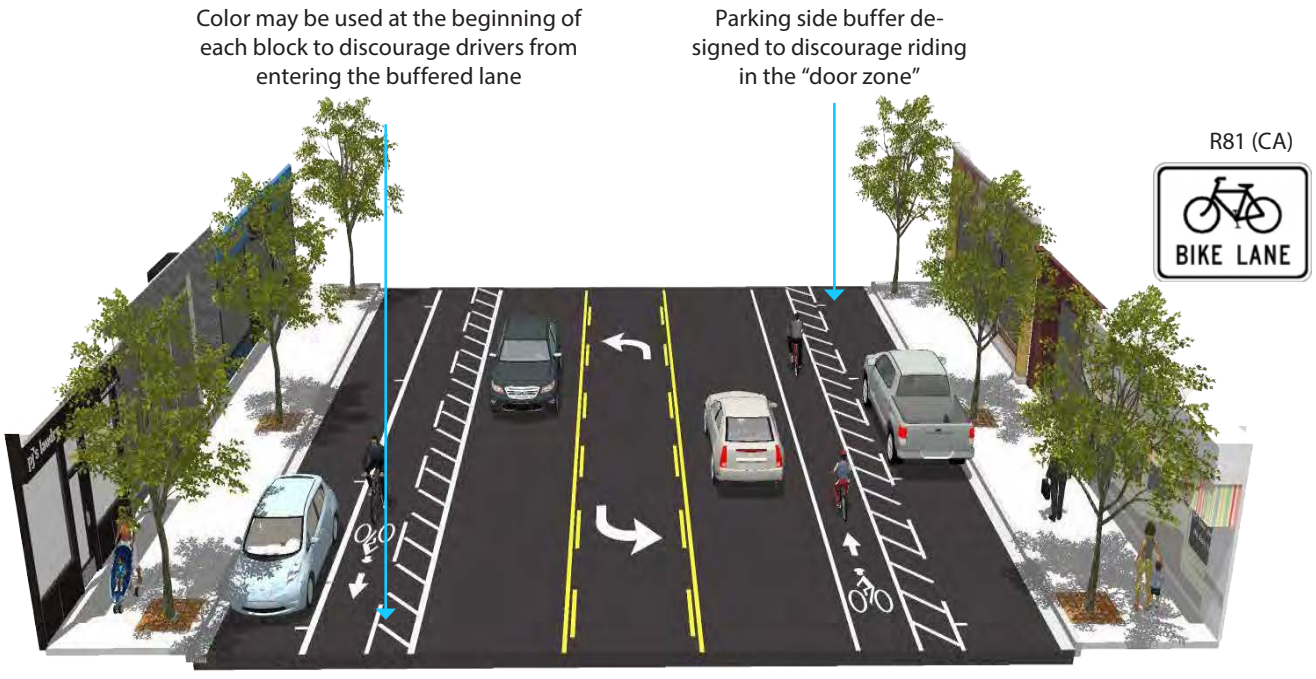
- On-street parking remains adjacent to the curb.
- A travel lane may need to be eliminated or narrowed to accommodate buffers.

Materials and Maintenance

Paint can wear more quickly in high traffic areas.

Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
CA MUTCD, 2014.



Travel side (left) and parking side (right) buffers

Cycle Track

Description

Cycle tracks, which were recently officially designated as Class IV bikeway facilities in California, are an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are physically separated from motor traffic and distinct from the sidewalk. They differ from buffered lanes in that the bicyclist is separated from travel lanes by a physical barrier.

Cycle tracks have different forms but all share common elements. They provide space exclusively or primarily used by bicycles and are separated from motor vehicle travel lanes, parking lanes and sidewalks. Raised cycle tracks may be at the level of the adjacent sidewalk or set at an intermediate level between the roadway and sidewalk to separate the cycle track from the pedestrian area.

Over the past five years, more than 100 new separated bike facilities have been added in the US. This relatively new type of facility has been shown to be effective in increasing the number of bicyclists using the street, increasing safety for bicyclists, pedestrians and drivers and increasing access to local businesses (Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the US, National Institute for Transportation and Communities, 2014)

Separated bikeways can increase safety and promote proper riding by:

- Defining road space for bicyclists and drivers, reducing the possibility that drivers will stray into the bicyclists' path.
- Discouraging bicyclists from riding on the sidewalk.

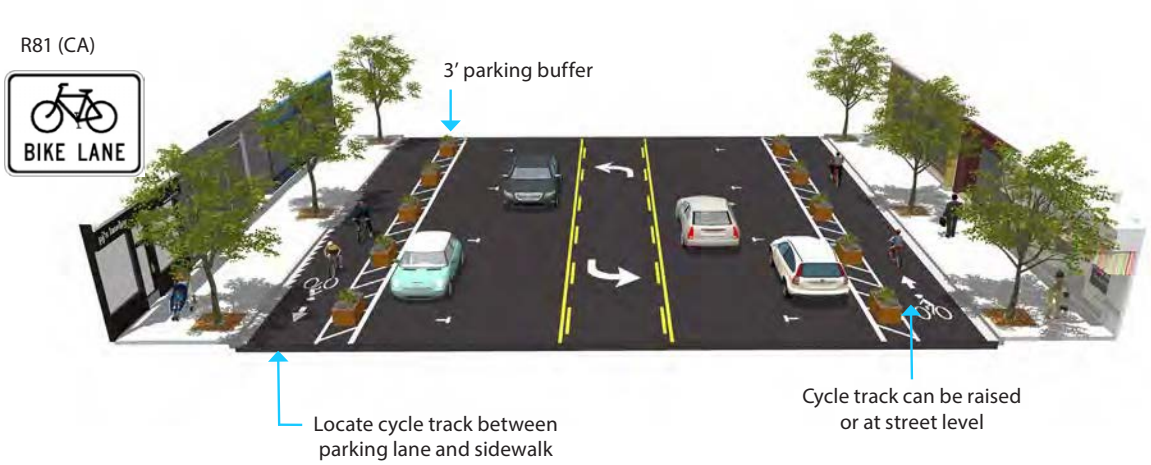
Guidance

Cycle tracks should ideally be placed along streets with long blocks and few driveways or mid-block motor vehicle access points.

One-Way Cycle Tracks

NACTO Guidelines recommend seven foot minimum width to allow passing and five foot minimum in constrained locations. Note: In accordance with AB-1193, local agency must pass a resolution to adopt NACTO Guidelines in lieu of Caltrans Highway Design Manual if one-way cycle track width is less than nine feet.

- One way cycle tracks can be either conventional flow (go the same direction as the adjacent traffic) or contra-flow (opposite direction of adjacent traffic flow, such as to the left side of traffic on a one-way street).



Two-Way Cycle Tracks

- Cycle tracks on one-way streets have fewer potential conflict areas than those on two-way streets.
- 12 foot recommended minimum for two-way facility. Eight foot minimum in constrained locations. Note: In accordance with AB-1193, local agency must pass resolution to adopt NACTO Guidelines in lieu of Caltrans Highway Design Manual if two-way cycle track is less than 12 feet wide.

Discussion

Special consideration should be given at transit stops to manage bicycle and pedestrian interactions. Driveways and minor street crossings are unique challenges to cycle track design. Parking should be prohibited within 30 feet of the intersection to improve visibility.

Materials and Maintenance

Depending on the width, barrier-separated and raised cycle tracks may require smaller sweeping equipment.

Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the US, National Institute for Transportation and Communities, 2014.

R81 (CA)



Separated Bikeways at Intersections

Intersections are junctions at which different modes of transportation meet and facilities overlap. Intersection facilitate the interchange between bicyclists, drivers, pedestrians and other modes to advance traffic flow in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting clear right-of-way and facilitating eye contact and awareness with other modes. Intersection treatments can improve both queuing and merging maneuvers for bicyclists and are often coordinated with timed or specialized signals. The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection and pavement markings.

Intersection design should take into consideration existing and anticipated bicyclist, pedestrian and driver movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting and the adjacent street function and land use.


Bike Boxes


Bike Lanes and Right Turn Only Lanes


Colored Bike Lanes in Conflict Areas


Combined Bike Lane/Turn Lane


Intersection Crossing Markings

Bike Box

Description

A bike box is a designated area located at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible space to get in front of queuing motorized traffic during the red signal phase. Motor vehicles must queue behind the white stop line at the rear of the bike box.

Guidance

Bike boxes are currently experimental treatments and require more data before an official ruling is made by the FHWA. Obtaining experimental approval is a 4-6 week process and evaluation of the treatment is performed for a minimum of one year.

- 10-16 foot depth. Deeper boxes help to prevent motor vehicle encroachment.
- "STOP HERE ON RED" sign should be post mounted at stop line to reinforce stop line observance.
- "YIELD TO BIKES" sign should be post-mounted in advance of and in conjunction with an egress lane to reinforce that bicyclists have the right-of-way going through the intersection.
- An ingress lane should be used to provide access to the box.
- Supplemental "WAIT HERE" legend can be provided in advance of stop bar to increase visibility.
- Requires permission to experiment from Federal Highway Administration.

Discussion

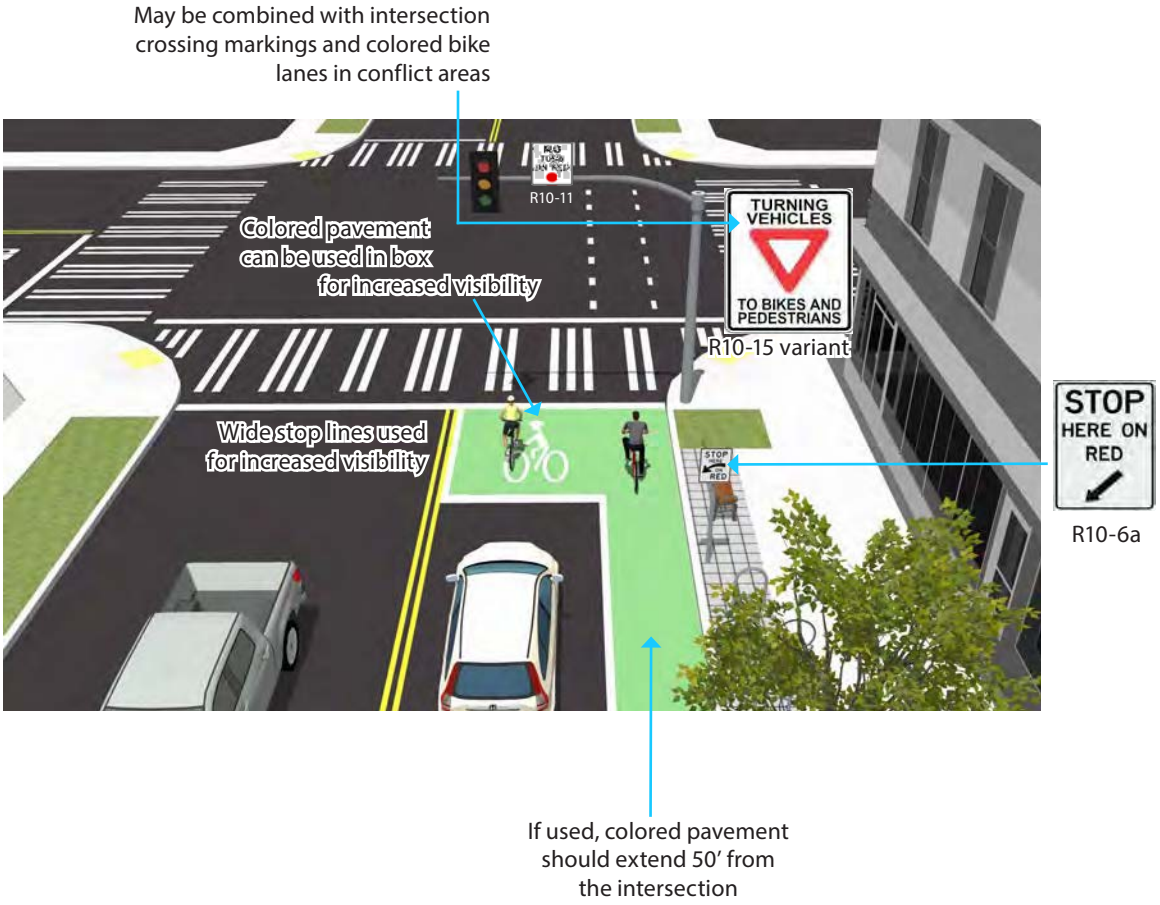
Bike boxes should be placed only at signalized intersections and motor vehicle right turns on red shall be prohibited. Bike boxes should be used in locations that have a large volume of bicyclists and are best utilized in central areas where traffic is usually moving more slowly.

Materials and Maintenance

Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
FHWA MUTCD Interpretations, Experimentations, Changes and Interim Approval (IA-14), 2011.


May be combined with intersection crossing markings and colored bike lanes in conflict areas
R10-11
TURNING VEHICLES
TO BIKES AND PEDESTRIANS
R10-15 variant
Colored pavement can be used in box for increased visibility
Wide stop lines used for increased visibility
STOP HERE ON RED
R10-6a
If used, colored pavement should extend 50' from the intersection

Bike Lanes at Right Turn Only Lanes

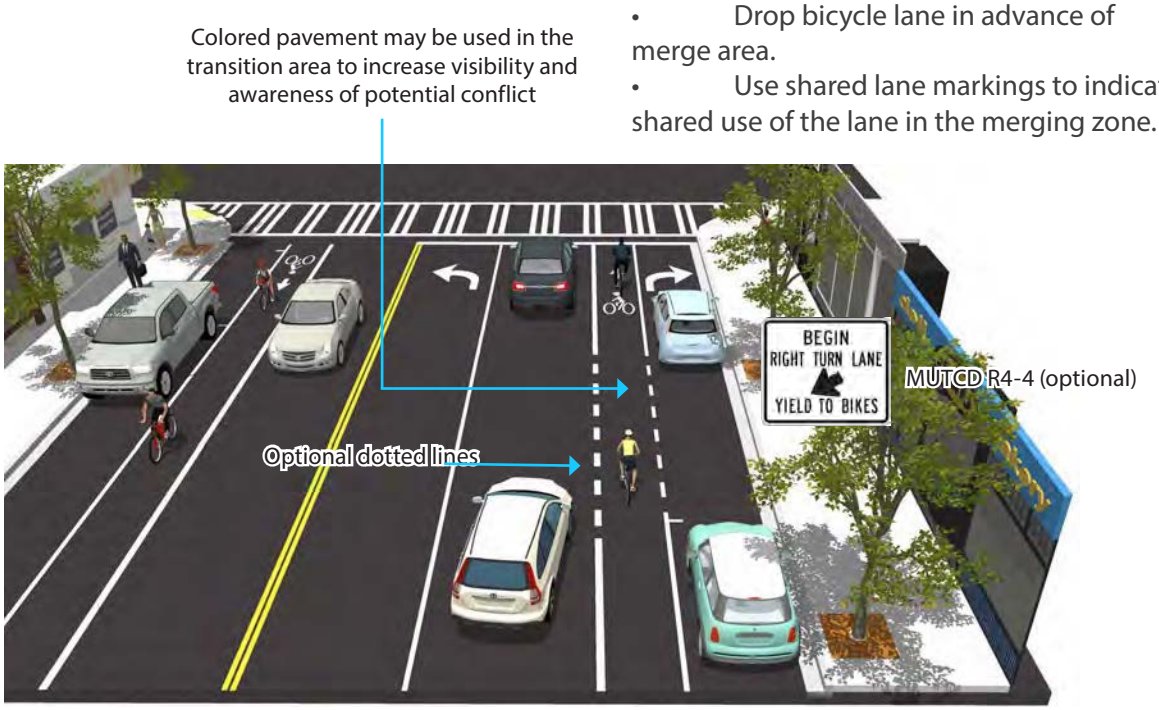
Description

The appropriate treatment at right-turn lanes is to place the bike lane between the right-turn lane and the right-most through lane or, where right-of-way is insufficient, to use a shared bike lane/ turn lane. The design (right) illustrates a bike lane pocket, with signage indicating that drivers should yield to bicyclists through the conflict area.

Guidance

At auxiliary right turn only lanes (add lane):

- Continue existing bike lane width; standard width of 5 to 6 feet (4 feet in constrained locations).
- Use signage to indicate that drivers should yield to bicyclists through the conflict area.
- Consider using colored conflict areas to promote visibility of the mixing zone. Where a through lane becomes a right turn lane:
- Do not define a dotted line merging path for bicyclists.
- Drop bicycle lane in advance of merge area.
- Use shared lane markings to indicate shared use of the lane in the merging zone.



Discussion

For other potential approaches to providing accommodations for bicyclists at intersections with turn lanes, please see combined bike lane/ turn lane, bicycle signals and colored bike facilities.

Materials and Maintenance

Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
NACTO Urban Bikeway Design Guide, 2014.
Caltrans California HDM, 2012.
Caltrans Complete Intersections, 2010.

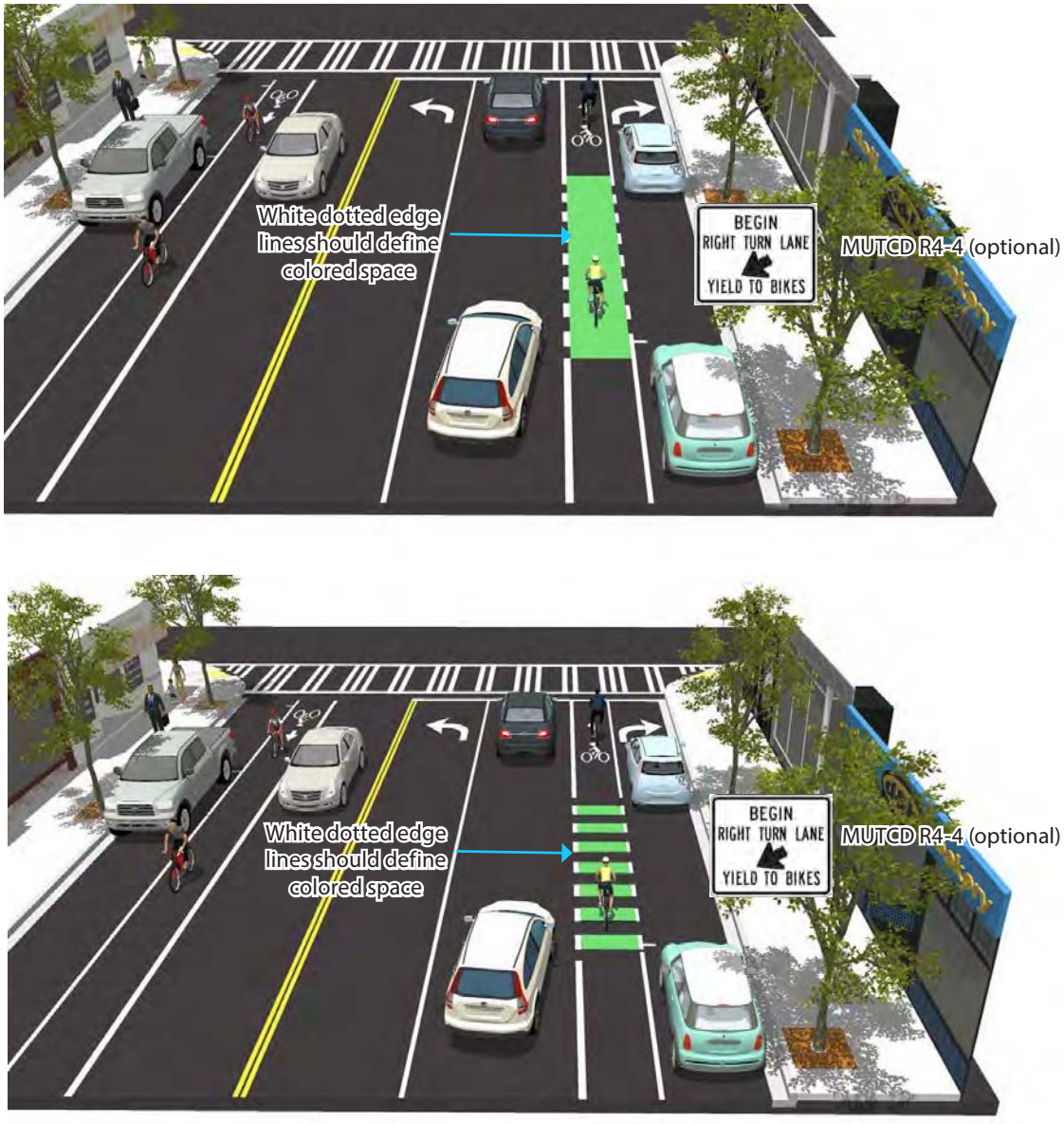
Colored Bike Lanes in Conflict Areas

Description

The Federal Highway Administrative (FHWA) has granted the State of California approval for optional use of green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas. It should be noted that the green colored pavement as described under this approval is used for two different situations:

- To denote a lane exclusively for bicyclists.
- To advise drivers and bicyclists that they are sharing the same patch of pavement and should be aware of each other's presence.

Local agencies have adopted different philosophies on the usage of green colored pavement. Some agencies use green colored pavement only for Class II lanes where bicyclists have exclusive use and leave the conflict zones uncolored. Other agencies use the green colored pavement only in conflict zones, such as the weave shown in the figure below.



Guidance

Jurisdictions must notify Caltrans where the treatment is being installed as part of FHWA's conditions to maintain an inventory list.
At auxiliary right turn only lanes (add lane):

- Continue existing bike lane width; standard width of 5 to 6 feet (4 feet in constrained locations).
- Use signage to indicate that drivers should yield to bicyclists through the conflict area.
- Consider using colored conflict areas to promote visibility of the mixing zone. Where a through lane becomes a right turn lane:
- Do not define a dotted line merging path for bicyclists.
- Drop the bicycle lane in advance of the merge area.
- Use shared lane markings to indicate shared use of the lane in the merging zone

Discussion

The best practices for green colored pavement are still evolving. As of this date, more agencies use green colored pavement for conflict zones than for exclusive bicyclist lanes. The amount of green paint used by such agencies varies dramatically. Some agencies fill the entire conflict zone with solid green paint, while others use a pattern of green stripes. Some agencies use green colored pavement across every driveway, alley and cross streets, while others reserve the use of green colored pavement for conflict zones that merit special attention. The precise design of green colored pavement remains at the discretion of the local agencies.
It should be noted that combing a shared lane marking ("sharrow") within green colored pavement is no longer approved for new experimentation by the FHWA. However, the FHWA may accept for experimentation the use of green colored pavement as a "background conspicuity enhancement."

Materials and Maintenance

Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014
NACTO Urban Bikeway Design Guide, 2014.
Caltrans California HDM, 2012.
Caltrans Complete Intersections, 2010.

Combined Bike Lane/Turn Lane

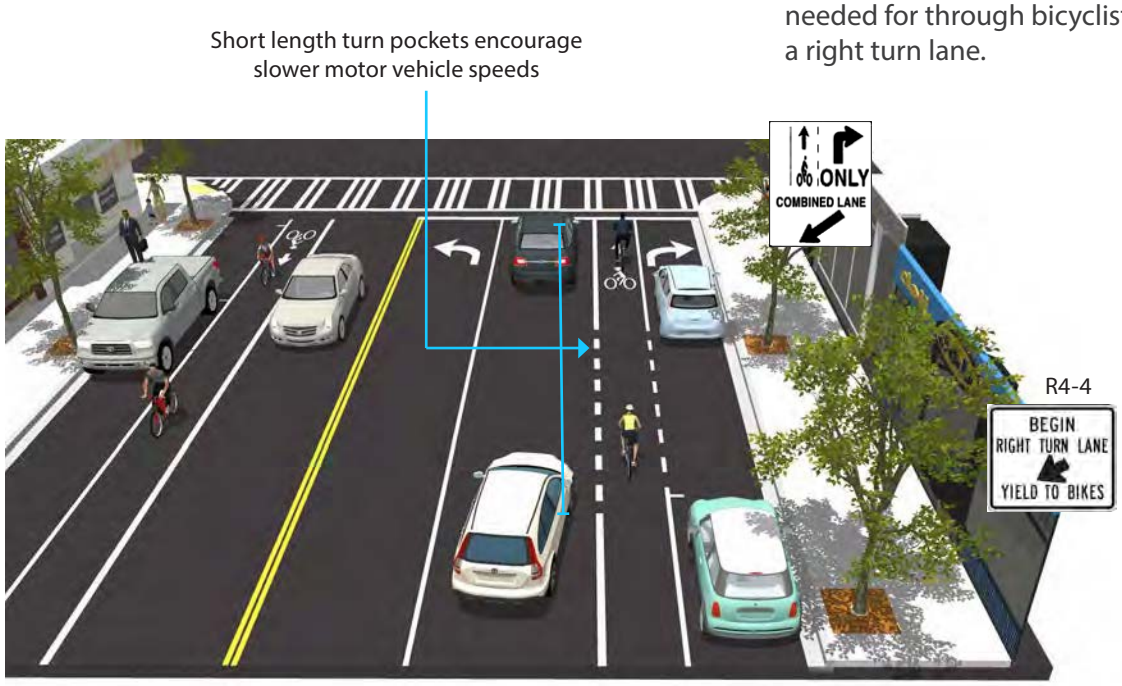
Description

The combined bicycle/right turn lane places a standard-width bike lane on the left side of a dedicated right turn lane. A dotted line delineates the space for bicyclists and drivers within the shared lane. This treatment includes signage advising drivers and bicyclists of proper positioning within the lane. This treatment is recommended at intersections lacking sufficient space to accommodate both a standard through bike lane and right turn lane.

Guidance

The FHWA has disallowed the experimental use of combined bike lane/turn lane markings. Previously, installations were as follows: Maximum shared turn lane width is 13 feet; narrower is preferable.

- Bike lane pocket should have a minimum width of 4 feet with 5 feet preferred.
- Dotted 4 inch line and bicycle lane marking should be used to clarify bicyclist positioning within the combined lane, without excluding cars from the suggested bicycle area.
- "RIGHT TURN ONLY" sign with an "EXCEPT BICYCLES" plaque may be needed for through bicyclists to legally use a right turn lane.



Discussion

Unless the FHWA resumes granting permission to experiment with a combined bike lane/turn lane, this treatment will not be recommended.

Materials and Maintenance

Because the effectiveness of markings depends on their visibility, maintaining markings should be a high priority.

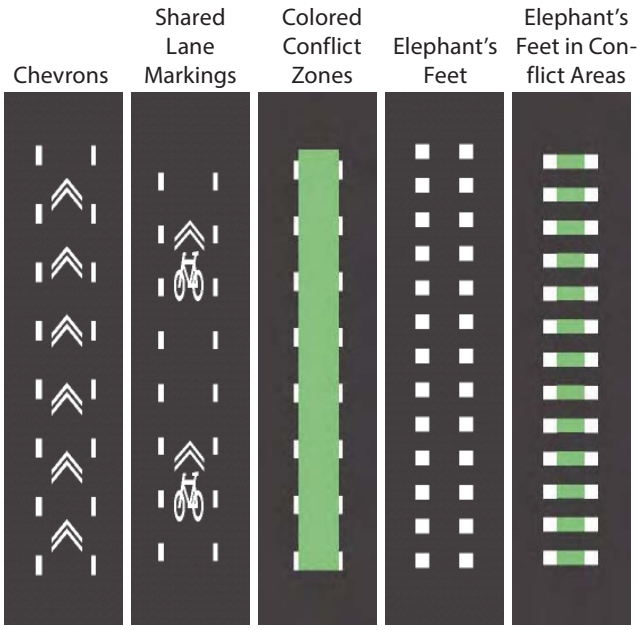
Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
AASHTO Guide for the Development of Bicycle Facilities, 2012.

Intersection Crossing Markings

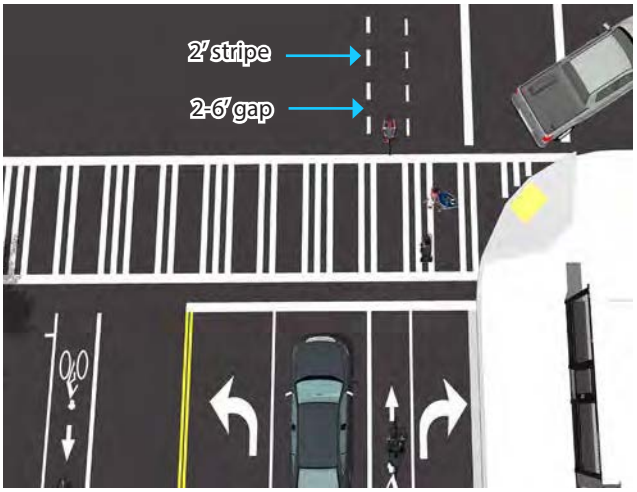
Description

Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They guide bicyclists on a safe and direct path through the intersection and provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.



Guidance

- See MUTCD Section 3B.08: "dotted line extensions"
- Crossing striping shall be at least six inches wide when adjacent to motor vehicle travel lanes.
- Dotted lines should be two-foot lines spaced two to six feet apart.
- Chevrons, shared lane markings, or colored bike lanes in conflict areas may be used to increase visibility within conflict areas or across entire intersections.



Discussion

Additional markings such as chevrons, shared lane markings, or colored bike lanes in conflict areas are strategies currently in use in the United States and Canada. Cities considering the implementation of markings through intersections should standardize future designs to avoid confusion.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
NACTO Urban Bikeway Design Guide, 2014.

Two-Stage Turn Box

Description

Many bicyclists are reluctant to cross traffic lanes to turn left. Two-stage turn boxes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane. Bicyclists continue straight while the traffic signal displays green for the original direction of travel during the first stage of a traffic signal and then wait for the second stage when the cross street receives a green light to complete the move.

Discussion

While two stage turns may increase bicyclist comfort in many locations, it results in higher average signal delay for bicyclists versus a vehicular style left turn maneuver.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates.

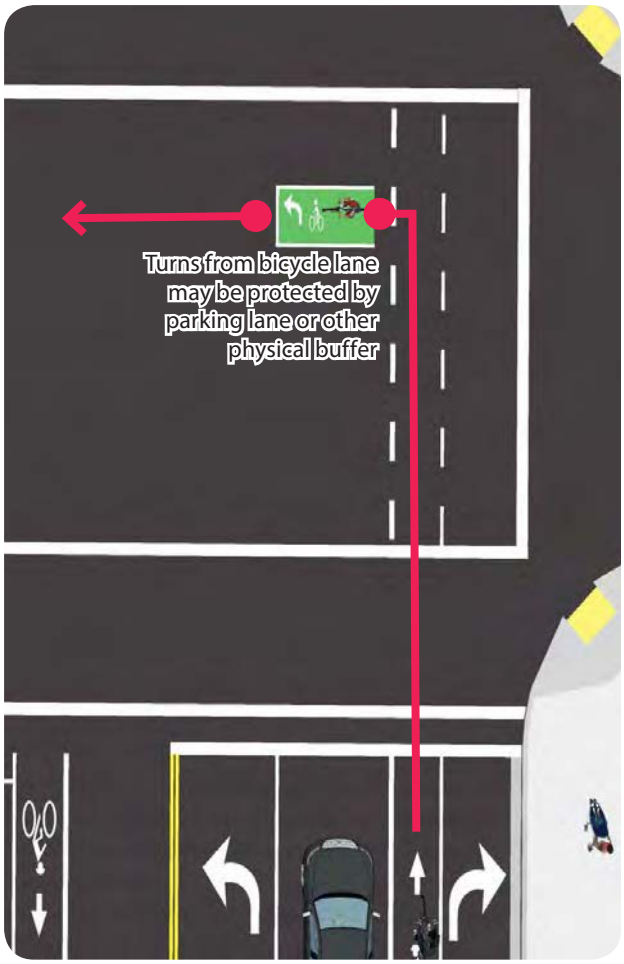
Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.

Guidance

- Two-stage turn box to facilitate jughandle turn at T-intersection is presently allowed in the Federal and California MUTCDs.
- Two-stage turn box for use other than for jughandle turn at T-intersection is experimental. Required design elements include bicycle symbol pavement marking, a pavement marking turn or through arrow, full-time turn on red prohibition for the cross street and passive detection of bicycles if the signal phase that permits bicyclists to enter the intersection during the second stage of their turn is actuated.
- Green colored pavement is optional.

Turns from a bicycle lane may be protected by an adjacent parking lane or crosswalk setback.



Bike Lanes at Diverging Ramp Lanes

Description

Some arterials may include high speed freeway-style design, such as merge lanes and exit ramps, which can create difficulties for bicyclists. These entrance and exit lanes typically have intrinsic visibility problems because of low approach angles and high speed differentials between bicyclists and motor vehicles. Strategies to improve safety focus on increasing sight distances, creating formal crossings and minimizing crossing distances.

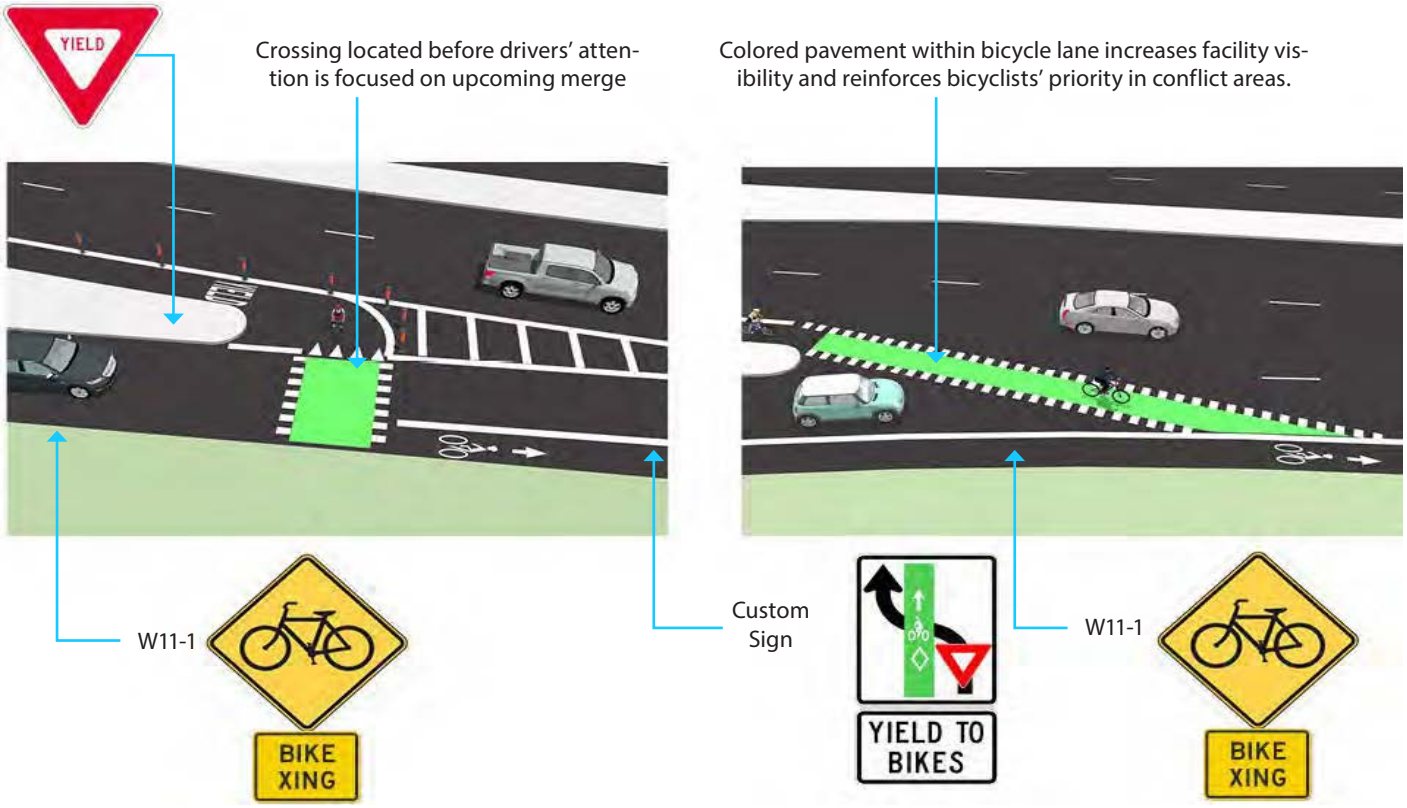
Guidance

Entrance Ramps:

Angle bike lane to increase approach angle with entering traffic. Position crossing to draw drivers' attention prior to being focused on upcoming merge.

Exit Ramps:

Use a jug handle turn to increase bicyclists approach angle with exiting traffic and add yield striping and signage to the bicycle approach.



Discussion

Green colored pavement is optional.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates. Locate crossing markings out of wheel tread when possible to minimize wear and maintenance costs.

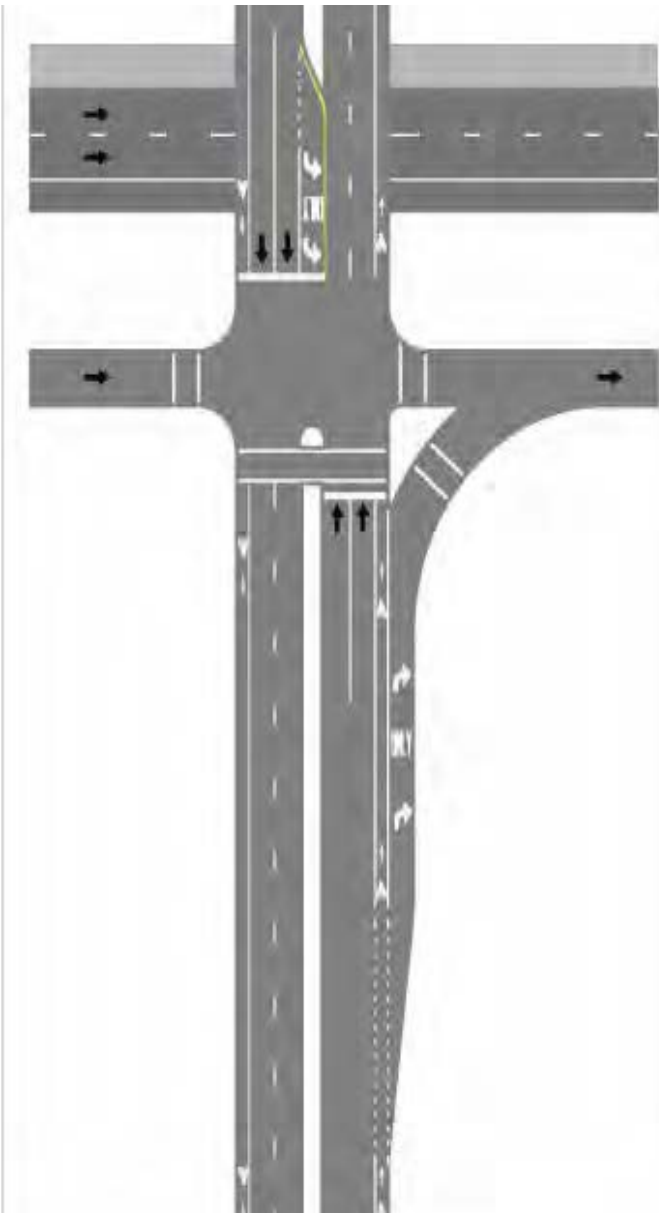
Additional References and Guidelines

California MUTCD, 2014.
AASHTO Guide for the Development of Bicycle Facilities, 2012.
Caltrans Complete Intersections, 2010.

Freeway Interchange Design

Description

Freeway Interchanges can be significant obstacles to bicycling if they are poorly designed. Travel through some interchange designs may be particularly challenging for youth bicyclists. Key design features at conflict areas through interchanges should be included to improve the experience for bicyclists.



Guidance

Entrance Ramps:

- Right-turn lane should be configured with a taper as an "add-lane" for drivers turning right onto the freeway entrance ramp.
- Bike lane should be provided along left side of right turn lane. Dotted through bike lane striping provides clear priority for bicyclists at right turn "add lane" on-ramps.

Exit Ramps:

- Drivers existing freeway and turning onto crossroad should be controlled by a stop sign, signal, or yield sign, rather than allowing free flowing movement.

Discussion

The on-ramps should be configured as a right-turn-only "add lane" to assert through bicyclist priority. Designs that function for bicycle passage typically encourage slowing or require motor vehicle traffic to slow or stop. Designs that encourage high-speed traffic movements are difficult for bicyclists to negotiate.

Materials and Maintenance

Locate crossing markings out of wheel tread when possible to minimize wear and maintenance costs.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
Caltrans Complete Intersections, 2010.

Signalization

Determining which type of signal or beacon to use for a particular intersection depends on a variety of factors. These include speed limits, Average Daily Traffic (ADT), anticipated bicycle crossing traffic and the configuration of planned or existing bicycle facilities. Signals may be necessary as part of the construction of a protected bicycle facility such as a cycle track with potential turning conflicts, or to decrease vehicle or pedestrian conflicts at major crossings. An intersection with bicycle signals may reduce stress and delays for a crossing bicyclist and discourage illegal and unsafe crossing maneuvers.



Bicycle Detection and Actuation



Bicycle Signal Head

Bicycle Detection and Actuation

Loop Detectors or Video Detectors

For signalized intersection movements that do not normally receive a green light unless actuated by a car or pedestrian, the California Vehicle Code requires installation of detectors capable of detecting bicyclists at the limit line. This is most commonly done with either inductive loop detectors or video detection. Traffic actuated signals should be sensitive to bicycles, should be located in the bicyclist's expected path and stenciling should direct the bicyclist to the point where the bicycle will be detected. This allows the bicyclist to stay within the lane of travel without having to maneuver to the side of the road to trigger a push button.

Push Button Actuation

A bicyclist pushbutton may be used to supplement the required limit line detectors. These buttons should be mounted in a location that permits their activation by a bicyclist without having to dismount.

Remote Traffic Microwave Sensor Detection (RTMS)

RTMS is uses radio signals to detect objects and marks the detected object with a time code to determine its distance from the sensor. The RTMS system is unaffected by temperature and lighting, which can affect standard video detection.

Discussion

Bicycle detection should meet two primary criteria:

- Accurately detect bicyclists.
- Provide clear guidance to bicyclists on how to actuate detection (e.g., what button to push, where to stand).

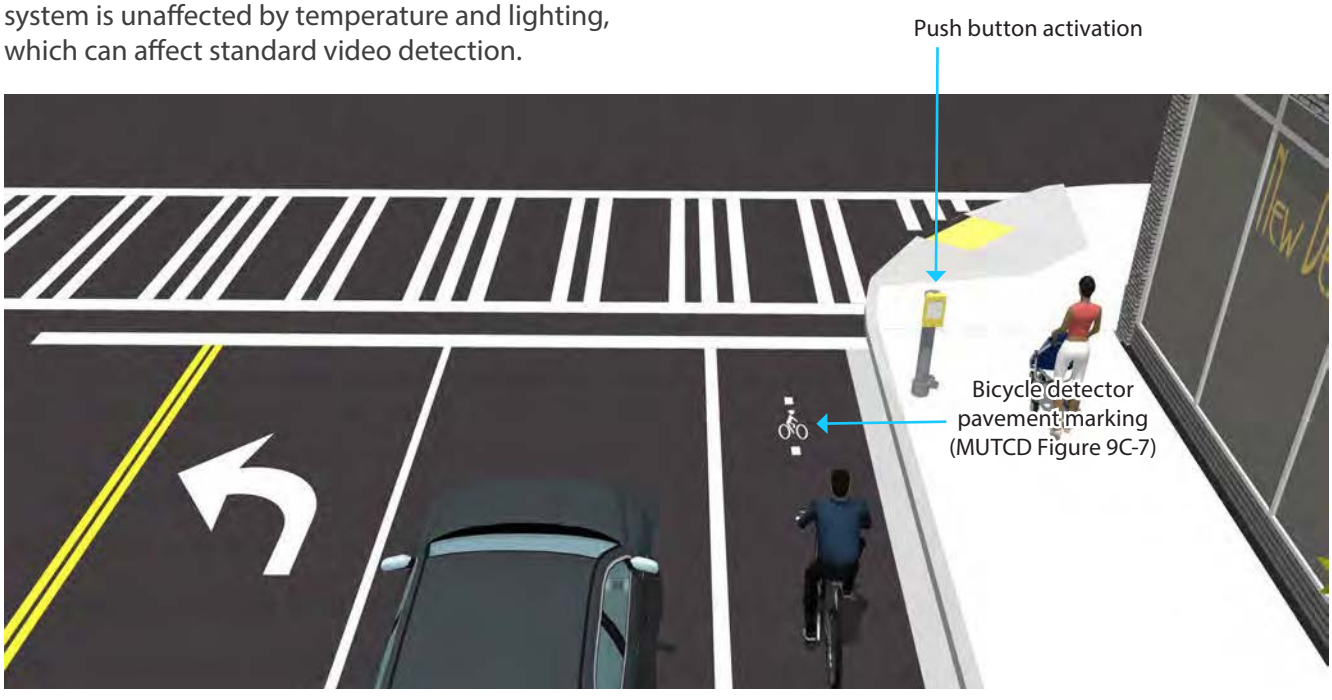
Requirement for bicycle detection at all new and modified approaches to traffic signals is included in 2014 California MUTCD.

Materials and Maintenance

Signal detection and actuation for bicyclists should be maintained with other traffic signal detection and roadway pavement markings.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
NACTO Urban Bikeway Design Guide, 2014.
California MUTCD. 2014.
Caltrans Policy Directive 09-06, 2009.
Caltrans Complete Intersections, 2010.



Bicycle Signal Heads

Description

The California MUTCD authorizes bicycle signal heads only at locations that meet Caltrans Bicycle Signal Warrants. FHWA's Interim Approval IA-I6 specifies a more detailed application of bicycle signal indications. Bicycle signal heads may be used for a movement not in conflict with any simultaneous motor vehicle movements at a signalized intersection, including right or left turns on red. The bicycle movement may not be modified by lane-use signs, turn prohibition signs, pavement markings, separate turn signal indications, or other traffic control devices. The signal lens size may be 4 inches, 8 inches, or 12 inches, with 4 inch lens size reserved only for supplemental near-side mountings.

Discussion

For improved visibility, smaller (4 inch lens) near-side bicycle signals should be considered to supplement far-side signals.

Materials and Maintenance

Bicycle signal heads require the same maintenance as standard traffic signal heads, such as lamp replacement and responding to power outages.



Guidance

California MUTCD Bicycle Signal Warrant is based on bicyclist volumes, collision history, or geometric warrants:

- Those with high peak hour bicyclist volumes.
- Those with high bicycle/motor vehicle collision numbers, especially those caused by turning vehicle movements.
- Where a multi-use path intersects a roadway.
- At locations to facilitate a bicycle movement not permitted for a motor vehicle.
- Bicycle signals must utilize appropriate detection and actuation.



Additional References and Guidelines

FHWA Interim Approval IA-I6, 2013.
California MUTCD, 2014.

Active Warning Beacons

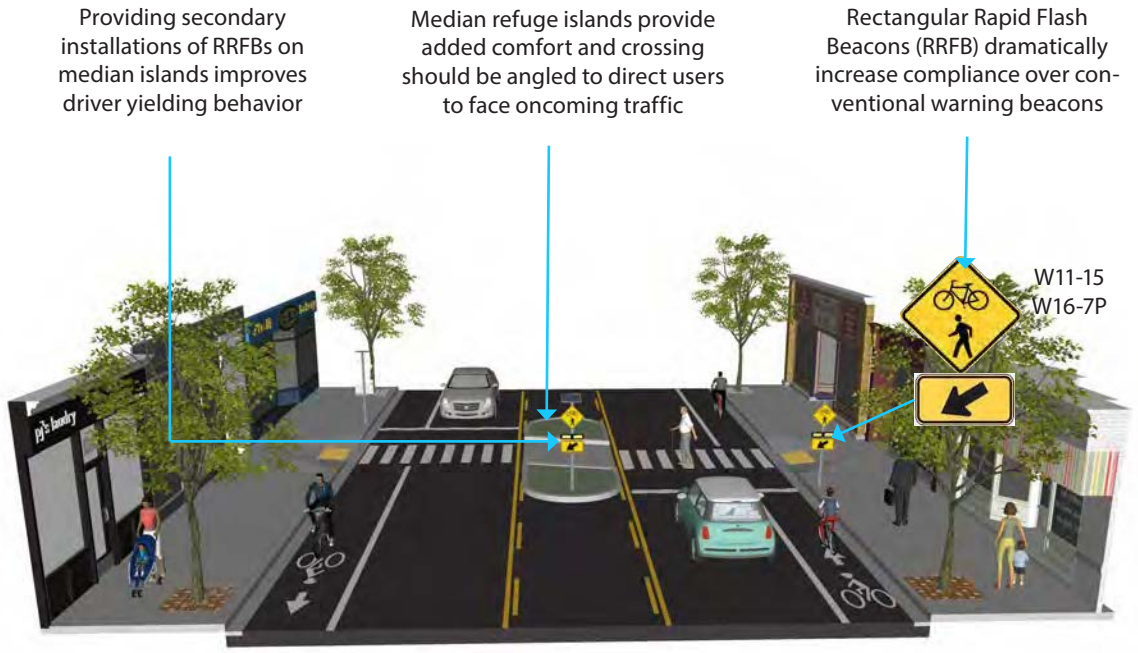
Description

Active warning beacons are user actuated illuminated devices designed to increase motor vehicle yielding compliance at crossings of multi lane or high volume roadways. Types of active warning beacons include conventional circular yellow flashing beacons, in roadway warning lights, or Rectangular Rapid Flash Beacons (RRFB). RRFBs have blanket approval in California per FHWA MUTCD IA11.

Guidance

Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs or traffic signals.

- Warning beacons shall initiate operation based on pedestrian or bicyclist actuation and shall cease operation at a predetermined time after actuation or, with passive detection, after the pedestrian or bicyclist clears the crosswalk.



Discussion

Rectangular rapid flash beacons have the highest compliance of all warning beacon enhancement options. A study of the effectiveness of going from a no-beacon arrangement to a two-beacon RRFB installation increased yielding from 18 percent to 81 percent. A four-beacon arrangement raised compliance to 88 percent.

Materials and Maintenance

Depending on power supply, maintenance can be minimal. Solar-powered RRFBs can operate for years without issue.

Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
California MUTCD, 2014.
FHWA Interim Approval (IA-11), 2008.
Caltrans Complete Intersections, 2010.

Pedestrian Hybrid Beacons

Description

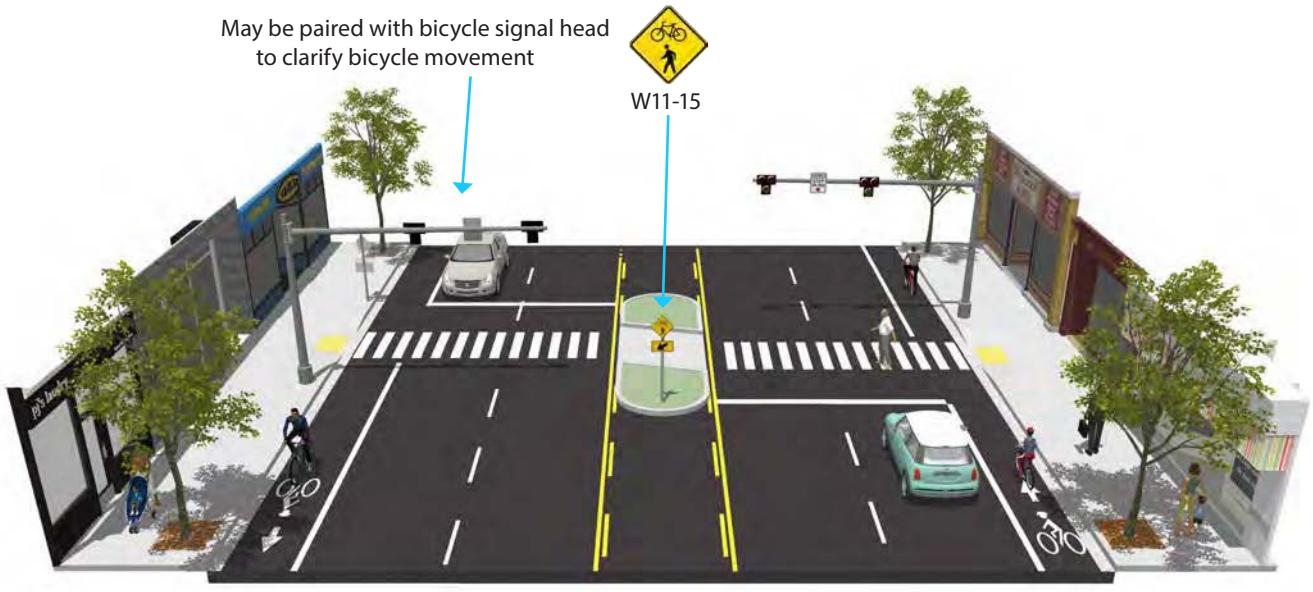
A pedestrian hybrid beacon (PHB), previously known as a high-intensity activated crosswalk (HAWK), consists of a signal head with two red lenses over a single yellow lens on the major street and pedestrian and/or bicycle signal heads for the minor street. There are no signal indications for motor vehicles on the minor street approaches.

Pedestrian hybrid beacons are used to improve non-motorized crossings of major streets in locations where side-street volumes do not support installation of a conventional traffic signal or where there are concerns that a conventional signal will encourage additional motor vehicle traffic on the minor street. Hybrid beacons may also be used at mid-block crossing locations.

Guidance

Pedestrian hybrid beacons may be installed without meeting traffic signal control warrants. The need should be considered on the basis of an engineering study that considers speed , major-street volumes and gaps:

- If installed within a signal system, signal engineers should evaluate the need for the pedestrian hybrid beacon to be coordinated with other signals.
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk.



Discussion

An alternative to a pedestrian hybrid beacon is a standard signal face that displays a flashing red indication during the pedestrian clearance phase. The advantage of a standard signal face is that it displays no dark indications that could be interpreted by a driver to be a symptom of a power outage that requires coming to a stop.

Materials and Maintenance

Signing and striping need to be maintained to help users understand any unfamiliar traffic control.

Additional References and Guidelines

California MUTCD, 2014.

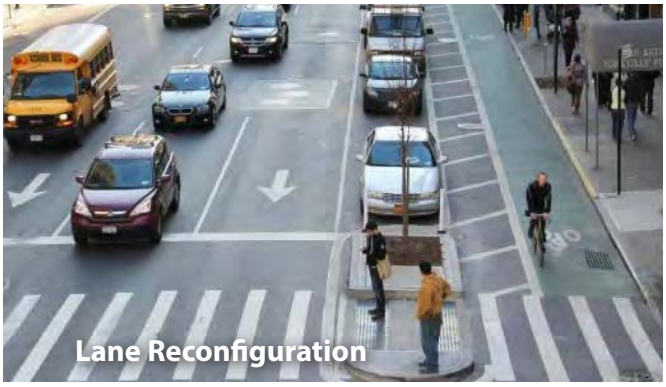
Retrofitting Existing Streets to Accommodate Bikeways

Most major streets are characterized by high vehicle speeds and/or volumes for which dedicated bike lanes are the most appropriate facility to accommodate safe and comfortable riding. Although opportunities to add bike lanes through roadway widening may exist in some locations, many major streets have physical and other constraints that would require street retrofit measures within existing curb-to-curb widths. As a result, much of the guidance provided in this section focuses on effectively reallocating existing street width through striping modifications to accommodate dedicated bike lanes.

Although largely intended for major streets, these measures may be appropriate for any roadway where bike lanes would be the best accommodation for bicyclists.



Lane Narrowing


Lane Reconfiguration

Lane Narrowing ("Lane Diet")

Description

Lane narrowing utilizes roadway space that exceeds minimum standards to provide the needed space for bike lanes. Many roadways have existing travel lanes wider than those prescribed in local and national roadway design standards, or which are not marked. Most standards allow for the use of 11 foot and sometimes 10 foot wide travel lanes to create space for bike lanes.

Guidance

Vehicle Lane Width

- Before: 10-15 feet
- After: 10-11 feet

Bicycle Lane Width

- Bicycle lane guidance applies to this treatment.

Before



After



Discussion

Special consideration should be given to the amount of heavy vehicle traffic and horizontal curvature before the decision is made to narrow travel lanes. Center turn lanes can also be narrowed in certain situations to provide space for bike lanes.

Materials and Maintenance

Repair rough or uneven pavement surface.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
AASHTO A Policy on Geometric Design of Highways and Streets, 2004.
Caltrans California HDM, 2012.
Caltrans Main Streets, 2005.

Lane Reconfiguration ("Road Diet")

Description

The removal of a single travel lane will generally provide sufficient space for bike lanes on both sides of a street. Streets with excess vehicle capacity provide opportunities for bike lane retrofit projects.

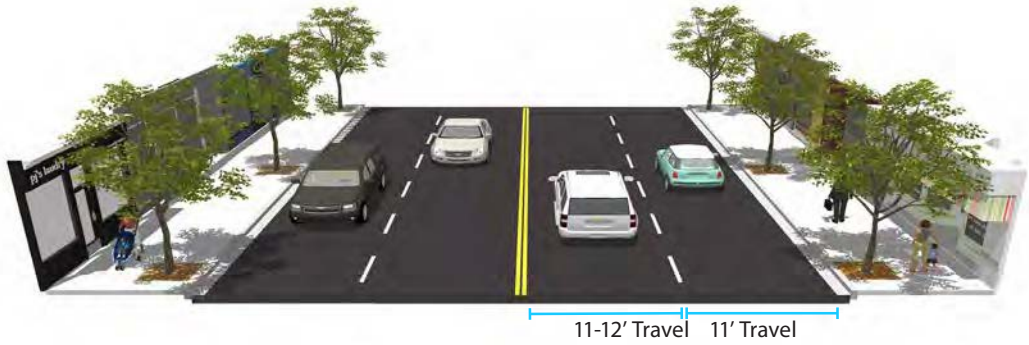
Guidance

Width depends on project. No narrowing may be needed if a lane is removed.

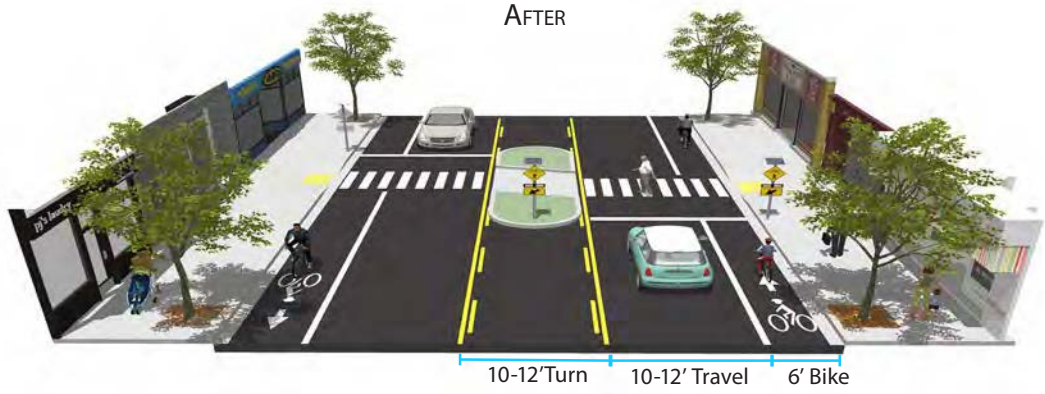
Bicycle lane width:

- Bicycle lane guidance applies to this treatment.

Before



After



Discussion

Depending on a street's existing configuration, traffic operations, user needs and safety concerns, various lane reduction configurations may apply. For instance, a four-lane street (with two travel lanes in each direction) could be modified to provide one travel lane in each direction, a center turn lane and bike lanes.

Materials and Maintenance

Repair rough or uneven pavement surface.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
FHWA Evaluation of Lane Reduction "Road Diet" Measures on Crashes, 2010.
Caltrans Main Streets, 2005.

Shared Use Path

Shared-use paths allow for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Path facilities can also include amenities such as lighting, signage and fencing (where appropriate).

Key features of greenways include:

- Frequent access points from the local road network.
- Directional signs to direct users to and from the path.
- Limited number of at-grade crossings with streets or driveways.
- Terminating path where it is easily accessible to and from the street system.
- Separate treads for pedestrians and bicyclists when heavy use is expected.


General Design Practices


Paths in River and Utility Corridors


Local Neighborhood Accessways

General Design Practices

Description

Shared-use paths can provide a desirable facility, particularly for recreation and for users of all skill levels preferring separation from traffic. Paths should generally provide directional travel opportunities not provided by existing roadways.

Discussion

AASHTO Guide for the Development of Bicycle Facilities generally recommends against development of shared use paths along roadways.

Materials and Maintenance

Asphalt is the most common surface for Class I paths, but concrete has proven to be more durable over the long term.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
Caltrans California HDM, 2012.

Guidance

Width

- 9 feet is minimum allowed by HDM for one-way Class I multi-use path consisting of a five foot paved width with two foot shoulders.
- 12 feet is minimum allowed by HDM for two-way Class I multi-use path consisting of two four foot lanes and two foot shoulders. On structures, Class I multi-use path clear width between railings shall not be less than 10 feet.

Lateral Clearance

- Minimum separation between edge of pavement of one-way or a two-way multi-use path and edge of travel way of parallel road or street shall be five feet plus standard shoulder width. Prior to 2012, the Highway Design Manual allowed narrower separation if a physical barrier was included. Since 2012, however, physical barrier would not result in reduced separation.

Overhead Clearance

- Minimum vertical clearance allowed by HDM to obstructions across width of multi-use path is eight feet and seven feet over shoulders.

Striping

- When striping is required, use a four inch dashed yellow centerline stripe with four inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners and on the approaches to roadway crossings.

Paths in River and Utility Corridors

Description

Utility and waterway corridors often offer excellent shared-use path development and bikeway gap closure opportunities. Utility corridors typically include power line and sewer corridors, while waterway corridors include canals, drainage ditches, rivers and beaches. These corridors offer excellent transportation and recreation opportunities for bicyclists of all ages and skills.

Discussion

Similar to railroads, public access to flood control channels or canals is undesirable by all parties. Appropriate fencing may be required to keep path users within the designated travel way. Creative design of fencing is encouraged to make the path facility feel welcoming to the user.

Materials and Maintenance

For paths susceptible to flooding or ponding, permeable pavement is an option to reduce water collection, but will require additional regular maintenance to maintain effectiveness.

Guidance

Shared-use paths in utility corridors should meet or exceed general design practices and must conform to the Caltrans Highway Design Manual if designated as a Class I multi-use path. If additional width allows, wider paths and landscaping are desirable.

Access Points

Any access point to the path should be well-defined with appropriate signage designating the pathway as a bicycle and pedestrian facility and prohibiting motor vehicles.

Path Closure

Public access to the path may be prohibited during the following events:

- Canal/flood control channel or other utility maintenance activities
- Inclement weather or the prediction of storm conditions



Local Neighborhood Accessways

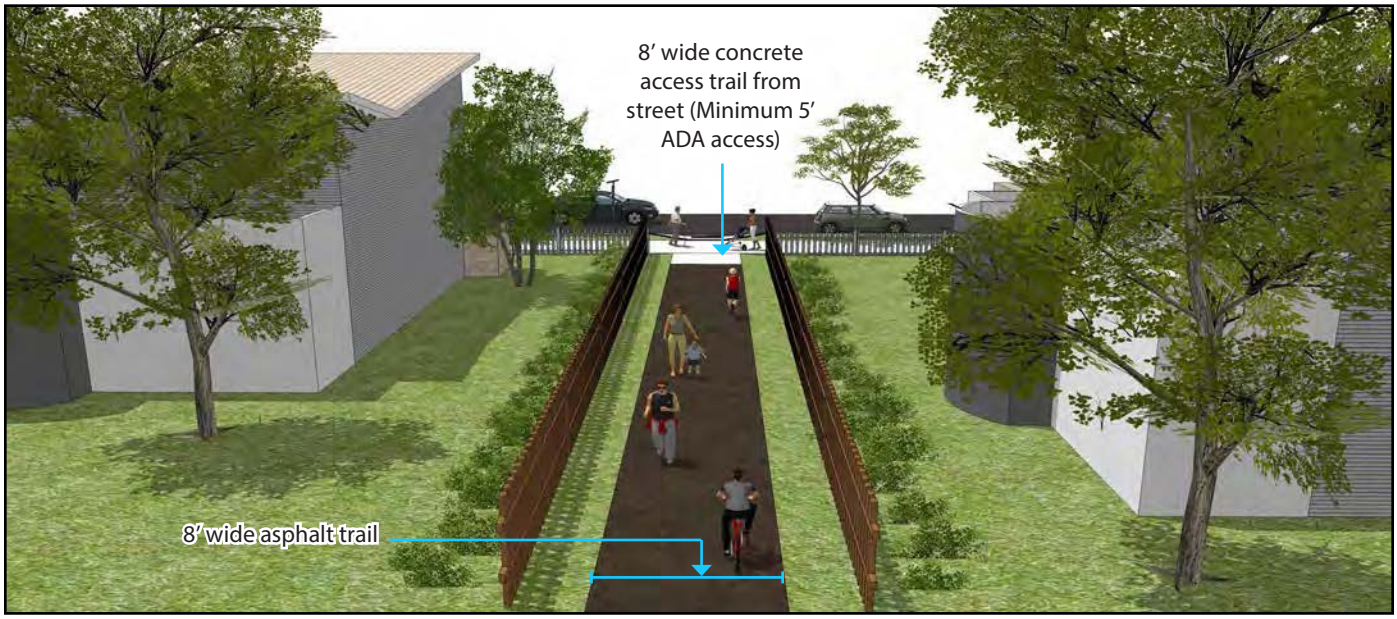
Description

Neighborhood accessways provide residential areas with direct bicycle and pedestrian access to parks, trails, green spaces and other recreational areas. They most often serve as small trail connections to and from the larger trail network, typically having their own rights-of-way and easements.

Additionally, these smaller trails can be used to provide bicycle and pedestrian connections between dead-end streets, cul-de-sacs and access to nearby destinations not provided by the street network.

Guidance

- Neighborhood access should remain open to the public
- Trail pavement should be at least 8 feet wide to accommodate emergency and maintenance vehicles, meet ADA requirements and be considered suitable for multi-use
- Trail widths should be designed to be less than 8 feet wide only when necessary to protect large mature native trees over 18 inches in caliper, wetlands or other ecologically sensitive areas.
- Access trails should slightly meander whenever possible to take advantage of available right-of-way space.



Discussion

Neighborhood access should be designed into new subdivisions wherever possible.

Materials and Maintenance

For paths susceptible to flooding or ponding, permeable pavement is an option to reduce water collection, but will require additional regular maintenance to maintain effectiveness.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
Flink, C. Greenways, 1993.

Path/Roadway Crossing

At-grade roadway crossings can create potential conflicts between path users and drivers, but well-designed crossings can mitigate many operational issues and provide a higher degree of safety and comfort for path users. This is evidenced by the thousands of successful facilities around the United States with at-grade crossings. In most cases, at-grade path crossings can be properly designed to provide a reasonable degree of safety and can meet existing traffic and safety standards.

Path facilities that cater to bicyclists require additional considerations due to the higher travel speed of bicyclists versus pedestrians. In addition to guidance presented in this section, see previous entries for active warning beacons and pedestrian hybrid beacons (PHBs) for other methods for enhancing trail crossings.


Marked/Unsignalized Crossings


Signalized Crossings


Overcrossings

Marked/Unsignalized Mid block Crossings

Description

Marked/unsignalized mid block crossings typically consist of a marked crossing area, signage and other markings to slow or stop traffic. Designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, pathway traffic, use patterns, vehicle speed, road type, road width and other safety issues such as proximity to major attractions.

When space is available, using a median refuge island can improve user safety by providing pedestrians and bicyclists space to safely cross one side of the roadway at a time.

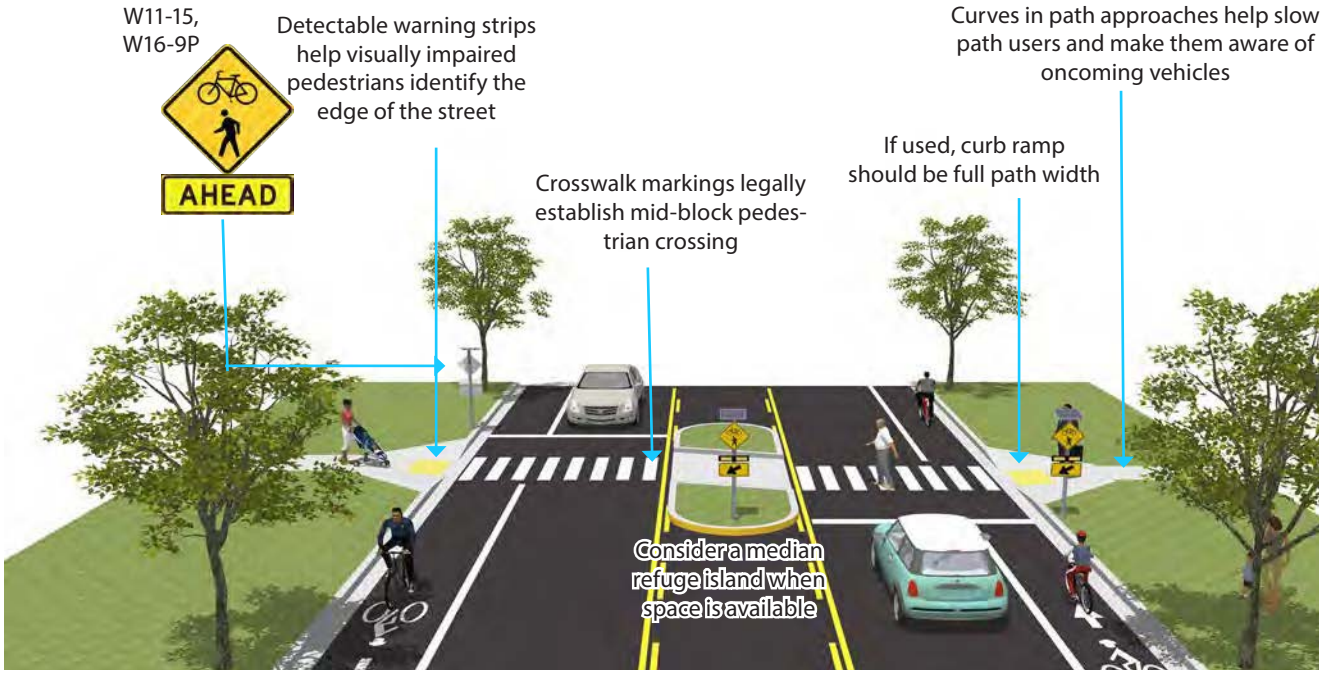
Guidance

Maximum traffic volumes

- <9,000-12,000 Average Daily Traffic (ADT) volume
- Up to 15,000 ADT on two-lane roads, preferably with a median
- Up to 12,000 ADT on four-lane roads with median
- Maximum travel speed: 35 mph

Minimum line of sight

- 25 mph zone: 155 feet
- 35 mph zone: 250 feet
- 45 mph zone: 360 feet



Discussion

Unsignalized crossings of multi-lane arterials over 15,000 ADT may be possible with features such as sufficient crossing gaps (more than 60 per hour), median refuges and/or active warning devices like rectangular rapid flash beacons.

Materials and Maintenance

Locate markings out of wheel tread when possible to minimize wear and maintenance costs.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012
California MUTCD, 2014
Caltrans California HDM, 2012

Overcrossings

Description

Bicycle/pedestrian overcrossings provide critical non-motorized system links by joining areas separated by barriers such as deep canyons, waterways or major transportation corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

Grade-separated crossings may be needed where existing bicycle/pedestrian crossings do not exist, where ADT exceeds 25,000 vehicles and where 85th percentile speeds exceed 45 miles per hour.

Guidance

- 10 foot minimum width between railings, 14 feet preferred. If overcrossing has any scenic vistas additional width should be provided to allow for stopping. A separate 5 foot pedestrian area may be provided for facilities with high bicycle and pedestrian use.
- 10 foot headroom on overcrossing; clearance below will vary depending on feature being crossed.
- Roadway: 17 feet
- Freeway: 18.5 feet
- Heavy Rail Line: 23 feet





Discussion

Overcrossings for bicycles and pedestrians typically fall under the Americans with Disabilities Act (ADA), which strictly limits ramp slopes to 8.33 percent (1:12) with landings every 30 feet. Title 24 of the California Code of Regulations requires gradients up to five percent (1:20) with five foot landings at 400 foot intervals.

Materials and Maintenance

Potential vandalism may be addressed with sacrificial coatings.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, 2004.

Signalized Crossings

Description

Path crossings within approximately 300 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the intersection to avoid traffic operation problems when located so close to an existing signal. For this restriction to be effective, barriers and signing may be needed to direct path users to the signalized crossing. If no pedestrian crossing exists at the signal, modifications should be made.

Guidance

Mid block crosswalks shall not be signalized if they are located within 300 feet of the nearest traffic control signal and should not be controlled by a traffic control signal if the crosswalk is located within 100 feet from side streets or driveways controlled by STOP signs or YIELD signs. If possible, offset the path to the intersection.



Discussion

In the US, the minimum distance a marked crossing can be from an existing signalized intersection varies from approximately 250 to 660 feet. Engineering judgment and location context should be taken into account when choosing the appropriate allowable setback.

Materials and Maintenance

If a sidewalk is used for crossing access, it should meet ADA guidelines.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, 2004.
California MUTCD, 2014.

Bicycle Support Facilities

Bicycle Parking

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of two hours or less, or long-term parking for employees, students, residents or commuters.

Access to Transit

Safe and easy access to bicycle parking facilities is necessary to encourage commuters to access transit via bicycle. Providing bicycle access to transit and space for bicycles on buses and rail vehicles can increase the feasibility of transit in lower-density areas, where transit stops are beyond walking distance of many residences. People are often willing to walk only a quarter- to half-mile to a bus stop, but they may bike as much as two or more miles to reach a transit station.


Bicycle Parking


On-Street Bicycle Corral


Bicycle Lockers


Secure Parking Areas (SPA)


Access to Transit

Bicycle Racks

Description

Secure bicycle parking at likely destinations is an integral part of a bikeway network. Adequate bicycle parking should be incorporated into any new development or redevelopment project. Bicycle parking should be given a balanced level of importance when considering car parking improvements or development. In commercial areas where bicycle traffic is more prevalent, as well as parks and shopping centers, increased bicycle parking is recommended.

Bicycle rack type plays a major role in the utilization of the bicycle racks. Only racks that support the bicycle at two points and allow convenient locking should be used. The Association for Pedestrian and Bicycle Professionals (APBP) recommends selecting bicycle racks that:

- Supports the bicycle in at least two places, preventing it from falling over.
- Allow locking of the frame and one or both wheels with a U-lock.
- Are securely anchored to ground.
- Resist cutting, rusting, bending or deformation.

Guidance

Acceptable racks:

- Do not bend wheels or damage other bicycle parts
- Accommodate high security U-locks.
- Accommodate securing the frame and wheels.
- Do not trip pedestrians.
- Are easily accessed yet protected from motor vehicles.
- Are covered if users will leave their bicycles for long periods.
- Are located where cyclists are most likely to travel.

Discussion

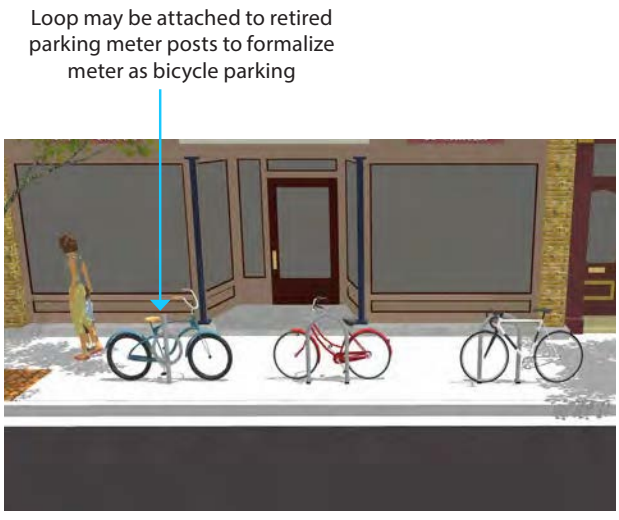
Where bicycle parking is very limited, an occasional parking space could be converted into a bicycle corral to increase the attraction of cycling to the commercial district instead of driving there. See bike corrals.

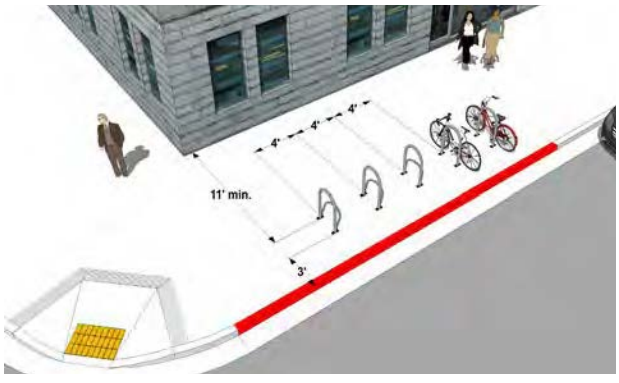
Materials and Maintenance

Use proper anchors to prevent vandalism or theft.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
APBP Bicycle Parking Guide 2nd Edition, 2010.





Bicycle Lockers

Description

Bicycle parking facilities intended for long-term parking must protect against theft of the entire bicycle and its components and accessories. Three common ways of providing secure long-term bicycle parking are:

- Fully enclosed lockers accessible only by the user, either coin-operated, or by electronic, on-demand locks operated by "smartcards" equipped with touch-sensitive imbedded RFID chips.
- A continuously monitored facility that provides at least medium-term type bicycle parking facilities generally available at no charge
- Restricted access facilities in which short-term type bicycle racks are provided and access is restricted only to the owners of the bicycles stored there

Perhaps the easiest retrofit is the bicycle locker. Generally, they are as strong as the locks on their doors and can secure individual bicycles with their panniers, computers, lights, etc, left in place. Some bicycle locker designs can be stacked to double the parking density.

Discussion

Long-term parking facilities are more expensive to provide than short-term facilities, but are also significantly more secure. Although many bicycle commuters would be willing to pay a nominal fee to guarantee the safety of their bicycle, long-term bicycle parking should be free wherever automobile parking is free.

Materials and Maintenance

Regularly inspect moving part function and enclosures. Change keys and access codes periodically to prevent access by unapproved users.

Guidance

- Minimum dimensions: width (opening) 2.5 feet; height four feet; depth six feet.
- Four foot side and six foot end clearance.
- Seven foot minimum distance between facing lockers.
- Locker designs that allow visual inspection are recommended for security.
- Access controlled by a key or access code.





Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
APBP Bicycle Parking Guide 2nd Edition, 2010.

On-Street Bicycle Corral

Description

Bicycle corrals are generally former vehicle parking stalls converted to bicycle parking. Most have been on-street conversions, but they are now being incorporated into shopping center parking lots as well. Corrals can accommodate up to 20 bicycles per former vehicle parking space. On-street bicycle corrals provide many benefits where bicycle use is high and/or growing:

- Businesses - Corrals provide a much higher customer to parking space ratio and advertise "bicycle friendliness." They also allow more outdoor seating for restaurants by moving the bicycle parking off the sidewalk. Some cities have instituted programs that allow local businesses to sponsor or adopt a bicycle corral to improve bicycle parking in front of their business.
- Pedestrians - Corrals clear sidewalks and those installed at corners also serve as curb extensions
- Cyclists - Corrals increase cycling visibility and greatly expand bicycle parking options
- Vehicle drivers - Corrals improve visibility at intersections by preventing large vehicles from parking at street corners and blocking sight lines

Guidance

See bicycle rack guidelines section.

- Bicyclists should have an entrance width from the roadway of 5–6 feet.
- Desirable to put bicycle corrals near intersections.
- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for bicycle corrals since the concrete extension serves as delimitation on one side.

Lockers can be custom designed and fabricated to complement specific locations.

Materials and Maintenance

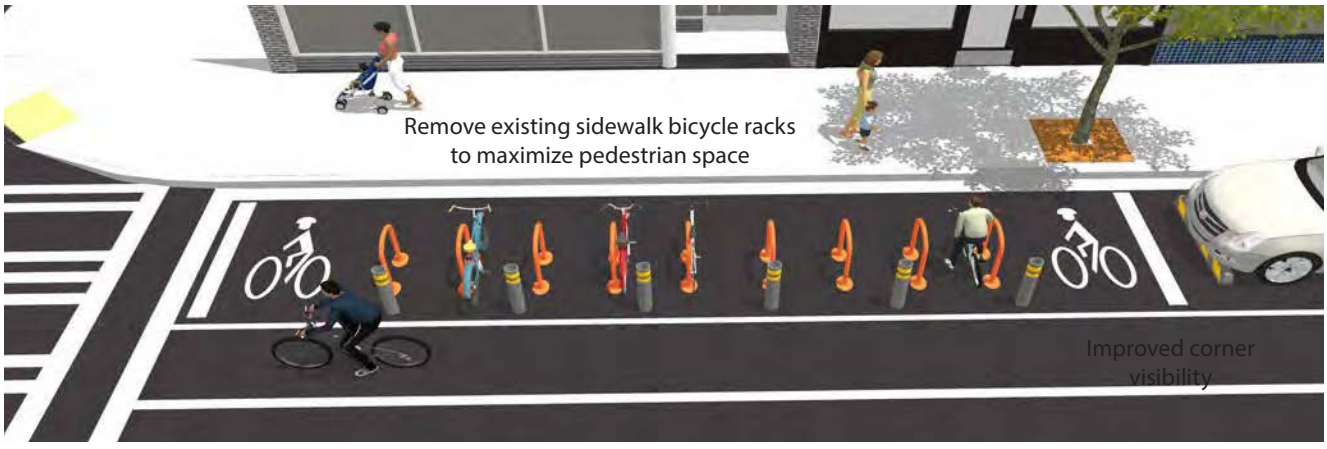
Physical barriers may obstruct drainage and collect debris. Establish a maintenance agreement with neighboring businesses.

Discussion

In many communities, the installation of bicycle corrals is driven by requests from adjacent businesses and is not a city-driven initiative. In other areas, the city provides corrals and business associations take responsibility for maintenance.

Additional References and Guidelines

APBP Bicycle Parking Guide 2nd Edition, 2010.



Secure Parking Areas (SPA)

Description

A Secure Parking Area for bicycles, also known as a Bike SPA or Bike & Ride (when located at transit stations), is a semi-enclosed space that offers a higher level of security than ordinary bike racks. Accessible via key-card, combination locks, or keys, Bike SPAs provide high-capacity parking for 10 to 100 or more bicycles.
Increased security measures create an additional transportation option for those whose biggest concern is theft and vulnerability.

Guidance

Key features may include:

- Closed-circuit television monitoring
- Double high racks and cargo bike spaces
- Bike repair station with bench
- Maintenance item vending machine
- Bike lock "hitching post" – allows people to leave bike locks
- Secure access for users





Discussion

Long-term parking facilities are more expensive to provide than short-term facilities, but are also significantly more secure. Although many bicycle commuters would be willing to pay a nominal fee to guarantee the safety of their bicycles, long-term bicycle parking should be free wherever automobile parking is free.

Materials and Maintenance

Regularly inspect moving part function and enclosures. Change keys and access codes periodically to prevent access by unapproved users.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
APBP Bicycle Parking Guide 2nd Edition, 2010.

Bike Fix-It Stations

Description

A bike fix-it station is a public work stand complete with tools to perform basic bike repairs and maintenance including fixing a flat to adjusting brakes. While there are several stand designs, they all provide an ergonomic work environment for any rider. The tools are attached to the stand via stainless steel gauge cables to prevent theft. Hanging the bike from the arm hangar allows the pedals and wheels to move freely while making adjustments to the bike.

Discussion

Stations employ universal bike mounting and should be ADA compliant. Common bike tools are tethered to the station by stainless steel cables. The stations' tubing are generally powder coated, galvanized or stainless steel anchored into concrete or another proper base material specified by vendor. Stations can be color customized from a variety of colors available by vendor. Many stations have a QR code with repair instructions should the rider need additional information.

Materials and Maintenance

Stations are built for outdoor use and sealed from the elements. Some vendors provide a warranty for service and repair should vandalism or mechanical failure occur.

Guidance

Stations are best placed in public areas with a significant amount of bicycle traffic or at popular trailheads.

Wall Setbacks

- Minimum of 48 inches from side of station to wall or other objects
- Minimum of 12 inches from back of station to wall or other objects

Street or Trail Setback

- Minimum of 60 inches from perpendicular street/trail
- Minimum of 96 inches from parallel street/trail.





Bicycle Access to Transit

Description

Safe and easy access to transit stations and secure bicycle parking facilities is necessary to encourage commuters to access transit via bicycle. Bicycling to transit reduces the need to provide expensive and space consuming car parking spaces. Many people who ride to a transit stop will want to bring their bicycle with them on the transit portion of their trip, so buses and other transit vehicles should be equipped accordingly.

For staircases at bus or rail transit stations, bicycle access could be facilitated with bicycle staircase side ramps. These consist of narrow channels just wide enough to accommodate typical bicycle tires, installed below the handrails of staircases. Cyclists place their bicycle tires onto the side ramps and walk them up or down the stairs, so the bicycles roll within the channels.

Discussion

Providing bicycle routes to transit helps combine the long-distance coverage of bus and rail travel with the door-to-door service of bicycle riding. Transit use can overcome large obstacles to bicycling, including distance, hills, riding on busy streets, night riding, inclement weather and breakdowns.

Guidance

Wayfinding

- Provide direct and convenient access to transit stations and stops from bicycle and pedestrian networks.
- Provide maps, wayfinding signage and pavement markings from bicycle network to transit stations.

Bicycle Parking

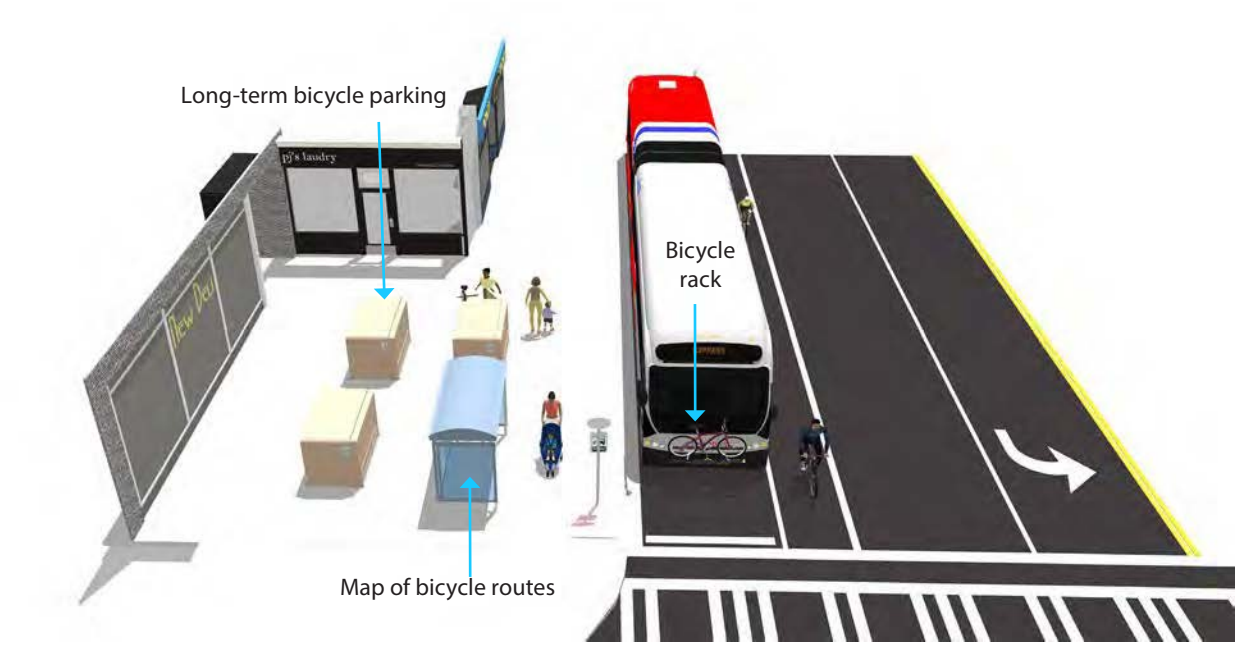
- Route from bicycle parking locations to station/stop platforms should be well-lit and visible.
- Signing should note bicycle parking location, rules for use and instructions, as needed.
- Provide safe and secure long-term parking such as bicycle lockers at transit hubs. Parking should be easy to use and well maintained.

Materials and Maintenance

Regularly inspect the functioning of long-term parking moving parts and enclosures.

Additional References and Guidelines

APBP Bicycle Parking Guide 2nd Edition, 2010.
FHWA University Course on Bicycle and Pedestrian Transportation.
Lesson 18: Bicycle and Pedestrian Connections to Transit, 2006.



Bikeway Facility Maintenance

Regular bicycle facility maintenance includes sweeping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flat and installing bicycle-friendly drainage grates. Pavement overlays are a good opportunity to improve bicycle facilities. The following recommendations provide a menu of options to consider enhancing a maintenance regimen.



Sweeping


Gutter to Pavement Transition


Roadway Surface


Drainage Grates

Sweeping

Description

Bicyclists often avoid shoulders and bike lanes filled with gravel, broken glass and other debris; they will ride in the roadway to avoid these hazards, potentially causing conflicts with drivers. Debris from the roadway should not be swept onto sidewalks (pedestrians need a clean walking surface), nor should debris be swept from the sidewalk onto the roadway. A regularly scheduled inspection and maintenance program helps ensure that roadway debris is regularly picked up or swept.



Guidance

Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.

- Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.
- Pave gravel driveway approaches to minimize loose gravel on paved roadway shoulders.
- Perform additional sweeping in the Spring to remove debris from the Winter.
- Perform additional sweeping in the Fall in areas where leaves accumulate.

Note: Some separated bike facilities (cycle tracks) that employ curbs or other physical barriers for separation may be too narrow for a standard street sweeper, which requires 10 foot clearance. If this is the case, smaller sweepers are available.

Gutter to Pavement Transition

Description

On streets with concrete curbs and gutters, 1 to 2 feet of the curbside area is typically devoted to the gutter pan, where water collects and drains into catch basins. On many streets, bikeway is situated near the transition between gutter pan and pavement edge. This transition can be susceptible to erosion, creating potholes and a rough surface for travel. These areas can also be prone to standing water during and after rains.



Guidance

- Ensure that gutter-to-pavement transitions have no more than a ¼" inch vertical difference.
- Examine pavement transitions during every roadway project for new construction, maintenance activities and construction project activities that occur in streets.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- Provide at least three feet of pavement outside of the gutter seams.
- When adding new bike facilities such as separated lanes, roundabouts and traffic circles, check for potential drainage issues. Installing bioswales to capture runoff and avoid standing water in bike lanes is becoming a standard part of building bike facilities in bike-friendly communities.

Roadway Surface

Description

Bicycles are much more sensitive to changes in roadway surface than motor vehicles. Various materials are used to pave roadways and some are smoother than others. Uneven settlement after trenching can affect roadway surface nearest the curb where bicycles travel. If compaction is not achieved to a satisfactory level, uneven pavement surface can result due to settling. When resurfacing streets, use the smallest chip size and ensure that the surface is as smooth as possible for bicyclist safety and comfort.

Guidance

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than ¼ inch.
- Maintain pavement so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- If chip sealing is to be performed, use the smallest possible chip on bike lanes and shoulders. Sweep loose chips regularly following application.
- During chip seal maintenance projects, if bike lane pavement condition is satisfactory, it may be appropriate to chip seal the travel lanes only. However, use caution when doing so as not to create an unacceptable ridge between the bike lane and travel lane.

Drainage Grates

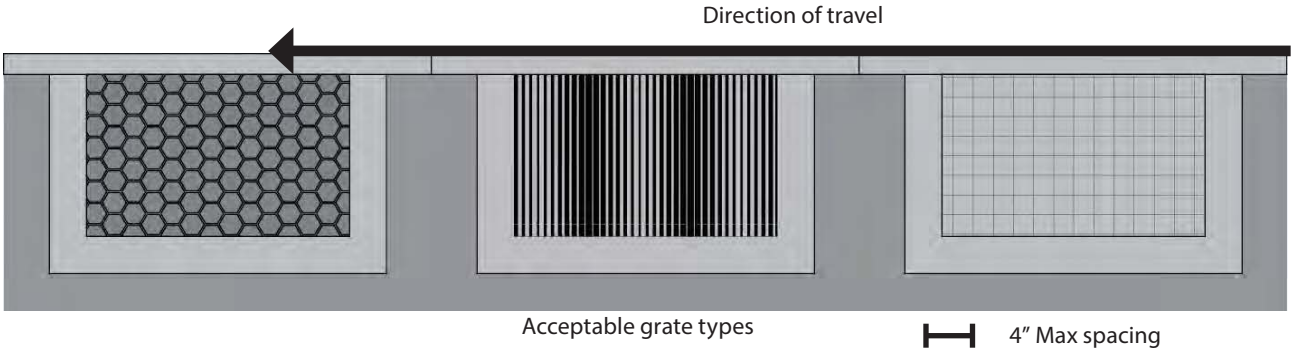
Description

Drainage grates are typically located in the gutter area near the curb of a roadway. Drainage grates typically have slots through which water drains into the municipal storm sewer system. Some older grates were designed with linear parallel bars spread wide enough for a tire to become caught so that if a bicyclist were to ride on them, the front tire could become caught in the slot, causing the bicyclist to go over the handlebars and sustain potentially serious injuries.

Guidance

Require all new drainage grates be bicycle-friendly, including grates with horizontal slats to prevent bicycle and assistive device tires from falling through.

- Create a program to inventory all existing drainage grates and replace hazardous grates as necessary – temporary modifications such as installing re-bar horizontally across the grate should not be an acceptable alternative to replacement.



Bikeway Maintenance and Operations

Description

Motor vehicle traffic tends to "sweep" debris like litter and broken glass toward the roadways edges where it can accumulate in bicycle lanes. Maneuvering to avoid such hazards can cause a cyclist to fall. In this way, proper maintenance directly affects safety and street sweeping must be a priority on roadways with bicycle facilities, especially in curb lanes and along curbs themselves. Law enforcement can assist by requiring towing companies to fully clean up crash sites to prevent glass and debris from being left in place or simply swept to the curb or shoulder after collisions.

When any roadwork repairs are done by the city or other agencies, the roadway must be restored to satisfactory quality with particular attention to surface smoothness suitable for cycling. Striping must be restored to the prior markings, or new markings if called in for a project. Bicycle facilities also sometimes seem to "disappear" after roadway construction occurs. This can happen incrementally as paving repairs are made over time and are not promptly followed by proper re-striping. When combined with poor surface reconstruction following long periods of no service due to road work, bikeway facilities can be "lost", which can discourage cycling in general. Construction projects that require the demolition and rebuilding of adjacent roadways can cause problems maintaining and restoring bikeway function.

Construction activities controlled through permits, such as driveway, drainage and utility work can have an important effect on roadway surface quality where cyclists operate in the form of mismatched pavement heights, rough surfaces or longitudinal gaps in adjoining pavements, or other pavement irregularities. Permit conditions should ensure that pavement foundation and surface treatments are restored to their pre-construction conditions, that no vertical irregularities will result and that no longitudinal cracks will develop. Strict specifications, standards and inspections designed to prevent these problems should developed. A five year bond should be held to assure correction of any deterioration that might occur as a result of faulty reconstruction of the roadway surface.

Bicycle facilities should be swept regularly, at least twice a month and preferably more often for heavily traveled routes. Also, adjacent shrubs and trees should be kept trimmed back to prevent encroachment into the pathway or obstructing cyclists' views.





Guidance for Colored Pavements:

Waterborne Paints

Over the past 10 years, transportation agencies in the United States have gradually replaced conventional solvent paints with waterborne paints that have low volatile organic compounds (VOC) and other newer pavement marking materials. Waterborne traffic paints are the most widely used and least expensive pavement marking material available. Glass beads are either pre-mixed into the paint or dropped onto the waterborne paint to provide retro-reflectivity. Waterborne paints generally provide equal performance on asphalt and concrete pavements, but have the shortest service life of all pavement marking materials. This paint type tends to wear off rapidly and lose retro-reflectivity quickly after being exposed to factors such as high traffic volumes. Although still a widely used material, waterborne paint is also used as an interim marking material until they can apply something more durable.

Regular Solvent Paint

This type of paint can be used universally for any pavement needing paint and is the least expensive. Additives such as reflective glass beads for reflectivity and sand for skid resistance are widely used to mark road surfaces. This is typically considered a non-durable pavement marking and is easily worn by vehicle tires and often requires annual re-application.

Durable Liquid Pavement Markings

Durable liquid pavement markings (DLPM) include epoxy and methyl methacrylate (MMA). Epoxy paint has traditionally been viewed as a marking material that provides exceptional adhesion to both asphalt and concrete pavements when the pavement surface is properly cleaned before application. The strong bond that forms between epoxy paints and both asphalt and concrete pavement surfaces results in the material being highly durable when applied on both pavement surfaces. These markings are highly durable and can be sprayed or extruded but generally require long no-track times.

Thermoplastics

Thermoplastics are a durable pavement marking material composed of glass beads, pigments, binders (plastics and resins) and fillers. There are two types of thermoplastics: hydrocarbon and alkyd. Hydrocarbon thermoplastics are made from petroleum-derived resins; and alkyd thermoplastics are made from wood-derived resins. One of the added advantages of using thermoplastic is that the material can be re-applied over older thermoplastic markings, thereby refurbishing the older marking as well as saving on the costs of removing old pavement markings. Although thermoplastic materials usually perform very well on all types of asphalt surfaces, there have been mixed results when they have been applied on concrete pavements.

Use of Green Paint

A significant recent change is the FHWA's interim approval for the use of green colored pavement within bicycle lanes in mixing or transition zones, such as at intersections and in other potential conflict zones where motor vehicles may cross a bicycle lane. They are intended to warn drivers to watch for and to yield to cyclists when they encounter them within the painted area. FHWA studies have also shown that green bicycle lanes improve cyclist positioning as they travel across intersections and other conflict areas. Jurisdictions must notify Caltrans before proceeding with green bicycle lane projects because the agency is required to maintain an inventory, but since Caltrans has requested to participate in this interim approval, the process has been streamlined because FHWA experimental treatment protocol is no longer required.

Product Life Estimates for Paint

- 9-36 months
- Inexpensive
- Quick-drying
- Longer life on low-volume roads
- Easy clean-up and disposal
- Short life on high-volume roads
- Subject to damage from sand/abrasives
- Pavement must be warm or will not adhere





Durable Liquids for Pavement Markings:

Epoxy

- 4 years
- Longer life on low-volume roads
- More retro-reflective
- Slow drying
- Requires coning and/or flagging during application
- Heavy bead application-may need to be cleaned off of roadway
- High initial cost
- Subject to damage from sand/abrasives

Thermoplastic

- 3-6 years
- Long life on low-volume roads
- Retro-reflective
- No beads needed
- Any temperature for application
- Recommended use for symbols and spot treatments
- Subject to damage from sand/abrasives
- Cost prohibited if used for large scale applications
- Shown to wear quickly in conflicts areas
- Life of pavement marking will depend on traffic volume, road condition and application time of year

Additional References and Guidelines

NACTO Urban Bikeway Design Guide, 2014.
FHWA Durability and Retro-Reflectivity of Pavement Markings (Synthesis Study), 2008.

On-street Bikeway Signing

The following signage system guidelines specifically address on-street bicycle routes. Such signage is regulated by the Manual of Uniform Traffic Control Devices (MUTCD), which establishes national standards for traffic signs and related traffic control devices. This ensures MUTCD-compliant signs are familiar to all roadway users.

The MUTCD should therefore govern sign design and placement technical aspects, such as dimensions, font size and ground clearance. It guidance is intended to improve cyclists' experience and to help encourage people to ride more frequently, or to begin riding.

The ability to navigate through a city's streets is informed by landmarks, natural features and other visual cues. Signs throughout the system should indicate:

- Travel direction
- Destinations locations
- Travel time/distance to those destinations

These signs will increase users' comfort and bikeway system accessibility.
Signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bicycle network
- Helping users identify the best routes to destinations
- Helping to address misconceptions about time and distance
- Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)

A community-wide bicycle wayfinding signage plan identifies:

- Sign locations
- Sign types – what information should be included and design features
- Destinations to be highlighted on each sign – key destinations for bicyclists
- May include approximate distance and travel time to each destination bicycle wayfinding signs also visually cue drivers that they are driving along a bicycle route and should use caution.
- Sign placement such as at key locations leading to and along bicycle routes, including intersection of multiple routes.

Too many road signs tend to clutter the right-of-way and it is recommended that these signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.



On-Street Bikeway Signage

On-street Bikeway Sign Types

Description

A on-street bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. There are three general on-street bikeway wayfinding sign types:

Confirmation

- Indicate to bicyclists that they are on a designated bikeway.
- Make drivers aware of the bicycle route.
- May include destinations and distance/ time, but not arrows.

Decision

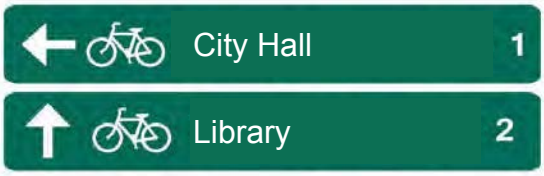
- Mark junctions of two or more bikeways.
- Inform bicyclists of the designated bike route to access key destinations.
- Destinations and arrows are required, distances are optional, but recommended.
- Travel time is nonstandard, but recommended.

Turn

- Indicate where a bikeway turns from one street onto another street. Can include pavement markings.
- Include destinations and arrows.



Confirmation Sign



Decision Sign



Turn Sign

Discussion

There is no standard color for bicycle wayfinding signage. Section 1A.12 of the MUTCD establishes the general meaning for signage colors. Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those in the MUTCD.

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs and will need periodic replacement due to wear and fading, to which south-facing signs are especially prone.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
NACTO Urban Bikeway Design Guide, 2014.

On-street Bikeway Sign Placement

Guidance

Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

Decisions Signs

- Near-side of intersections in advance of junction with another bicycle route.
- Along route to indicate nearby destination.

Confirmation Signs

- Every two or three blocks along on-street bicycle facilities, unless another sign type is used (e.g., within 150 feet of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also be used for confirmation that a bicyclist is on a preferred route.

Turn Signs

- Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.

Discussion

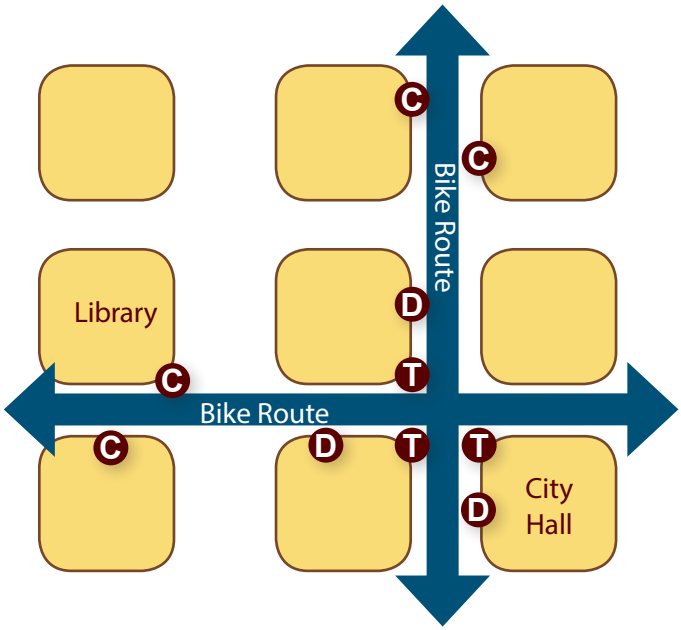
A list of destinations on signs should be based on their relative distance to users from a particular sign's location. A particular destination's ranking in the hierarchy can be used to infer the physical distance from which the location is signed.

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs and will need periodic replacement due to wear.

Additional References and Guidelines

AASHTO Guide for the Development of Bicycle Facilities, 2012.
California MUTCD, 2014.
NACTO Urban Bikeway Design Guide, 2014.



C Confirmation Sign

D Decision Sign

T Turn Sign

Appendix B: Project Prioritization

Overview

The purpose of project prioritization is to determine which projects will provide the most benefit from among the list of projects defined within a master plan, and should therefore be expedited for implementation. Prioritizing projects is also a requirement of the State of California's bicycle master planning enabling legislation, Streets and Highways Code (SHC) Section 891.2, Items a-k. Bicycle master plans must be approved by Caltrans for the municipality to be eligible for future Bicycle Transportation Account (BTA) funding. Item j is written as follows:

A description of the projects proposed in the plan and a listing of their priorities of implementation.

Directly associated with this, it is becoming common for grant funding programs to require an explanation of a municipality's prioritization methodology as part of grant scoring inputs. This is intended to help verify that the municipality carefully considered and can therefore justify the specific project's priority relative to the rest of the municipality's projects listed in its bicycle master plan.

An important example is the State of California's recently developed Active Transportation Plan (ATP) Grant Program, which has the potential to be a significant source of future funding for the types of projects listed in this master plan. Item n of ATP Guidelines is worded very similarly to the SHC Section 891.2's Item j, but takes the prioritization requirement a substantial step further by requiring the applicant to not just list the projects by prioritization, but to describe the prioritization methodology:

A description of the projects and programs proposed in the plan and a listing of their priorities of implementation, including the methodology for prioritization and a proposed timeline for implementation.

Methodology

Project prioritization is primarily a data-driven process underpinned as much as possible by objective information. It is therefore subject to the availability of suitable data, supplemented with other information sources where applicable. Initial prioritization model results are generally ported to carefully designed spreadsheets where they are combined and evaluated with other available data types to yield the best results for a specific location and project type.

No matter what criteria are employed, the initial prioritization model run's results are evaluated to determine which criteria should continue to be employed in subsequent refinement. This is because analyzing the initial run often reveals that certain criteria did not help to differentiate between alternatives. Eliminating them streamlines the analysis process.

Once the criteria have been selected, they are differentially weighted relative to each other, primarily to take advantage of expert knowledge to help address specific local issues, conditions and values. For example, City of Eastvale staff felt that public input requesting specific facilities should be given high priority. In addition, the City agreed with a strong public preference that a facility's proximity to schools should also be given higher consideration and relative weighting compared to other criteria.

The following appendix section describes the six criteria determined to be most useful to prioritize recommended projects in Eastvale, with each one's normalized (rounded) score and its cumulative percent effect on the total of all six per facility.

Future facility ranking and implementation should be fine-tuned and adjusted accordingly based on any changing circumstances. Prioritized projects can be re-ranked within the State's mandated five year bicycle master plan update cycle, or at whatever interval best fits future funding cycles. Prioritization updates could be scheduled to take into consideration the availability of new information, new funding sources, updated crash statistics, updated CIP lists, etc.

Gap Closure

This criterion addressed potential bicycle connectivity improvements by evaluating each recommended facility's overall contribution to system completeness.

- Closes gap in an existing bicycle facility = 3
- Upgrades facility to higher classification (ex. Class 3 bike route to Class bike lane) = 2
- New facility connecting existing and proposed bicycle facilities = 1

Normalized score: 1.0 of 6 points (17 percent of total)

Reported Collisions

This criterion addressed safety through five years of collision data, normalized by collisions per mile of recommended facility. Compared to automobile collisions, the lower number of bike crashes and lack of robust, long term exposure data (i.e. number of bicyclists using each corridor) means that this dataset is not as statistically sound. However, it is still commonly reported and easily understood. Dataset was derived from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). This criteria uses collisions per mile and gives points to recommended facilities that have high collision rates along their segments.

Normalized score: 1.0 of 6 points (17 percent of total)

Economic Efficiency

Economic efficiency measured the financial benefits associated with a corridor, normalized by the number of anticipated users (in turn a product of the facility type and length), and divided by the rough order construction cost estimates.

Using National Cooperative Highway Research Program (NCHRP) Report 552 methods, 1/4, 1/2 and one mile buffers were drawn around each corridor to obtain American Community Survey (ACS) population and journey to work mode share data. An extrapolation of all bicycle trips was made and estimates of potential ridership developed, based on multi-use path or bicycle lane attractiveness functions as defined by the NCHRP research. Using the existing and estimated ridership, annual mobility, health, recreation and reduced auto use, cost saving benefits were calculated. Economic efficiency is further explained through sample projects in Appendix C.

Normalized score: 0.25 of 6 points (4 percent of total)

Required vs. Existing Width Constraints

This criterion looked at the common constraint of existing right-of-ways for adding bicycle facilities, particularly for on-street bicycle lanes and cycle tracks. However, any recommendations that included adjacent shared-use off-street paths would also be affected.

- 0 feet needed = 4
- 1-4 feet needed = 3
- 5-9 feet needed = 2
- 10+ feet needed = 1

Normalized score: 0.5 of 6 points (8 percent of total)

Proximity to Schools

This criterion addressed the distance from schools for each recommended facility and was given the highest weighting based on strong community preference.

Normalized score: 1.75 of 6 points (29 percent of total)

Public Outreach Input

Public outreach conducted for this plan consisted of three public workshops and an online survey available throughout the course of the project. The survey was filled out by almost 500 respondents. In both the survey and at the public meetings, City staff and residents were asked to identify the projects they felt were most important by facility type. Like the previous criterion, this one was highly weighted based City on guidance.

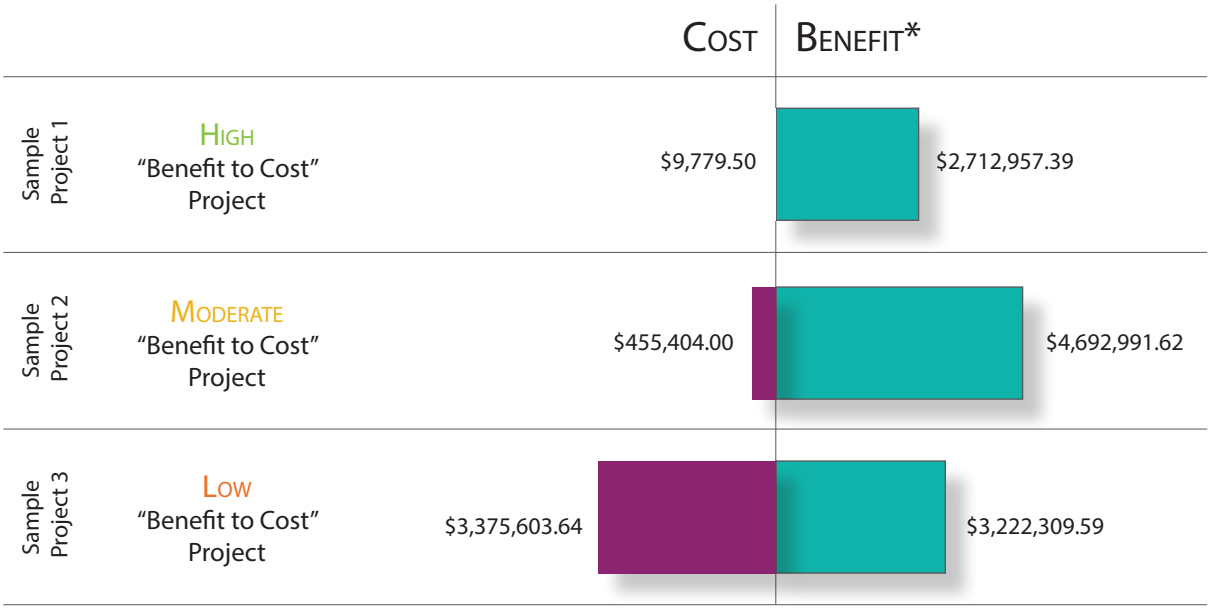
- >6 points = 3
- 3-6 points = 2
- <3 points = 1

Normalized score: 1.5 of 6 points (25 percent of total)

Appendix C: Benefit-Cost Analysis

To illustrate the benefit-cost relationship, three sample projects representing high, moderate and low benefit-cost ratios are shown below. These are real projects selected from the 30 projects recommended by this plan (See "Table 9-2: Inputs - Benefit-Cost Analysis" on page A-70 for benefit-cost information for all projects). The high "benefit to cost" project (Sample Project 1) is a bike boulevard along Blossom Way; the moderate "benefit to cost" project (Sample Project 2) is a protected bike lane on Citrus Street; and the low "benefit to cost" project (Sample Project 3) is a multi-use path along the Cucamonga River/Flood Control Path.

While these benefit-cost ratios do provide some information about projects – and a means of comparison – it is important to note that they are relatively insensitive to facility type. On other words, they do not distinguish between facilities types other than multi-use paths (e.g. bike routes vs. protected bike lanes). For this reason, benefit-cost ratios have only a minor influence on overall project ranking, with reported collisions, proximity to schools and community input playing much larger roles.



*"Benefit" is a combination of several financial benefits associated with the given projects: mobility benefits, health benefits, recreation benefits and reduced automobile use.

Table 9-2: Inputs - Benefit-Cost Analysis

Project Number (Rank)	Total Population (Quarter Mile)	Total Population (Half Mile)	Total Population (One Mile)	Adult Population, 18+ (Quarter Mile)	Adult Population, 18+ (Half Mile)	Adult Population, 18+ (One Mile)	Workers 16+ (Quarter Mile)	Workers 16+ (Half Mile)	Workers 16+ (One Mile)	Bike Commuters (Quarter Mile)	Bike Commuters (Half Mile)	Bike Commuters (One Mile)	Combined Benefit*	Total Length of Existing Class 1 Facilities in Project (mi)	Total Length of Project (mi)	Estimated cost of project	Benefit Cost Ratio (BCR)
1	5755	11961	28411	36	76	205	2413	5013	12180	14	29	106	3438668.121	0.00	2.52	$1,310,750.00	2.62
2	6819	14284	30951	36	78	190	2959	6176	13364	35	70	147	5429840.674	0.00	2.33	$179,697.00	30.22
3	7845	16373	32668	37	80	207	3488	7252	14403	54	110	190	7428215.029	0.00	2.14	$1,114,761.00	6.66
4	489	1385	6422	3	8	45	204	573	2757	3	8	38	1166766.878	0.00	0.41	$5,365.72	217.45
5	9965	20732	42354	59	123	278	4383	9097	18459	58	119	223	8494756.410	0.00	3.93	$1,629,031.00	5.21
6	11122	23351	37626	65	137	235	4876	10203	16320	65	132	199	8759213.847	0.99	3.78	$2,650,501.00	3.30
7	2258	5372	15349	16	38	110	984	2323	6636	12	27	81	2715661.548	0.00	1.53	$586,184.00	4.63
8	8175	16948	29575	55	113	191	3715	7662	13100	58	116	187	9324317.130	2.00	2.33	$3,204,465.00	2.91
9	7255	15222	32041	44	94	222	3153	6579	13702	37	75	156	5771526.757	0.00	3.76	$1,952,799.00	2.96
10	7659	16728	34961	43	99	218	3413	7428	15339	50	104	187	7781019.018	0.50	1.77	$861,624.00	9.03
11	4701	11251	26412	28	73	204	2060	4960	11589	24	60	131	4692991.619	0.00	1.50	$455,404.00	10.31
12	1063	2854	8714	6	19	86	438	1170	3650	4	9	35	1118030.213	0.00	1.14	$15,108.26	74.00
13	8193	16968	31580	40	98	208	3635	7594	13963	55	114	189	7875603.231	0.41	2.16	$677,431.00	11.63
14	4422	9795	21637	27	61	165	1850	4103	9200	12	25	66	2290860.258	0.00	1.10	$14,498.51	158.01
15	6073	12487	26779	47	106	226	2719	5588	11752	37	78	153	5736752.370	0.00	3.55	$1,847,948.00	3.10
16	3175	7409	19068	24	50	126	1427	3286	8379	20	43	109	3856448.589	0.06	1.27	$106,331.00	36.27
17	7734	13837	26763	63	101	193	3557	6245	11824	55	90	165	6626691.579	0.17	2.65	$307,151.00	21.57
18	721	4203	14889	5	25	90	312	1856	6519	2	25	88	2712957.390	0.00	0.74	$9,779.50	277.41
19	10183	17786	32161	60	106	199	4492	7804	14005	60	98	168	6775282.102	0.00	2.55	$33,660.00	201.29
20	11224	22663	40566	66	134	263	4925	9934	17673	64	127	212	8688776.234	0.38	3.27	$1,014,338.00	8.57
21	5817	13287	29141	34	75	190	2459	5690	12588	19	56	130	4529861.635	0.00	1.84	$24,334.14	186.15
22	610	1542	11512	4	11	68	262	652	4916	1	3	48	1330118.112	0.00	0.72	$9,561.13	139.12
23	1547	4247	13226	9	35	130	643	1801	5730	6	18	66	2104762.131	0.02	1.76	$55,465.00	37.95
24	2944	6610	17272	23	48	114	1337	2951	7577	21	44	104	3730433.268	0.04	1.51	$107,493.00	34.70
25	1301	3752	11461	9	28	80	567	1645	4964	8	23	64	2754775.482	1.03	1.03	$1,640,836.70	1.68
26	813	1837	8140	5	11	61	338	748	3520	5	10	53	1686912.433	0.14	1.03	$234,201.00	7.20
27	1351	3033	12456	8	19	96	554	1237	5416	7	16	82	3222309.592	2.11	2.11	$3,375,603.64	0.95
28	2447	5571	14816	19	39	96	1109	2487	6525	17	38	100	4432161.467	1.40	1.35	$2,240,000.00	1.98
29	6585	13752	29368	32	70	168	2911	6026	12819	43	82	161	6261944.957	0.20	2.09	$349,016.00	17.94
30	1433	3532	10246	20	53	161	613	1513	4313	5	11	28	979314.138	0.00	1.32	$114,373.00	8.56

* Combined benefit is a combination of several financial benefits associated with the given projects: mobility benefits, health benefits, recreation benefits and reduced automobile use. Combined benefits also uses a time series to account for forecasted benefits.

Appendix D: Applicable Legislation

Overview

Several pieces of legislation support increased cycling in the State of California. Much of the legislation concerns greenhouse gas (GHG) reduction and employs cycling as a means to achieve GHG reduction targets. Other legislation highlights the intrinsic worth of cycling and treats the safe and convenient accommodation of cyclists as a matter of equity. The most relevant legislative acts for bicycle policy, planning, infrastructure and programs are discussed below.

State Legislation and Policies

AB-32 Global Warming Solutions Act

This bill specifies greenhouse gas emissions reduction and codifies the 2020 emissions reduction goal. This act also directs the California Air Resources Board to develop specific early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit.

AB-902 Diversion Programs

This bill was signed in September 2015 and sponsored by the California Bicycle Coalition. It allows local jurisdictions to create diversion programs that allow ticketed cyclists to have their tickets removed from their records if they successfully complete a bicycle training course. This type of program has been available for children for some time, but this legislation expands availability to adults. It also offers all cyclists, ticketed or not, more opportunities to learn the rules of the road and safe bicycle handling skills.

AB-1096 Redefine Electric Bikes

The bill was passed by the California Senate in September 2015 and awaiting the Governor's signature. It would replace California's existing vehicle law that does not allow motorized bicycles on non-motorized paths. The updated law splits e-bikes from other motorized bikes and divide them into three categories:

- Class I: pedal-assisted electric bike with a top assisted speed of 20mph
- Class II: pedal-assisted or propelled unassisted with a top motor-driven speed of 20mph
- Class III: pedal-assisted electric bike with a top assisted speed of 28mph

Of those three categories, the first two will now be allowed on any infrastructure where conventional bicycles are allowed, but the bill also provides local authorities the specific ability to limit or prohibit those uses. Class III electric bikes or any bikes with a non-electric motor would not be allowed on off-street paths, but could still be used on on-street bike lanes. The changes apply to the state's vehicle code and would not affect open space trails or public lands access rules.

AB-1193 Bikeways
This act amends various code sections, all relating to bikeways in general, specifically by recognizing a fourth class of bicycle facility, cycle tracks. However, the following may be even more significant to future bikeway development: Existing law requires Caltrans, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and traffic related matters. Existing law also requires all city, county, regional and other local agencies responsible for the development or operation of bikeways or roadways to utilize all of those minimum safety design criteria and uniform specifications and symbols. This bill revises these provisions and required Caltrans to establish minimum safety design criteria for each type of bikeway and also authorizes local agencies to utilize different minimum safety criteria if adopted by resolution at a public meeting.

AB-1358 Complete Streets Act
This bill requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, cyclists, individuals with disabilities, seniors and users of public transportation. The bill also directs the OPR to amend guidelines for the development of general plan circulation elements so that the building and operation of local transportation facilities safely and conveniently accommodate everyone, regardless of their mode of travel.

AB-1371 Passing Distance/3 Feet for Safety Act
This statute, widely referred to as the "3 Foot Passing Law," requires drivers to provide at least three feet of clearance when overtaking cyclists. If traffic or roadway conditions prevent drivers from giving cyclists three feet of clearance, they must "slow to a speed that is reasonable and prudent" and wait until they reach a point where passing can occur without endangering the cyclist. Violations are punishable by a $35 base fine, but drivers who collide with cyclists and injure them in violation of the law are subject to a $220 fine.

AB-1581 Bicycle and Motorcycle Traffic Signal Actuation
This bill defines a traffic control device as a traffic-actuated signal that displays one or more of its indications in response to the presence of traffic detected by mechanical, visual, electrical or other means. Upon the first placement or replacement of a traffic-actuated signal, the signal would have to be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway. Caltrans has adopted standards for implementing the legislation.

SB-375 Redesigning Communities to Reduce Greenhouse Gases
This bill seeks to reduce vehicle miles traveled through land use and planning incentives. Key provisions require the larger regional transportation planning agencies to develop more sophisticated transportation planning models, and to use them for the purpose of creating "preferred growth scenarios" in their regional plans that limit greenhouse gas emissions. The bill also provides incentives for local governments to incorporate these preferred growth scenarios into the transportation elements of their general land use plans.

SB-743 CEQA Reform

Just as important as the pieces of legislation described in this section that support increases in cycling infrastructure and accommodation, is one that promises to remove a longstanding roadblock to cycling infrastructure and accommodation. That roadblock is vehicular Level of Service (LOS) and the legislation with the potential to remove it is SB-743. For decades, vehicular congestion has been interpreted as an environmental impact and has often stymied bicycle projects. Projections of degraded Level of Service have, at a minimum, driven up project costs and, at a maximum, precluded projects altogether.
SB-743 could completely remove LOS as a measure of car traffic congestion that must be used to analyze environmental impacts under the California Environmental Quality Act (CEQA). This is extremely important because adequately accommodating cyclists, particularly in built-out environments, often requires reallocation of right-of-way and the potential for increased vehicular congestion. The reframing of Level of Service as a matter of motorist inconvenience, rather than an environmental impact, will allow planners to assess the true impacts of transportation projects and will help support cycling projects that improve mobility for all roadway users.

According to the Association of Environmental Professionals 2014 CEQA Guidelines 229, a project involving only feasibility or planning studies for possible future actions that an agency has not approved, adopted or funded, does not require an EIR or Negative Declaration, but does require consideration of environmental factors. This has been supported by numerous cities and counties, as well as State agencies. Planning projects such as this bicycle master plan are therefore exempt from CEQA analysis since they are comprised of planning and conceptual recommendations. However, as individual recommendations move forward through design and implementation, the City will need to determine if there are impacts associated with them for which environmental review may be necessary.

Caltrans' Deputy Directive 64-R1

Deputy Directive 64-R1 is a policy statement affecting Caltrans mobility planning and projects requiring the agency to: "...provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system." The directive goes on to mention the environmental, health and economic benefits of more Complete Streets.

Federal Legislation

Safe Streets Act (S-2004/HR-2468)

HR2468 encourages safer streets through policy adoption at the state and regional levels, mirroring an approach already being used in many local jurisdictions, regional agencies and states governments. The bill calls upon all states and metropolitan planning organizations (MPOs) to adopt Safe Streets policies for federally funded construction and roadway improvement projects within two years. Federal legislation will ensure consistency and flexibility in road-building processes and standards at all levels of governance.

Appendix E: BTA Reviewer Checklist

For reviewer convenience, California Streets and Highways Code Section 891.2, items a-k code text and associated document sections and/or responses are listed below.

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

Current estimate of bicycle commuters is 662 using industry standard calculation methods. Expected increase as a result of this plan was based on other jurisdictions' experience with bikeway system development. This also addresses forecasted future employment increase of seven percent to 18,305, yielding 1,274 commuting cyclists, or 612 additional cyclists, a 92 percent increase resulting from implementation of this plan. This includes students and transit users.

This document recommends establishing a cycling activity baseline using annual count locations.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.

See Chapter 2 maps and tables.

(c) A map and description of existing and proposed bikeways.

See Chapter 4 maps and tables.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers.

See Chapter 4 maps and tables.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting cyclists and bicycles on transit or rail vehicles of ferry vessels.

See Chapter 2 maps and tables.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities.

See Chapters 2 and 4 maps and tables.

(g) A description of bicycle safety and education programs conducted in the area included in the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving cyclists.

The Eastvale Police Department, in conjunction with the Public Works Department and Corona-Norco Unified School District, provides parents and students with safety pamphlets that specifically address safe driving practices. In addition to the training brochures, police traffic team and School Resource Officers conduct traffic enforcement in school zones before and after school. Many violations are related to bicyclist and/or helmet violations. The City also posts driving safety tips on its website.
Eastvale Police Department also pass out free "slurpee" coupons to students wearing bicycle helmets and cite those who are not.

Bike Month is promoted by the regional bicycle advocacy organization, Inland Empire Bike Alliance.

(h) A description of the extent of citizen and community involvement in development of the plan including, but not be limited to, letters of support.

See Appendix C, Community Input Summary.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with the local or regional transportation, air quality or energy conservation plans, including, but not be limited to, programs that provide incentives for bicycle commuting.

Encouraging bicycle commuting is addressed throughout the document, particularly Chapter 5: Recommended Programs and Policies.

(j) A description of the projects proposed in the plan and a listing of their priorities of implementation.
See Chapter 4 maps, tables and recommendations text.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

The City of Eastvale was only incorporated in 2010. This master plan is its inaugural bicycle planning effort and intended to be a comprehensive blueprint for future system development.

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298

To: **State Clearinghouse, Responsible and Trustee Agencies, Property Owners, and Interested Parties**

From: **Jensen Uchida, Environmental Project Manager**

Subject: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING: Riverside Transmission Reliability Project (A.15-04-013)**

Date: **January 25, 2017**

Introduction

Southern California Edison (SCE) filed an application (A.15-04-013) on April 15, 2015 with the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity (CPCN) to construct and operate the 230-kV transmission line and 230-kV substation components of the Riverside Transmission Reliability Project (RTRP). The RTRP would provide energy to the Riverside Public Utilities (RPU) local electrical distribution system. The City of Riverside prepared an Environmental Impact Report (EIR) (State Clearinghouse No. 2007011113) for the RTRP in 2013, including SCE's proposed 230-kV transmission line and substation. The City of Riverside certified the RTRP EIR on February 5, 2013.

After the City of Riverside's decision to certify the EIR and approve the project, the City of Jurupa Valley approved residential and commercial developments within the RTRP alignment studied in the RTRP EIR. These developments are in various stages of construction. The new developments prompted SCE and several developers to enter into discussions seeking to resolve specific areas of conflict along the RTRP alignment. In September 2016, SCE reached a settlement agreement with Lennar of California, Inc. (Lennar) and Vernola Trust (Vernola) that includes modifications to the SCE proposed 230-kV transmission line to avoid conflicts with the Lennar Riverbend Community and Vernola Marketplace Apartment Community developments. These changes to the project were not considered in the EIR that was certified by the City of Riverside.

The CPUC, as the next-in-line permitting agency, has determined that a Subsequent EIR is necessary under CEQA (CEQA Guidelines Section 15162) to analyze potential impacts that may result from SCE's proposed changes in the RTRP location and design. The RTRP EIR is adequate to address the SCE elements of the RTRP that have not changed from those analyzed in the 2013 EIR.

This Notice of Preparation (NOP) is being sent to interested agencies and members of the public to inform the recipients that the CPUC is beginning preparation of a Subsequent EIR for the RTRP and to request comments from the public regarding the scope and content of the environmental document. This notice includes a description of the changes to the RTRP, a summary of environmental impacts, and information on how to provide comments to the CPUC.

PUBLIC UTILITIES CODE - PUC

DIVISION 9. AVIATION [21001 - 24451]

(Division 9 added by Stats. 1953, Ch. 151.)

PART 1. STATE AERONAUTICS ACT [21001 - 21707]

(Heading of Part 1 amended by Stats. 1961, Ch. 2071.)

CHAPTER 4. Airports and Air Navigation Facilities [21601 - 21690.29]

(Chapter 4 added by Stats. 1953, Ch. 151.)

ARTICLE 3.5. Airport Land Use Commission [21670 - 21679.5]

(Article 3.5 added by Stats. 1967, Ch. 852.)

21676.

(a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to

overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

(Amended by Stats. 2003, Ch. 351, Sec. 3. Effective January 1, 2004.)

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 11.0
Traffic Volumes Worksheets



April 2017

City of

Jurupa Valley

California

Draft
2017 General Plan

Appendix 12.0
Habitat Conservation Plan



April 2017

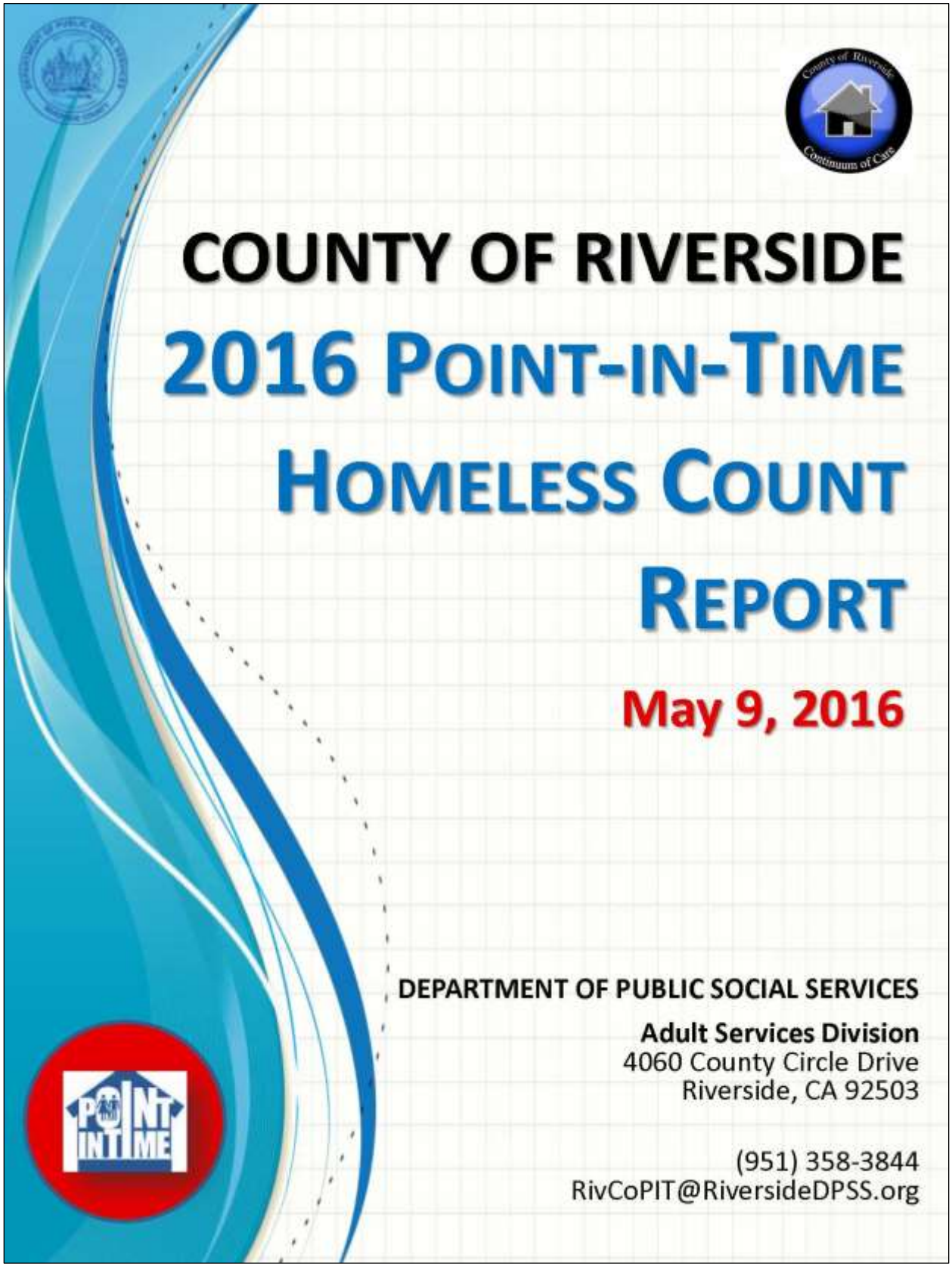
City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 13.0
Homeless Count Report



April 2017


COUNTY OF RIVERSIDE
2016 POINT-IN-TIME
HOMELESS COUNT
REPORT
May 9, 2016
DEPARTMENT OF PUBLIC SOCIAL SERVICES
Adult Services Division
4060 County Circle Drive
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Acknowledgements

The Department of Public Social Services (DPSS) Director, Susan von Zabern, and Assistant Director, Lisa Shiner, along with the 2016 Point-In-Time Homeless Count (PIT Count) Planning Team would like to thank all of the individuals and agencies who contributed their time, money, staff, and effort toward this important event. Coordinating the Point-In-Time Homeless Count is a massive undertaking. We would not have been able to conduct this count and survey without the participation of many community-based organizations and agencies. This year's count involved 503 volunteers, which included 33 City Leaders from the community, eight DPSS Staff Site Coordinators, and two DPSS PIT Count Call Center Staff.

We extend our sincerest appreciation to the agencies that allowed their staff to volunteer for the PIT Count:

ABC Recovery Center
All Saints Episcopal Church
Atrium Sober Living
Banning Police Department
Beaumont Police Department
California Baptist University
California Children's Services
California Rural Legal Assistance
Calimesa Code Enforcement
Calvary Presbyterian Church
Church of Jesus Christ Latter Day Saints
City of Banning
City of Beaumont
City of Blythe
City of Calimesa
City of Cathedral City
City of Coachella
City of Corona
City of Desert Hot Springs
City of Eastvale
City of Hemet
City of Hemet Parks and Recreation
City of Indian Wells
City of Indio
City of Jurupa Valley
City of Lake Elsinore
City of La Quinta
City of Menifee
City of Moreno Valley
City of Murrieta
City of Murrieta Parks and Recreation
City of Norco
City of Palm Desert
City of Palm Springs
City of Palm Springs Parks and Recreation
City of Perris
City of Rancho Mirage
City of Riverside
City of Riverside Parks and Recreation
City of San Jacinto
City of Temecula
City of Wildomar
Coachella Valley Rescue Mission
Coachella Police Department
Commission on Disabilities, Inland Regional Center
Common Good Community Development
Community Access Center
Community Action Partnership of Riverside County
Community of Mecca
Corona Code Enforcement
Corona Fire Safety Foundation
Corona Police Department
Corona Settlement House
County of San Bernardino
Department of Housing and Urban Development
Desert Best Friend's Closet
Desert Hot Springs Family Resource Center
Down Syndrome Association of Inland Empire
Employment Development Department
First Presbyterian Church of Hemet
Fruit in the Heart, Inc.

Golden Era Productions
Gregory Barton & Associates
Green Coalition of San Jacinto Valley
Harmony Kitchen
Health to Hope Clinics
Helping Hands Group
Hemet Code Enforcement
Hemet Community Pantry
Path of Life Ministries
Hemet Police Department
Homeless Task Force Sub-Committee
Hope Lutheran Church
Human Rights Commission
Idyllwild HELP Center
Indio Police Department
Jewish Family Service of the Desert
Jurupa Valley Code Enforcement
Jurupa Valley Safety Committee
La Quinta Police Department
La Sierra University
La Sierra University Church
Life in His Hands
Lifeline Street Ministry
LightHouse Social Service Centers
LLLeindecker & Associates
Lutheran Social Services
Magnolia Presbyterian Church
Manzanita Ranch
Martha's Village & Kitchen
Men and Women Ministry on the Move
Menifee Community Cupboard
Menifee Kay Ceniceros Senior Center
Menifee Police Department
Menifee Valley Community Church
Moreno Valley College
Moreno Valley Police Department
National Alliance for Women
Norco Community College
Operation SafeHouse
Palm Springs Homeless Task Force
Palm Springs Human Rights Commission
Palm Springs Police Department
Palm Springs Public Library
Peace Lutheran Church
Perris Code Enforcement
Perris Police Department
Press Enterprise
PW Enhancement Center
Reaching New Heights
ResCare Workforce Services
Riverside County Registrar of Voters
RI International/ NAMI Signature Programs
Riverside Access Center
Riverside City College
Riverside University Health Systems-Behavioral Health
Riverside County Code Enforcement
Riverside County Department of Animal Services
Riverside County Department of Child Support Services
Riverside County Department of Public Health
Riverside County Department of Public Social Services
Riverside County Department of Veterans Services
Riverside County Economic Development Agency
Riverside County District Attorney's Office
Riverside County Emergency Management Department
Riverside County Executive Office
Riverside County Flood Control
Riverside County Habitat Conservation Agency
Riverside County Health Administration
Riverside County Housing Authority
Riverside County Human Resources
Riverside County Probation Department
Riverside County Sheriff's Department
Riverside County Supervisor Chuck Washington
Riverside County Supervisor John J. Benoit
Riverside County Supervisor John F. Tavaglione
Riverside County Supervisor Kevin Jeffries
Riverside County Supervisor Marion Ashley
Riverside County Transportation and Management Land Agency
San Jacinto Code Enforcement
San Jacinto Police Department
Santa Ana Ministry Group
Seams of Gold
Seller & Keever Foundation
Senior Advocates of the Desert
Serve-One, Inc.
Southwest County Detention Center
StarWriter Enterprises
St. Catherine's of Alexandria

St. Thomas Church
Temecula Community Pantry
Temecula Police Department
Temecula Veterans Center
The Hole In Wall, Inc.
The Well in the Desert
University of California Riverside
University of Phoenix
VA Loma Linda Healthcare System
Valley Restart Shelter
Veterans Community Services
Veterans of Foreign Wars
VitalCare America

We would also like to thank all of the City Leaders and the agencies who permitted City Leaders and Site Coordinators to use their facilities as Deployment Centers. In addition, we would like to thank all of the City Leaders and agencies that helped promote, develop, and coordinate the street-based count in their respective areas. Deployment Centers were used as a place for volunteers to gather, receive instructions, safety reminders, supplies, incentives, maps, and team assignments:

City/Community	Key Leader(s)	Deployment Site
Banning	**Debbie Franklin** City of Banning **Police Chief Alex Diaz** Banning Police Department	Banning Police Department
Beaumont	**Officer Michael Granada** **Sergeant George Walter** Beaumont Police Department	Beaumont Police Department
Blythe	**Barbara Burrow** City of Blythe	Blythe City Hall
Calimesa	**Tori Townsend** City of Calimesa	Calimesa City Hall
Cathedral City	**Vincent Lopez** City of Cathedral City	Cathedral City Hall
Coachella	**Mark Weber** City of Coachella	Coachella City Hall
Corona	**Lieutenant Mark Johnson** **Officer Wade Arens** **Officer Jon Rosenblum** Corona Police Department	Corona Police Department
Desert Hot Springs	**Joe McKee** Desert Hot Springs City Councilman	DHS Family Resource Center
Eastvale	**Deputy Aaron Avila** Riverside County Sheriff's Department	Jurupa Valley Station
Hemet	**Carla Callahan** City of Hemet **Susan Larkin** Valley Restart	Salvation Army
Indian Wells	**David Gassaway** City of Indian Wells	Indian Wells City Hall

City/Community	Key Leader(s)	Deployment Site
Indio	**Christie Curtis** Martha's Village & Kitchen **Jesus Gomez** City of Indio	Martha's Village & Kitchen
Jurupa Valley	**Deputy Aaron Avila** Riverside County Sheriff's Department	Jurupa Valley Station
La Quinta	**Sergeant Chris Frederick** Riverside County Sheriff's Department	La Quinta Police Department
Lake Elsinore	**Nicole Dailey** City of Lake Elsinore	Lake Elsinore City Hall
Mecca	**Marla Machuca** Department of Public Social Services	Mecca Family Resource Center
Menifee	**Margarita Cornejo** City of Menifee	Kay Ceniceros Senior Center
Murrieta	**Joseph Carpenter** City of Murrieta	Temecula Community Center
Norco	**Deputy Aaron Avila** Riverside County Sheriff's Department	Jurupa Valley Station
Palm Desert	**Amy Lawrence** City of Palm Desert	Palm Desert City Hall
Palm Springs	**Dale Cook** City of Palm Springs	Palm Springs City Hall
Perris	**Deputy James Updike** Riverside County Sheriff's Department	Perris Police Department
Rancho Mirage	**Britt Wilson** City of Rancho Mirage	Rancho Mirage City Hall
Riverside	**Monica Sapien** City of Riverside Access Center	City of Riverside Access Center St. Michael's Episcopal Church
San Jacinto	**Renee Yarnall** City of San Jacinto	Salvation Army
Temecula	**Robin Gilliland** City of Temecula	Temecula Community Center
Wildomar	**Keith Ross** City of Wildomar	Wildomar City Hall

Thank you to all city leaders for working to increase public awareness about the Riverside County PIT Homeless Count. We express our deep gratitude to the individuals and organizations who donated money, personal care items, and services to the PIT Homeless Count, including, but not limited to:

County of Riverside Department of Public Health
Valley Restart
Anna Hause Elementary School (Beaumont)
Early Act Club & Friday Night Live Kids

Martha's Village & Kitchen
Susan Jeffries
San Gorgonio Girl Scout Troop 176

These generous donations contributed to 2,000 incentive bags which included a pair of socks, a bar of soap, a resource card, and either a knit cap or pair of gloves. These incentive bags were given to homeless individuals who completed our survey during the unsheltered street-based and service-based counts on January 26, 2016.

Finally, we would like to thank: Members of the Continuum of Care (CoC) for their insightful comments and feedback regarding the preliminary PIT Count data; The Institute for Urban Initiatives for serving as an ad hoc consultant throughout the PIT Count process; Riverside County Information Technology for their incredible turnaround time generating maps that were distributed to volunteers during the PIT street-based count; and Riverside County DPSS Purchasing Department for quickly processing all PIT Count-related purchase requests.

A special thank you also to Riverside County DPSS, Adult Services Division, Homeless Programs Unit, who worked diligently to plan, coordinate, develop, and implement the 2016 PIT Homeless Count.

The County of Riverside, Department of Public Social Services
Adult Services Division – Homeless Programs Unit
PIT Count Planning Team

Liz A. Calanche Administrative Services Analyst II	**Rowena Concepcion** Supervising Program Specialist	**Jasmin Garcia** Office Assistant II (TAP)
Jacqueline Hamilton Administrative Services Assistant (TAP)	**Elizabeth Hernandez** Program Specialist II	**Donyielle Holley** Social Service Planner
Jill Kowalski Administrative Services Manager II	**Tiffany Nelson** Office Assistant III	**Veronica Ramirez** Office Assistant III
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	Ryoko Yamasaki Administrative Services Analyst II	

Executive Summary

The 2016 Point-In-Time Homeless Count and Survey, conducted on January 26, 2016, identified **1,351 unsheltered** and **814 sheltered** homeless people **(total = 2,165)** in Riverside County, California. **The total Point-In-Time Count decreased by 12% from 2015 to 2016.** Data collected during the count reflects a snapshot of Riverside County's homeless population at one particular point in time.

The total Point-In-Time Homeless Count decreased by 12% from 2015 to 2016.

The 2016 unsheltered count methodology consisted of a street-based count, service-based count, and Riverside University Health System - Behavioral Health homeless outreach count. A total of 503 volunteers were deployed across Riverside County to successfully count and survey the unsheltered homeless population. PIT Count data was deduplicated using an algorithm to generate a unique ID for each individual counted which utilized several fields of information from the survey. This process allowed data analysts to easily identify and eliminate duplicate records using a statistical database program. Compared to the 2015 PIT Count, the number of unsheltered homeless people counted decreased by 15% in 2016 to 1,351. Among the 1,351 unsheltered individuals counted in 2016, 1,042 were interviewed and 309 were observed.

The total unsheltered homeless people counted decreased by 15% in 2016 to 1,351.

The sheltered count methodology consisted of data extracted from the Homeless Management Information System (HMIS) to identify sheltered homeless individuals on the night of January 25, 2016. Compared to the 2015 PIT Count, the number of sheltered homeless people decreased by 8% in 2016 to 814. The decrease in the overall unsheltered 2016 Point-in-Time Count reflects a trend countywide that began in 2013. The County of Riverside Department of Public Social Services (DPSS) submits that this continued decrease may be attributed to the following:

The total sheltered homeless people counted decreased by 8% in 2016 to 814.

- HUD Continuum of Care (CoC) Program funding continues to prioritize the creation of new permanent housing beds for homeless individuals and families throughout the county. This includes a 79% increase in the number of new permanent housing beds since 2013[1]. A majority of these beds have been "leased up" with unsheltered homeless people, including those who are chronically homeless.

[1] The 2013 Housing Inventory Chart (HIC) reported 862 permanent beds; in 2015, there were 1,547 permanent beds reported in the HIC. This included; HUD Permanent Supportive Housing, Rapid Rehousing, Veterans' Affairs Supportive Services for Veterans and VA Supportive Housing (HUD-VASH).

- A surge in funding by the U.S. Department of Veterans' Affairs (VA) to provide supportive services to veterans and their families. This includes increased funding for the Veterans Affairs Supportive Housing (HUD-VASH) program that provides rental assistance for homeless veterans and the Supportive Services for Veteran Families (SSVF) program that provides a range of supportive services to eligible Veteran families that are designed to promote housing stability.
- Further, in 2015 a targeted countywide effort to coordinate services to permanently house homeless people who are living in encampments began as part of a collaboration between key county and nonprofit agencies working on the frontlines to end homelessness. This enhanced partnership includes the Riverside County Sheriff's Department, DPSS Homeless Programs Unit, Housing Authority of the County of Riverside, The Riverside University Health System – Behavioral Health (formerly Department of Mental Health), the U.S. Department of Veterans' Affairs, Loma Linda Medical Center, Path of Life Ministries and other key nonprofit housing providers. This coordination effort has assisted in closing several homeless encampments and providing permanent housing for a majority of the people who were living in riverbeds, near freeways and other places not meant for human habitation.

On the day of the Point-In-Time Count, additional services were offered to our Veterans encountered during the street-based Count. Veterans who wanted to receive housing services were transported to either the Riverside Access Center or the Indio Workforce Development Office for immediate processing. VA and Housing Authority staff were available at these centers to complete VI-SPDATs (needs assessments), issue VASH vouchers and complete other eligibility services. Beds were reserved at Path of Life Ministries and the Coachella Valley Rescue Mission to offer emergency shelter for any veterans encountered on the day of the PIT Count. There were six veterans who received a Housing Choice Voucher through the HUD-VASH program on the day of the PIT Count.

Riverside County's Department of Public Social Services (DPSS), in partnership with the County of Riverside Continuum of Care continues to explore new and innovative strategies for conducting a successful PIT Count in 2017 and beyond.

Introduction

The Point-In-Time (PIT) Homeless Count is a count and survey of Riverside County's sheltered and unsheltered homeless population. Riverside County's Department of Public Social Services (DPSS), in partnership with County of Riverside Continuum of Care, is required to conduct this biennial count during the last 10 days in January. The Continuum of Care (CoC) is a network of private- and public-sector homeless service providers, designed to promote community-wide planning and the strategic use of resources to address homelessness.

The PIT Count is federally-mandated by the U.S. Department of Housing and Urban Development (HUD) to count and survey the homeless population in cities and counties throughout the nation, including Riverside County. Each count is planned, coordinated, and carried out locally. Data collected during the count reflects a *snapshot* of Riverside County's homeless population at one particular point-in-time and is required in order to: continue receiving federal funding for homeless assistance programs, develop strategies to end homelessness, help homeless individuals and families who are in need, and produce a full report to HUD regarding the homeless individuals in Riverside County. In 2015, Riverside City and County received a total of $9.3 million by HUD for the Continuum of Care Program for homeless programs and services.

HUD defines a person who is homeless as: (a) living in a place not designed or ordinarily used as a regular sleeping accommodation for humans (i.e., abandoned buildings, cars, parks, under bridges, bus stops, etc.) and (b) living in emergency shelters and transitional housing projects[2]. It is important to note that HUD's definition does not include households that are below the poverty line or those individuals that are near-homeless. In addition, HUD identifies people to exclude from the count[3]:

(a) Persons counted in any location not listed on the CoC's Housing Inventory Count (HIC);

(b) Persons residing in permanent housing (PH) programs, including persons housed using HUD Veterans Affairs Supportive Housing (VASH) vouchers;

(c) Persons temporarily staying with family or friends (i.e., "doubled-up" or "couch surfing");

(d) Persons residing in housing they rent or own (i.e., permanent housing), including persons residing in rental housing with assistance from a RRH project on the night of the count; and

(e) Persons residing in institutions (e.g., jails, juvenile correction facilities, foster care, hospital beds, detox centers).

[2] 2014 Point-In-Time HUD Methodology Guide, p. 4
[3] 2014 Point-In-Time HUD Methodology Guide, p. 30

Methodology

Overview

The 2016 Point-In-Time (PIT) Homeless Count unsheltered methodology consisted of three primary components:

a) Street-based count on January 26, 2016 between 5:30 a.m. to 9:30 a.m.
b) Service-based count on January 26, 2016 between 7:00 a.m. to 2:00 p.m.
c) Riverside University Health System - Behavioral Health Homeless Outreach between January 26, 2016 – February 2, 2016 (seven-day period of time to cover unincorporated areas throughout Riverside County)

The 2016 PIT Count unsheltered methodology was the same as the 2015 PIT Count unsheltered methodology, with the exception of the separate Youth Count conducted in 2015. Even though a separate Youth Count was not conducted in 2016, youth were identified and counted during the street-based, service-based, and sheltered counts. See Table 1 below for a comparison of PIT Count methodologies.

Table 1. Comparison of PIT Count Unsheltered Methodology

PIT Count Unsheltered Methodology	
2015	**2016**
Street-based count	Street-based count
Service-based count	Service-based count
Riverside University Health System - Behavioral Health homeless Outreach (seven-day period of time to cover the unincorporated areas)	Riverside University Health System - Behavioral Health homeless Outreach (seven-day period of time to cover the unincorporated areas)
Youth Count	

Subsequent sections will further compare the 2015 and 2016 PIT Count unsheltered methodologies. In both 2015 and 2016, specific attention was given to city engagement and survey development as opportunities to increase the accuracy of the PIT Count.

City Engagement

The methods of city engagement used in 2016 paralleled the methods used in 2015. DPSS made efforts to engage city leaders and establish deployment centers in each city and a thorough list of unincorporated communities was incorporated into the street-based count. City leaders who requested further assistance were assigned a DPSS Site Coordinator to support PIT Count activities on the day of the PIT Count. These DPSS Site Coordinators worked in tandem with city leaders. Their role was primarily to assist the city leaders who were in charge at each deployment center during the street-based count. It is important to note that some city leaders elected not to use a DPSS Site Coordinator as they felt confident with their abilities and available resources to conduct the count. See Table 2 below for a comparison of city engagement.

Table 2: Comparison of City Engagement

City Engagement	
2015	**2016**
Deployment centers attempted in each city (25 out of 29 cities had deployment centers)	Deployment centers attempted in each city (25 out of 29 cities had deployment centers)
Did NOT designate red zones, but rather attempted to engage every city	Did NOT designate red zones, but rather attempted to engage every city
Included 53 census designated places (unincorporated areas)	Included 53 census designated places (unincorporated areas)
81% of the deployment centers had an assigned DPSS Site Coordinator	20% of the deployment centers had an assigned DPSS Site Coordinator

Survey Development

The survey that was selected for implementation was a slightly modified version of the 2015 Count and Survey tool based on the feedback from our volunteers to improve the previous version. The survey was pilot tested to assess whether prospective volunteers knew how to navigate the survey tool comfortably and whether prospective interviewees clearly understood the questions that were asked.

A total of 40 people piloted the survey tools including: DPSS Adult Services Division Administration staff, community members, and sheltered homeless individuals. In addition, general survey feedback was given by the Riverside University Health System - Behavioral Health homeless Outreach staff. The version that received the most positive feedback was selected for interviewing homeless individuals during the street-based count and the service-based count.

The primary goal for the PIT Count was to *interview* each homeless person. However, it was understood interviewing was not feasible under certain circumstances. Thus, an observational survey tool was developed to allow interviewers to record observational data (perceived gender, ethnicity, age, physical description, etc.) for individuals encountered during the street count who were suspected

to be homeless and were unable or unwilling to be engaged. This observational technique is acceptable according to HUD guidelines[4]. The following were reasons for volunteers to use an observational tool:

- there were barriers to enter the site;
- the site was unsafe to enter;
- the person refused to participate;
- the person was sleeping;
- there was a language barrier; or
- the person was unable to respond (i.e., mental issues, intoxication, etc.).

This observational tool was used during the general PIT street-based count.

Data Entry and Deduplication Method

A Microsoft Access application was created in order to consolidate and store the unsheltered homeless count survey data. Separate applications were created for the street-based interview surveys and street-based observational surveys. Five data entry volunteers entered this unsheltered homeless data into the Microsoft Access application during the month of February.

Since the 2016 PIT Count involved both street-based and service-based counts, a deduplication method was implemented to account for any individuals who may have been interviewed multiple times. The deduplication method for the interview surveys consisted of creating a unique identifier using several fields of information from the survey, such as: first initial, last initial, birth month, birth year, city born, state born, gender, race, and veteran status. The deduplication method for the observational surveys used the following fields to create a unique identifier: reason for observational tool, type of location, age observed, perceived gender, and perceived race. The creation of the unique identifier was conducted in a statistical database program (Microsoft Access), using an algorithm with the identified demographic information to generate a unique ID for each individual counted. This process allowed data analysts to easily identify and eliminate duplicate records.

Table 3 below shows that the total number of street-based (interview and observational tools) and service-based interview surveys returned to DPSS was 1,207 (940 interview surveys, 267 observational surveys). During the data entry process, several survey errors were discovered.

Surveys were rejected prior to data entry for the following reasons: (a) the survey was completely blank except for interviewer name and location; (b) the homeless individual indicated that they stayed in a place the night before that was not considered *unsheltered* according to HUD (house, apartment, emergency shelter, motel, etc.); or (c) the homeless individual indicated they had already been surveyed. There were 21 surveys that were rejected prior to being entered into the database. These criteria resulted in a new subtotal of 1,186 surveys. The PIT Count's analytic rationale was to include all records until there was clarity and certainty that they should be excluded. Once all data was entered and the deduplication method implemented, three surveys were rejected as duplicates,

[4] 2014 Point-In-Time HUD Methodology Guide, p. 52

resulting in a final sample size of 1,183 surveys. See Table 3 below for the numeric breakdown and filtering process.

Table 3. Breakdown of PIT Count Surveys – Data Cleaning and Deduplication

Total Surveys Returned	Rejected Surveys (Not Entered)	New Sub Total	Rejected Surveys (Duplicates)	Final Sample Size (total number of surveys)*
1,207 (940 interview, 267 observational)	**21** (17 interview, 4 observational)	**1,186** (923 interview, 263 observational)	**3** (3 interview, 0 observational)	**1,183** (920 interview, 263 observational)

Note: Some surveys included more than one person on them, thus the reason for the difference in the final sample size vs the total unsheltered count (1,183 vs. 1,351)

Since the observational surveys contained less information and therefore fewer fields to use in the deduplication process, it was challenging to rationalize the drop of any *potential* duplicates in this data. For example, if two different volunteers were instructed to record their observations regarding the same scenario, they would likely describe the scenario in two completely different ways. Thus, there would be no certainty that the individuals observed in the scenario were the same individual or different individuals. Therefore, it was decided to include all observational surveys. Throughout the rest of the report, the results will be discussed in terms of interview survey data versus observational survey data. It is important to make this distinction as the interview survey data is based on the respondent's own self-identification, while the observational survey data is based on the volunteer's perceptions.

Extrapolation techniques are not incorporated into this report. The 2016 PIT Count reflects only individuals who were counted (through direct observation or interviewed), rather than estimated based on tents or belongings.

It was not feasible to deduplicate the interview and observational data together because, again, the interview data was based on self-identification while the observational data was based on volunteer perception. Therefore, none of the fields from these two different surveys were identical, making it nearly impossible to deduplicate across survey types.

Volunteer Recruitment

There were a total of 503 volunteers, including 33 Key Leaders from the community, eight Department of Public Social Services (DPSS) Staff Site Coordinators, and two DPSS PIT Call Center Staff who contributed to the unsheltered PIT Count and survey.

Volunteers were recruited through the following methods: email blasts; outreach to faith-based organizations and local colleges and universities; press releases published in several print and online newspapers throughout Riverside County; volunteer trainings which ran from December 7, 2015 to January 25, 2016; and printed flyers distributed at various agencies and collaborative meetings. A web-based survey (SurveyMonkey) was used to keep track of volunteer registrations.

PIT Count Volunteers were able to provide assistance in the following ways:

- served as enumerators in the street-based count on January 26, 2016, between 5:30 a.m. and 9:30 a.m.;
- helped DPSS identify locations in Riverside County where homeless individuals and families were known to live and congregate; and
- donated items to be used in the incentive bags given to homeless individuals who were surveyed.

All volunteers were required to complete a 90-minute volunteer orientation where they received instructions on how to conduct the count and on important safety guidelines.

Unsheltered Homeless Count

Street-Based Count

The street-based count took place on January 26, 2016, between 5:30 a.m. and 9:30 a.m. A total of 533 volunteers were divided into groups of three and deployed across Riverside County to pre-identified locations where homeless people were known to live and/or congregate. Volunteers served as team leaders, lookouts, or counters and met at one of the deployment centers across the county to receive their team assignments, surveys, supplies, and maps.

In December 2015, Riverside County Information Technology (RCIT) developed a GIS mapping tool (Geoform) to track information on locations where homeless people were known to live and/or congregate and an assessment of safety of each location. This link was sent to City Leaders, Law Enforcement agencies, Code Enforcement agencies, PIT Count Volunteers, and other community organizations. RCIT generated maps for volunteers to take with them into the field. These maps covered smaller grids within each city (2.5 mile by 1.5 mile grid). While some sites used their own maps, added their own data points, or used their own color schemes, RCIT-generated maps were provided to any city or area that requested a map. Locations were categorized based on the safety assessment included in the mapping tool: unsafe (yellow), safe (green), and safety unknown (blue).

Service-Based Count

The service-based count took place on January 26, 2016, between 7:00 a.m. and 2:00 p.m. Several weeks prior to the count, DPSS staff compiled a list of agencies that provide services to homeless people throughout Riverside County. The list was compiled using several resources, including:

- a list of service agencies that the DPSS Homeless Programs Unit had on hand;
- an internet search; and
- Riverside County's Continuum of Care.

Though efforts were taken to compile a comprehensive list, this list is by no means exhaustive. Once the final list was completed, contact was attempted with each organization. The goal of contacting each organization was to verify the agency name, contact information, operational hours, and to assess each agency's interest level and how many estimated volunteers would be needed. All agencies that operated between the hours of 7:00 a.m. and 2:00 p.m. on Tuesdays were contacted or attempts were made. The remaining agencies were classified into four categories: information unconfirmed; willing to administer surveys with agency staff; willing to have volunteers administer surveys at facility; and not interested in participating.

Behavioral Health Homeless Outreach Count

Riverside University Health System – Behavioral Health Homeless Outreach (DBH) teams agreed to canvass non-city (unincorporated) areas in Riverside County. DBH performed their main unsheltered counts of non-city areas on the day of the Count, and also performed a follow-up sweep during the seven-day period after, as allowed by the HUD methodology.

"A survey of people at various social service locations or other public or private locations to identify people who were unsheltered, but not counted, on the night of the count--either because CoC's did not use a night of the count approach or because unsheltered people were missed on the night of the count. Service-based counts may only be conducted within the seven-day period after the designated count night."[5]

DBH used 34 staff volunteers teamed with six homeless volunteers to complete the count. The coverage they provided to the non-city areas included both (a) reconnaissance work to assess if particular areas had homeless people and (b) surveying the individuals they found during their reconnaissance at a later date. More specifically, six outreach teams canvassed the areas to assess the presence of homeless people. This reconnaissance work began the week of January 4-8th, 2016 and continued every day leading up to the Count. If absolutely no indication of homeless people was found in a particular area, DBH returned for one last round of reconnaissance two days prior to the Count. If DBH found, or knew of, suspected homeless individuals in a particular area, they returned on the day of the Count (or the seven day window afterward) to administer the survey. On the day of the Count, 12 teams surveyed the locations with known homeless, and four smaller outreach teams surveyed the remaining locations over the next seven days.

Sheltered Homeless Count

The shelter-based count involved counting homeless individuals who stayed in shelters on the night of January 25, 2016. The sheltered count was conducted in accordance with HUD's counting standards and methodology guidance. The primary data source for the sheltered count is the Homeless Management and Information System (HMIS) database. The sheltered count included counting homeless individuals and families who stayed in emergency shelters and transitional housing on the night of January 25, 2016.

[5] 2014 Point-In-Time Methodology Guide, p. 19

In preparation for the count, a PowerPoint presentation was sent to HMIS participating agencies to provide an overview of the 2016 PIT and the requirements for data collection. In addition, an email was sent to each agency with instructions to ensure that that all required data elements are complete, accurate, and that "Project Entry" and "Project Exit Dates" have been entered for participants who entered and exited on or before the night of the count. A copy of the PIT report taken from HMIS was included for each agency's verification.

For non-HMIS participating agencies and domestic violence providers, a survey form was provided to fill in demographic and household data. This information will be used to complete the population reporting requirement. To ensure data quality, accuracy and completeness, a staff was dedicated to focus on reviewing data quality as well as coordinate with HMIS participating agencies to complete any missing information.

Unsheltered Homeless Count Findings

There were a total of 1,351 individuals counted during the 2016 unsheltered homeless count. Table 4 displays the overall data by city or unincorporated area. When presenting any data below, please note that there is a distinction between observational data (based on volunteer perception) and interview data (based on respondent's self-identification), as discussed earlier in the report.

The total column for 2016 represents a summation of the interview and observational data. Both the total count for each city and the respective percentage of the total number of unsheltered homeless people in Riverside County are provided. Table 4 also compares the 2016 city counts to the 2015 city counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that this comparison does *not* take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless counts for each city or unincorporated area from 2015 to 2016.

Table 4. Unsheltered Homeless Count by City and Type of Data

City or Unincorporated Area	General PIT Count		Total Unsheltered				Percent Change
	Interview	Observational	2015		2016		
			Count	Percent	Count	Percent	
City							
Banning	22	3	30	2%	25	2%	-17%
Beaumont	1	9	14	1%	10	1%	-29%
Blythe	39	24	52	3%	63	5%	21%
Calimesa	0	0	0	0%	0	0%	0%
Canyon Lake	0	0	0	0%	0	0%	0%
Cathedral City	22	5	38	2%	27	2%	-29%
Coachella	47	12	41	3%	59	4%	44%
Corona	73	10	69	4%	83	6%	20%
Desert Hot Springs	19	9	21	1%	28	2%	33%
Eastvale	0	0	0	0%	0	0%	0%
Hemet	88	19	117	7%	107	8%	-9%
Indian Wells	0	0	0	0%	0	0%	0%
Indio	53	17	92	6%	70	5%	-24%
Jurupa Valley	109	4	168	11%	113	8%	-33%
La Quinta	5	3	10	1%	8	1%	-20%
Lake Elsinore	53	0	51	3%	53	4%	4%
Menifee	11	9	16	1%	20	1%	25%
Moreno Valley	44	17	61	4%	61	5%	0%
Murrieta	0	0	2	0%	0	0%	-100%
Norco	6	6	5	0%	12	1%	140%
Palm Desert	13	6	16	1%	19	1%	19%
Palm Springs	75	8	118	7%	83	6%	-30%
Perris	59	6	52	3%	65	5%	25%
Rancho Mirage	2	1	6	0%	3	0%	-50%
Riverside	168	90	399	25%	258	19%	-35%
San Jacinto	14	4	12	1%	18	1%	50%
Temecula	31	6	42	3%	37	3%	-12%
Wildomar	10	3	10	1%	13	1%	30%
Subtotal	**964**	**271**	**1442**	-	**1235**	-	**-14%**

Table 4. Unsheltered Homeless Count by City and Type of Data (Continued)

City or Unincorporated Area	General PIT Count		Total Unsheltered				Percent Change
	Interview	Observational	2015		2016		
			Count	Percent	Count	Percent	
Unincorporated Area							
Anza	2	0	0	0%	2	0%	-
Bermuda Dunes	2	0	8	1%	2	0%	-75%
Cabazon	5	1	3	0%	6	0%	100%
Cherry Valley	1	2	0	0%	3	0%	-
Chiriaco Summit	0	0	1	0%	0	0%	-100%
Eagle Valley	0	0	1	0%	0	0%	-100%
French Valley	0	0	3	0%	0	0%	-100%
Highgrove	13	12	0	0%	25	2%	-
Home Gardens	0	0	1	0%	0	0%	-100%
Homeland	2	0	1	0%	2	0%	100%
Idyllwild	6	6	10	1%	12	1%	20%
Lakeland Village	14	0	3	0%	14	1%	367%
Mead Valley	0	0	1	0%	0	0%	-100%
Meadowbrook	3	0	2	0%	3	0%	50%
Mecca	18	3	22	1%	21	2%	-5%
Mesa Verde	1	1	1	0%	2	0%	100%
Quail Valley	0	0	5	0%	0	0%	-100%
Romoland	2	1	1	0%	3	0%	200%
Rubidoux	0	0	8	1%	0	0%	-100%
Sedco Hills	0	0	11	1%	0	0%	-100%
Sun City	0	0	4	0%	0	0%	-100%
Thermal	5	3	0	0%	8	1%	-
Thousand Palms	2	4	4	0%	6	0%	50%
Valle Vista	0	0	1	0%	0	0%	-100%
White Water	1	0	3	0%	1	0%	-67%
Winchester	0	0	1	0%	0	0%	-100%
Woodcrest	1	5	28	2%	6	0%	-79%
(blank cities)	0	0	22	1%	0	0%	-100%
Subtotal	**78**	**38**	**145**	-	**116**	-	**-20%**
Grand Total	**1042**	**309**	**1587**	-	**1351**	-	**-15%**

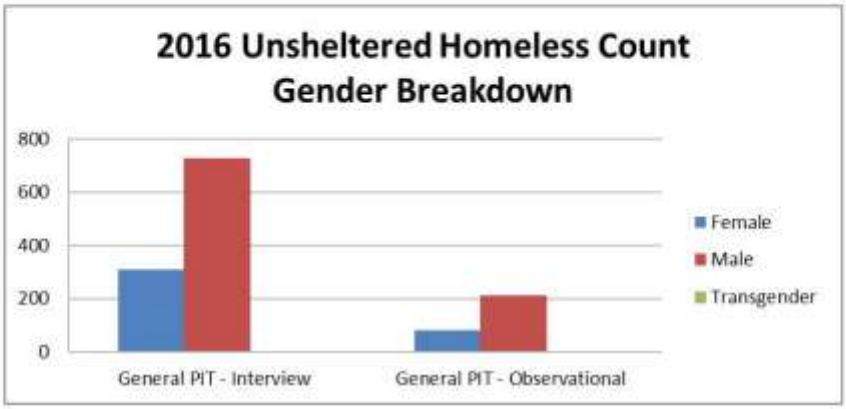
Of the 1,351 unsheltered homeless people, a majority (70%) of these individuals were men (n = 940). Only one of the unsheltered homeless population identified as transgender was counted. See Table 5 below for full details. Table 5 also compares the 2015 to the 2016 gender subpopulation counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that this comparison does not take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless gender counts from 2015 to 2016.

Table 5. 2015-2016 Unsheltered Homeless Count Comparison – Breakdown of Gender

Gender	2016 General PIT Count		Total Unsheltered Comparison				Percent Change
	Interview	Observational	2015		2016		
			Count	Percent	Count	Percent	
Female	308	81	398	25%	389	29%	-2%
Male	728	212	1077	68%	940	70%	-13%
Transgender	1	0	8	1%	1	0%	-88%
Don't Know or Refused	0	13	70	4%	13	1%	-81%
Blank	5	3	34	2%	8	1%	-76%
Total	**1042**	**309**	**1587**	**100%**	**1351**	**100%**	**-15%**

*Note: Interview data is based on respondent's self-identification while observational data is based on volunteer perception.

Figure 1. 2016 Unsheltered Homeless Count – Breakdown of Gender



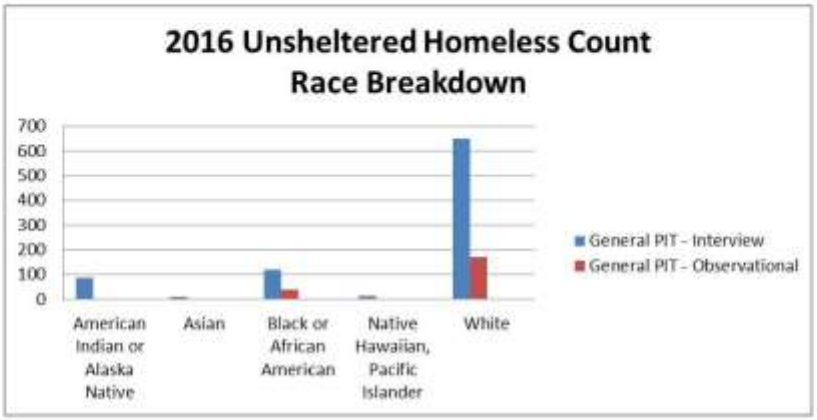
A majority of the unsheltered homeless population either identified or were observed as White (n = 822) (See Table 6 below). Approximately one fourth of the population either identified as or were observed as Hispanic or Latino. Ethnicity was assessed in a separate question than race as HUD considers Hispanic to be an ethnicity, not a race. See Table 6 for full details regarding race and ethnicity. Table 6 also compares the 2015 to the 2016 race subpopulation counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that this comparison does not take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless race counts from 2015 to 2016.

Table 6. 2015-2016 Unsheltered Homeless Count Comparison – Breakdown of Race and Ethnicity

Race	2016 General PIT Count		Total Unsheltered Comparison				Percent Change
	Interview	Observational	2015		2016		
			Count	Percent	Count	Percent	
American Indian or Alaska Native	85	2	45	3%	87	6%	93%
Asian	10	0	14	1%	10	1%	-29%
Black or African American	121	39	164	10%	160	12%	-2%
Native Hawaiian, Pacific Islander	12	0	6	0%	12	1%	100%
White	650	172	943	59%	822	61%	-13%
Multiple Races	27	28	30	2%	55	4%	83%
Don't Know or Refused	169	89	210	13%	258	19%	23%
Blank	31	8	175	11%	39	3%	-78%
Hispanic (ethnicity)	312	60	388	24%	372	28%	-4%

*Note: Interview data is based on respondent's self-identification while observational data is based on volunteer perception.
Ethnicity was assessed in a separate question than race as HUD considers Hispanic to be an ethnicity, not a race.

Figure 2. 2016 Unsheltered Homeless Count – Breakdown of Race



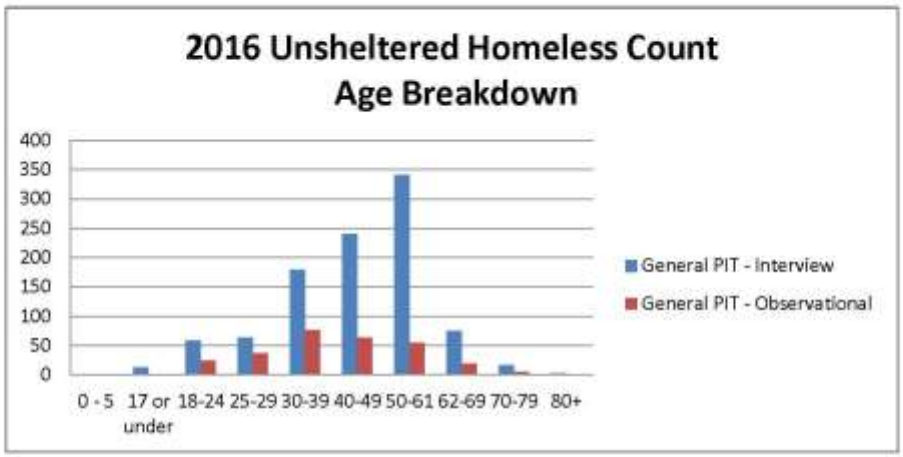
The majority of the 2016 unsheltered homeless population was between the ages of 50-61 (n = 396) and 40-49 (n = 305). See Table 7 for full details regarding age. Table 7 also compares the 2015 to the 2016 age subpopulation counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that this comparison does not take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless age counts from 2015 to 2016.

Table 7. 2015-2016 Unsheltered Homeless Count Comparison – Breakdown of Age

Gender	2016 General PIT Count		Total Unsheltered Comparison				Percent Change
	Interview	Observational	2015		2016		
			Count	Percent	Count	Percent	
0 – 5	1	0	-	-	1	0%	-
17 or under	13	0	12	1%	13	1%	8%
18-24	58	24	116	7%	82	6%	-29%
25-29	64	37	112	7%	101	7%	-10%
30-39	180	76	256	16%	256	19%	0%
40-49	241	64	330	21%	305	23%	-8%
50-61	341	55	446	28%	396	29%	-11%
62-69	75	19	107	7%	94	7%	-12%
70-79	17	5	20	1%	22	2%	10%
80+	3	1	1	0%	4	0%	300%
Blank	50	28	187	12%	78	6%	-58%
Total	**1042**	**309**	**1587**	**100%**	**1351**	**100%**	**-15%**

*Note: Interview data is based on respondent's self-identification while observational data is based on volunteer perception. 0-5 age group data was not collected on 2015 PIT Count Survey

Figure 3. 2016 Unsheltered Homeless Count – Breakdown of Age



Most of the unsheltered homeless individuals were not veterans. See Table 8 for a total count of veterans and chronically homeless veterans that were counted.

Table 8. 2016 Unsheltered Homeless Count – Veterans

Population	#
Unsheltered Homeless Veterans	100
Unsheltered Chronically Homeless Veterans	36

Among the unsheltered homeless population, 29% were considered chronically homeless (n = 299); 21% were recently released from jail or prison (n = 223); and 25% were victims of domestic violence (n = 265). See Table 9 below for full details on these unsheltered subpopulations. Table 9 also compares the 2015 to the 2016 subpopulation counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that this comparison does not take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless subpopulation counts from 2015 to 2016.

Table 9. 2016 Unsheltered Homeless Count Comparison – Breakdown of Subpopulations

Subpopulation	Total Unsheltered Comparison				Percent Change
	2015		2016		
	Count	Percent	Count	Percent	
Chronically Homeless	401	37%	299	29%	-25%
Families with Children	14	1%	8	1%	-43%
Recently Released Incarceration	225	21%	223	21%	-1%
Recently Released Medical or Rehab	-	-	135	13%	-
Veterans	102	9%	100	10%	-2%
Youth 24 or younger	128	12%	95	9%	-26%
Alcohol Use	474	44%	273	26%	-42%
Drug Use	348	32%	341	33%	-2%
PTSD	179	17%	200	19%	12%
Mental Health Conditions	322	30%	275	26%	-15%
Physical Disability	300	28%	326	31%	9%
Developmental Disability	155	14%	128	12%	-17%
Brain Injury	159	15%	201	19%	26%
Victim of Domestic Violence	243	23%	265	25%	9%
AIDS or HIV	22	2%	11	1%	-50%

Note: This information was only obtained from the interview surveys (not observational surveys).
Chronically homeless was defined according to HUD's definition if the person had been living in emergency shelter and/or on the streets (a) for the past year or more or (b) four or more times during the last three years and who may have a disability (HUD HEARTH Act Interim Rule, pgs. 53-54).
Recently released was defined as someone who was released from jail or prison within the past 12 months.
An individual could potentially be categorized into multiple or all subpopulations.
Recently released Medical or Rehab data was not collected on the 2015 PIT Count Survey.

Among the unsheltered homeless population, 26% reported using alcohol (n = 273), 33% reported using drugs (n = 341), 19% reported suffering from Post Traumatic Stress Disorder (PTSD) (n = 200), 26% reported having a mental health condition (n = 275), 31% reported having a physical disability (n = 326), 12% reported having a developmental disability (n = 128), and 19% reported suffering from a brain injury (n = 201). Among those individuals who reported experiencing these situations, almost half of them indicated that PTSD (53%), mental health conditions (52%), physical disabilities (58%), and developmental disabilities (46%) prevented them from obtaining stable housing or a steady job. It is important to note that an individual could potentially be categorized into multiple or all subpopulations. Table 10 also compares the 2015 to the 2016 subpopulation counts. In the final column on the right of the table is the percent change between 2015 and 2016. It should be noted that

this comparison does not take into account the total sample sizes for each year. The comparative data is presented this way in order to show the raw change in unsheltered homeless subpopulation counts from 2015 to 2016. See Table 10 below.

Table 10. 2016 Unsheltered Homeless Count Comparison – Breakdown of Subpopulations Preventing Housing

Subpopulation	Total Unsheltered									
	Number of respondents who stated they have experienced...					Number of respondents who stated it prevents them from obtaining housing or work				
	2015		2016		Percent	2015		2016		Percent
	Count	Percent†	Count	Percent†	Change	Count	Percent†	Count	Percent†	Change
Alcohol Use	474	44%	273	25%	-74%	63	6%	61	6%	-3%
Drug Use	348	32%	341	32%	-2%	69	6%	90	9%	30%
PTSD	179	17%	200	19%	11%	79	7%	106	10%	34%
Mental Health Conditions	322	30%	275	26%	-17%	144	13%	144	14%	0%
Physical Disability	300	28%	326	30%	8%	136	13%	190	18%	40%
Developmental Disability	155	14%	128	12%	-21%	65	6%	59	6%	-9%
Brain Injury	159	15%	201	19%	21%	58	5%	82	8%	41%

*Note: This information was only obtained from the interview surveys (not observational surveys).
† This percent (rounded) reflects the portion of people who experienced this criteria and who indicated it prevented them from obtaining housing and/or work. For example, 273 people reported using alcohol. Of those 273 people, 61 reported it prevented them from obtaining housing or work (22%). An individual could potentially be categorized into multiple or all subpopulations.

Table 11 below displays subpopulation data by city versus unincorporated area. This table provides a highlight of subpopulation information. A count for each city is provided, as well as its corresponding percentage of the total unsheltered sample that had subpopulation data available (n = 1,042). It is important to note that subpopulation information was not collected on the observational tool. Additional subpopulation information for the overall total amount of unsheltered homeless can be found in Table 9.

Table 11. Unsheltered Homeless Count – Subpopulation Data by City versus Unincorporated Area

City or Unincorporated Area	Total Unsheltered Homeless Individuals		Chronically Homeless		Families with Children		Recently Released Incarceration		Recently Released Medical or Rehab		Veterans		Youth (24 or younger)		Alcohol Use		Drug Use		PTSD		Mental Health Conditions		Physical Disability		Developmental Disability		Brain Injury		Victims of Domestic Violence		AIDs or HIV	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
City																																
Banning	25	2%	5	0%	0	0%	5	2%	3	2%	4	4%	3	3%	3	1%	6	2%	6	3%	8	3%	4	1%	3	2%	3	1%	5	2%	0	0%
Beaumont	10	1%	0	0%	0	0%	0	0%	0	0%	1	1%	0	0%	1	0%	0	0%	0	0%	1	0%	1	0%	0	0%	1	0%	1	0%	0	0%
Blythe	60	5%	20	7%	0	0%	6	3%	11	8%	6	6%	4	4%	12	5%	14	4%	4	2%	20	7%	17	5%	7	5%	5	2%	10	4%	1	3%
Calimesa	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Canyon Lake	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Cathedral City	27	2%	7	2%	0	0%	5	2%	2	2%	2	2%	1	1%	7	3%	7	2%	3	1%	6	2%	12	4%	4	3%	10	3%	6	2%	1	3%
Coachella	50	4%	9	3%	0	0%	9	4%	4	3%	4	4%	2	2%	6	3%	5	1%	5	3%	6	2%	11	3%	3	2%	7	3%	13	5%	0	0%
Corona	80	6%	27	9%	0	0%	12	5%	9	7%	5	5%	1	1%	14	5%	23	7%	14	5%	18	7%	25	8%	11	8%	13	6%	16	6%	0	0%
Desert Hot Springs	28	2%	3	1%	0	0%	3	1%	2	1%	1	1%	1	1%	7	3%	7	2%	5	3%	5	2%	4	1%	3	2%	6	3%	4	2%	0	0%
Eastvale	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Hemet	107	8%	24	9%	1	13%	27	12%	16	12%	7	7%	11	12%	24	9%	32	9%	17	9%	29	10%	30	9%	18	14%	23	11%	21	9%	2	10%
Indian Wells	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Indio	70	5%	16	5%	1	13%	15	7%	10	7%	3	3%	2	2%	16	6%	17	5%	14	7%	14	5%	17	5%	8	6%	11	5%	10	4%	0	0%
Jurupa Valley	113	8%	18	6%	1	13%	19	9%	7	5%	8	8%	5	5%	22	8%	54	16%	16	8%	21	8%	22	7%	7	5%	18	9%	31	13%	0	0%
La Quinta	9	1%	2	1%	0	0%	1	0%	1	1%	2	2%	0	0%	3	1%	0	0%	0	0%	1	0%	2	1%	2	2%	1	0%	0	0%	0	0%
Lake Elsinore	53	4%	15	5%	2	25%	12	5%	3	2%	5	5%	1	1%	15	5%	29	7%	5	3%	9	3%	15	5%	6	5%	8	4%	15	6%	0	0%
Menifee	22	2%	1	0%	0	0%	1	0%	0	0%	1	1%	0	0%	5	2%	1	0%	2	1%	0	0%	1	0%	1	1%	1	0%	2	1%	0	0%
Moreno Valley	20	1%	1	0%	0	0%	4	2%	1	1%	1	1%	1	1%	6	2%	2	1%	1	1%	3	1%	1	0%	3	2%	2	1%	1	0%	0	0%
Murrieta	81	5%	12	1%	0	0%	6	3%	7	5%	6	6%	7	7%	18	6%	20	6%	8	4%	17	6%	12	4%	8	6%	7	3%	8	3%	1	0%
Murrieta	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Norco	12	1%	2	1%	0	0%	2	1%	0	0%	0	0%	0	0%	2	1%	1	0%	3	2%	2	1%	3	1%	2	2%	1	0%	0	0%	0	0%
Palm Desert	19	1%	2	1%	2	25%	2	1%	2	1%	5	5%	2	2%	3	2%	4	1%	5	3%	5	2%	4	1%	1	1%	1	0%	4	2%	0	0%
Palm Springs	88	6%	21	7%	0	0%	21	9%	11	8%	6	6%	10	11%	16	6%	23	7%	23	12%	22	8%	30	9%	9	7%	11	5%	21	9%	4	36%
Perris	85	5%	16	1%	1	13%	12	5%	11	8%	2	2%	10	11%	14	5%	22	6%	10	5%	15	5%	20	6%	6	5%	7	3%	14	5%	0	0%
Rancho Mirage	3	0%	0	0%	0	0%	0	0%	0	0%	1	1%	0	0%	1	0%	1	0%	2	1%	1	0%	1	0%	0	0%	1	0%	1	0%	0	0%
Riverside	258	19%	48	16%	0	0%	32	14%	25	19%	15	15%	17	16%	42	16%	45	12%	32	16%	44	16%	50	15%	19	15%	26	10%	40	16%	2	18%
San Jacinto	18	2%	6	2%	0	0%	7	3%	1	1%	1	1%	1	1%	1	0%	5	1%	3	2%	4	1%	5	2%	0	0%	7	3%	7	3%	0	0%
Temecula	37	3%	9	3%	0	0%	10	4%	3	2%	1	1%	1	1%	10	4%	7	2%	8	5%	6	2%	8	2%	2	2%	9	4%	11	4%	0	0%
Wildomar	13	1%	3	1%	0	0%	3	1%	0	0%	2	2%	0	0%	3	1%	1	0%	0	0%	0	0%	3	1%	0	0%	2	1%	1	0%	0	0%
Sub Total	**1256**	**93%**	**267**	**20%**	**8**	**1%**	**214**	**16%**	**129**	**10%**	**91**	**7%**	**90**	**7%**	**255**	**19%**	**320**	**24%**	**180**	**14%**	**250**	**20%**	**299**	**22%**	**123**	**9%**	**191**	**14%**	**251**	**19%**	**11**	**1%**

Table 11. Unsheltered Homeless Count – Subpopulation Data by City versus Unincorporated Area (Continued)

City or Unincorporated Area	Total Unsheltered Homeless Individuals		Chronically Homeless		Families with Children		Recently Released Incarceration		Recently Released Medical or Rehab		Veteran		Youth (18 or younger)		Alcohol Use		Drug Use		PTSD		Mental Health Conditions		Physical Disability		Developmental Disability		Brain Injury		Victims of Domestic Violence		AIDs or HIV	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unincorporated Area																																
Aguanga	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Anza	2	0%	2	1%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	1%	0	0%	2	1%	0	0%	0	0%	0	0%	0	0%
Bermuda Dunes	2	0%	2	1%	0	0%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%	1	0%	0	0%	1	0%	0	0%	0	0%
Cabazon	8	0%	8	4%	0	0%	2	1%	0	0%	2	2%	0	0%	4	1%	2	1%	1	1%	2	1%	4	1%	1	1%	1	0%	2	1%	0	0%
Cherry Valley	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Chiriaco Summit	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Coronita	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Desert Center	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Desert Edge	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Desert Palms	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Eagle Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
East Hemet	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
El Cerrito	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
El Sobrante	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
French Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Garnet	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Good Hope	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Green Acres	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Highgrove	25	2%	6	2%	0	0%	3	1%	2	1%	1	1%	0	0%	4	1%	9	3%	0	0%	4	1%	6	2%	1	1%	2	1%	4	2%	0	0%
Home Gardens	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Homeland	2	0%	1	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Idyllwild	13	1%	6	2%	0	0%	1	0%	1	1%	0	0%	1	1%	3	1%	6	2%	1	1%	4	1%	2	1%	0	0%	1	0%	2	1%	0	0%
Indio Hills	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lake Mathews	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lake Riverside	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lakeland Village	14	1%	4	1%	0	0%	1	0%	1	1%	2	2%	4	4%	1	0%	3	1%	2	1%	3	1%	3	1%	1	1%	2	1%	2	1%	0	0%
Lakeview	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
March ARB	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Mead Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Meadowbrook	9	0%	9	1%	0	0%	0	0%	0	0%	1	1%	0	0%	0	0%	0	0%	9	2%	9	1%	9	2%	1	1%	2	1%	1	0%	0	0%
Mesa Verde	2	0%	1	0%	0	0%	0	0%	0	0%	1	1%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Mountain Center	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
North Shore	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Nuevo	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Oasis	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Cove	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Quail Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Ripley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Romoland	2	0%	0	0%	0	0%	0	0%	1	1%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	1%	1	1%	0	0%	2	1%	0	0%
Sage	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Sedco Hills	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Sky Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Sun City	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Temescal Valley	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Thermal	8	1%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Thousand Palms	6	0%	0	0%	0	0%	1	0%	1	1%	1	1%	0	0%	1	0%	0	0%	2	1%	1	0%	2	1%	0	0%	1	0%	1	0%	0	0%
Valle Vista	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Vista Santa Rosa	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Warm Springs	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
White Water	1	0%	1	1%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Winchester	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Woodcrest	6	0%	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Sub Total	**95**	**100%**	**22**	**24%**	**0**	**0%**	**9**	**9%**	**6**	**6%**	**9**	**9%**	**6**	**6%**	**18**	**19%**	**21**	**22%**	**11**	**12%**	**18**	**20%**	**27**	**28%**	**9**	**9%**	**10**	**11%**	**14**	**15%**	**0**	**0%**
Grand Total	**1891**	**100%**	**299**	**22%**	**9**	**1%**	**228**	**17%**	**139**	**10%**	**100**	**7%**	**96**	**7%**	**279**	**20%**	**941**	**29%**	**200**	**15%**	**278**	**20%**	**926**	**24%**	**128**	**9%**	**201**	**15%**	**288**	**20%**	**11**	**1%**

Sheltered Homeless Count Findings

A total of 814 homeless individuals were counted during the shelter count. These individuals stayed in emergency shelters (including domestic violence shelters and hotel/motel vouchers) and transitional housing. This represents an 8% *decrease* from the 2015 sheltered count (n = 883). See Table 12 below.

Table 12. Sheltered Homeless Count – Subpopulation Data

Subpopulation	2016	
	Count	Percent
Chronically Homeless Individuals	70	9%
HIV Positive/AIDS	6	<1%
Mental Health Problems	209	26%
Substance Users	166	20%
Minor Youth (under 18)	166	20%
Accompanied Minor Youth (under 18)	150	18%
Unaccompanied Minor Youth (under 18)	16	2%
Youth (18-24)	72	9%
Veterans	111	14%
Victims of Domestic Violence	108	13%

Conclusions

There are several possible reasons for the overall decrease in the unsheltered homeless count from 2015 to 2016. Over the past several years, HUD continues to see a decrease in nationwide homelessness (especially in homeless veterans and chronically homeless)[6]. Thus, Riverside County's overall decline in 2016 is in line with declines on a national level. The PIT Planning team and our Continuum of Care community partners have identified the following factors that may have contributed to the decrease in Riverside County's homeless count since 2013.

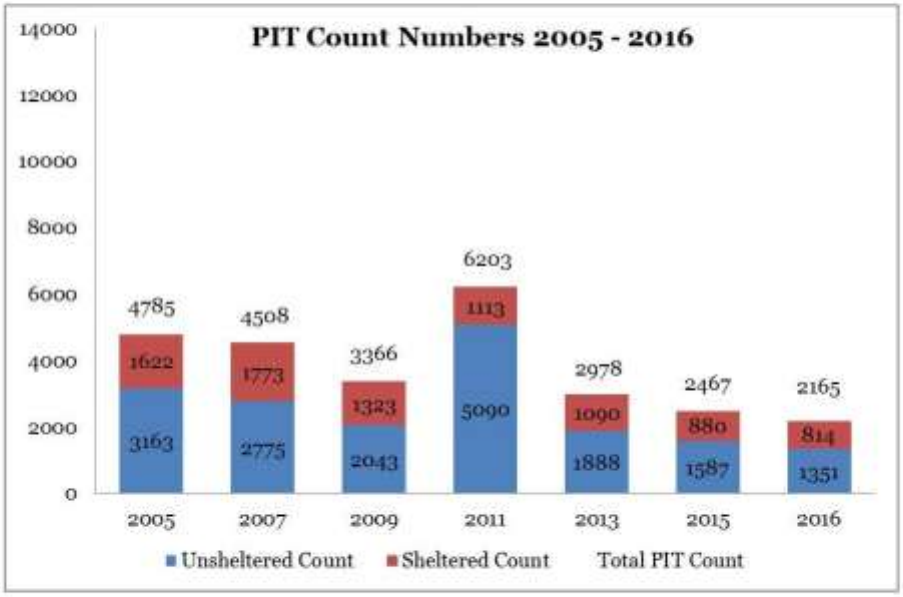
1. In March 2014 the Obama administration and HUD set a national priority to end homelessness among veterans by the end of 2015 and end chronic homelessness by the end of 2017. A national campaign and infusion of funding and other resources to counties and cities has helped reduce the number of homeless veterans in the United States by 24%. In 2013, there were 57,849 homeless veterans throughout the country. This infusion of funding and services in Riverside County included:
    a. An additional $3 million in "surge" funding to nonprofit agencies to provide supportive services to veterans and their families the county received in 2014 from the U.S. Department of Veterans' Affairs (VA).
    b. The funding helps with services to identify homeless and very low-income veterans to help them move from temporary or transitional housing to permanent housing. The funding offers outreach, case management, connection to VA benefits and programs, and financial assistance for housing. In addition, the county received increased funding for the Veterans' Affairs Supportive Housing (HUD-VASH) program that provides rental assistance for homeless Veterans with case management and clinical services provided by the Department of Veterans' Affairs (VA) and Supportive Services for Veteran Families (SSVF) program that provides a range of supportive services to eligible Veteran families that are designed to promote housing stability.
2. The County of Riverside Continuum of Care (CoC), a network of homeless service providers, has made an impact in helping to eliminate homelessness. Specifically, the CoC implemented programs that have shown promise in placing chronically homeless people into permanent housing first and then providing needed services that address barriers that can keep a person in homelessness. The CoC also strengthened coordination among the network of providers and increased funding focused on helping individuals and families who are homeless become "rapidly re-housed" through temporary, one-time assistance.
3. New funding resources and a shifting of existing HUD funding has resulted in a 79% increase in the number of new permanent housing beds for homeless individuals and families since 2013[7]. This includes the funding and resources for veterans listed above and an additional 92 permanent supportive housing beds for chronically homeless individuals were added through the CoC's permanent housing bonus funds awarded in 2014 to be used in 2015.

In addition to the above rationale, Riverside County's PIT Count numbers have been steadily decreasing since the PIT Count was first implemented in 2005. One exception in the steady decline of homeless individuals occurred during the 2011 PIT Count. In this particular year a multiplier methodology was used whereby survey respondents were asked to estimate how many people usually stay at that location at night. The only year that

[6] http://portal.hud.gov/hudportal/HUD?src=/press/press_releases_media_advisories/2014/HUDNo_14-135
[7] The 2013 Housing Inventory Chart (HIC) reported 862 permanent beds; in 2015, there were 1,547 permanent beds reported in the HIC. This included; HUD Permanent Supportive Housing, Rapid Rehousing, Veterans' Affairs Supportive Services for Veterans and VA Supportive Housing (HUD-VASH).

utilized this multiplier methodology was 2011, which may explain the sudden increase in homeless people in this particular year. See Figure 4 below.

Figure 4. 2016 Total Homeless Count Comparison – Year-Over-Year



Challenges, Limitations, & Recommendations

Street-Based Count

The DPSS PIT Count Planning Team and the various City PIT Leaders continue to increase public awareness, and refine their processes for conducting a successful PIT Count within Riverside County. Several city leaders of the PIT Count have reported that because of the increased publicity, many of the familiar homeless individuals seemed to relocate before the morning of the count. To address this concern, DBH Homeless Outreach teams performed their main unsheltered counts of non-city areas on the day of the Count, but also performed a follow-up count of various cities during the seven-day period after, as allowed by the HUD methodology.

During the 2016 Unsheltered PIT Count, the presence of law enforcement noticeably increased from the participation level during the 2015 PIT Count. A special thanks to the Riverside County Sheriff's Department and the various local police departments that collaborated in the planning and implementation of the PIT Count. Continued collaboration with the various law enforcement agencies in the 2017 PIT count and an even greater participation level will continue to improve future PIT Counts.

Service-Based Count

Several challenges were encountered with the service-based count. First, the list of service agencies was not comprehensive because this task was initiated in late December and thus not enough time was permitted to create an exhaustive list. Significant time and staff resources are needed to create such a comprehensive list. The next PIT Count Planning Team should consider eliciting assistance from DPSS Continuum of Care community partners in researching and creating a more comprehensive list of homeless service agencies in Riverside County. Additionally, a more thorough outreach to agencies well in advance of the PIT Count should be conducted.

Youth Count

The PIT Count Planning Team lacked adequate resources to conduct a separate Youth Count in 2016. Unaccompanied homeless youth are often difficult to find because they tend to: (a) congregate at different times and places than older adults, (b) refuse (or are unaware of) social service programs and agencies, and (c) do not want to be found as they may be fleeing abuse or the foster care system. In 2015, the Youth Count magnet events did not attract as many unaccompanied homeless youth as was projected; therefore, this strategy was not used for the 2016 Count.

Although a separate Youth Count was not conducted in 2016, the PIT Count Planning Team met with youth service agencies to identify locations of homeless youth. In 2017, HUD will require CoCs to conduct a separate Youth PIT Count. The PIT Count Planning Team recommends early and ongoing collaboration and planning with youth services agencies to facilitate the planning and implementation of a separate Youth PIT Count.

Shelter Count

The shelter count primarily consisted of extracting data from the HMIS database. However, not all shelters participate in HMIS (such as, providers for victims of domestic violence and hotel/motel vouchers). Some non-HMIS participating agencies do not use a database system to track their data. Instead, they rely on daily written logs and sign-in-sheets to provide the count demographics and household information. Additionally, there have been challenges in collecting the required information from the several non-HMIS agencies in a timely manner. The PIT Count Planning Team recommends that non-HMIS participating agencies continue to be encouraged to utilize the HMIS (except for the Domestic Violence agencies) database in order to collect the required information in a timely manner.

Appendix A: Survey Instruments

2016 PIT Count Interview Survey – Page 1

RIVERSIDE COUNTY CoC **Unsheltered Street Count Form for Night of Count – Interview Tool** **JAN. 26, 2016**

Location of Interview: _____ **City** _____ **Zip Code** _____
(street intersection/specific location) *(Zip Code is required)*

Interviewer Name _____ **Time:** _____ **AM/PM**

USE ONE FORM PER INDIVIDUAL OR FAMILY UNIT.

1. Where did you and your family unit sleep last night?
Mark 1 to 13

(1) Street or sidewalk
(2) Abandoned building
(3) Under bridge/overpass
(4) Park (Specify)_____
(5) Vehicle (car,van,RV,truck)
(6) Bus, train station, airport
(7) Woods or outdoor encampment
(8) Other (Specify)_____

(9) Emergency shelter
(10) Transitional housing
(11) Motel/hotel
(12) House or apartment
(13) Jail, hospital, treatment program

IF ANY OF THESE OPTIONS ARE SELECTED, STOP THE SURVEY

2. Did another volunteer already ask you these same questions about where you stayed last night? ◯ YES ◯ NO

STOP ***IF YES, STOP THE SURVEY*** STOP

3. Including yourself, how many adults & children are there in your family unit, who slept in the same location with you last night?

Adults (25+): ____ Adults (18-24): ____ Children (17 or under): ____

4. A) What are your initials [and other people in your family, from oldest to youngest]?
B) What is your relationship with person 2 through 5?
Mark 1 to 5

(1) Child (2) Spouse (3) Other Family
(4) Non-Married Partner (5) Other/Non-Family

Person #	4A. First/Last Initials	4B. What is your (Person 1's) relationship to Persons 2 – 5
1		Self
2		(1) (2) (3) (4) (5)
3		(1) (2) (3) (4) (5)
4		(1) (2) (3) (4) (5)
5		(1) (2) (3) (4) (5)

5. What is the month and year of your birthday and other family members?

	Month	Year
Person 1:		
Person 2:		
Person 3:		
Person 4:		
Person 5:		

6. What CITY and STATE were you born in?

	CITY	STATE (WRITE COUNTRY IF NOT U.S.)
Person 1:	_____	_____
Person 2:	_____	_____
Person 3:	_____	_____
Person 4:	_____	_____
Person 5:	_____	_____

Read: The next few questions may seem fairly obvious, but we do not want to assume anything. We want to know how you self-identify, so I will read each question and all response options.

7. Are you male (M), female (F), or transgender (TG)?
Person 1: ◯ M ◯ F ◯ TG
Person 2: ◯ M ◯ F ◯ TG
Person 3: ◯ M ◯ F ◯ TG
Person 4: ◯ M ◯ F ◯ TG
Person 5: ◯ M ◯ F ◯ TG

8. Are you Hispanic or Latino?
Person 1: ◯ YES ◯ NO
Person 2: ◯ YES ◯ NO
Person 3: ◯ YES ◯ NO
Person 4: ◯ YES ◯ NO
Person 5: ◯ YES ◯ NO

9. What is your race? You can select one or more races.
[READ CATEGORIES]

PERSON #	1	2	3	4	5
American Indian or Alaskan Native	◯	◯	◯	◯	◯
Asian	◯	◯	◯	◯	◯
Black or African American	◯	◯	◯	◯	◯
Native Hawaiian, Pacific Islander	◯	◯	◯	◯	◯
White	◯	◯	◯	◯	◯
Don't Know/Refused to Answer	◯	◯	◯	◯	◯

10. Have you served active duty in the U.S Armed Forces?
Person 1: ◯ YES ◯ NO
Person 2: ◯ YES ◯ NO
Person 3: ◯ YES ◯ NO
Person 4: ◯ YES ◯ NO
Person 5: ◯ YES ◯ NO

11. Have you ever received health care or benefits from a Veterans Administration medical center?
Person 1: ◯ YES ◯ NO
Person 2: ◯ YES ◯ NO
Person 3: ◯ YES ◯ NO
Person 4: ◯ YES ◯ NO
Person 5: ◯ YES ◯ NO

12. During the past 12 months, were you released from jail or prison?
Person 1: ◯ YES ◯ NO
Person 2: ◯ YES ◯ NO
Person 3: ◯ YES ◯ NO
Person 4: ◯ YES ◯ NO
Person 5: ◯ YES ◯ NO

13. During the past 6 months, have you completed a housing assessment (VI-SPDAT)?
Person 1: ◯ YES ◯ NO ◯ Don't know
Person 2: ◯ YES ◯ NO ◯ Don't know
Person 3: ◯ YES ◯ NO ◯ Don't know
Person 4: ◯ YES ◯ NO ◯ Don't know
Person 5: ◯ YES ◯ NO ◯ Don't know

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Riverside County DPSS ASD HPU 2016 Point-In-Time Homeless Count Report

2016 PIT Count Interview Survey – Page 2

14. During the past 12 months, were you released from a medical or rehabilitation institution?

Person 1:	◯ YES	◯ NO
Person 2:	◯ YES	◯ NO
Person 3:	◯ YES	◯ NO
Person 4:	◯ YES	◯ NO
Person 5:	◯ YES	◯ NO

15. How long have you currently been homeless? Only include most recent time spent staying in shelters and/or on the streets.

Person 1: ____ Days ____ Weeks ____ Months ____ Years

Person 2: ____ Days ____ Weeks ____ Months ____ Years

Person 3: ____ Days ____ Weeks ____ Months ____ Years

Person 4: ____ Days ____ Weeks ____ Months ____ Years

Person 5: ____ Days ____ Weeks ____ Months ____ Years

16. Including this time, how many separate times have you been homeless (stayed in shelters or on the streets) in the past 3 years?

	1 time	2-3 times	4 or more
Person 1:	◯	◯	◯
Person 2:	◯	◯	◯
Person 3:	◯	◯	◯
Person 4:	◯	◯	◯
Person 5:	◯	◯	◯

17. In total, how long have you been homeless in the past 3 years?
Only include time spent staying in shelters and/or on the streets.

Person 1: ____ Days ____ Weeks ____ Months ____ Years

Person 2: ____ Days ____ Weeks ____ Months ____ Years

Person 3: ____ Days ____ Weeks ____ Months ____ Years

Person 4: ____ Days ____ Weeks ____ Months ____ Years

Person 5: ____ Days ____ Weeks ____ Months ____ Years

READ: The next few questions are private and sensitive in nature. I apologize for the sensitive nature. These questions are not meant to make you feel uncomfortable, but rather are simply part of the survey. YOUR RESPONSES ARE VOLUNTARY.

18. If the person is 18 or older: Please tell me whether any of these situations apply to you:

	PERSON #1	PERSON #2	PERSON #3	PERSON #4	PERSON #5
a. Do you drink alcohol frequently or for long periods of time?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
b. Do you use drugs frequently or for long periods of time? (This includes prescription drugs that were not prescribed for you.)	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
c. Do you have Post-Traumatic Stress Disorder or PTSD? (PTSD is a condition that can occur in people who have seen or had life-threatening events such as natural disasters, serious accidents, war, or personal violence.)	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
d. Do you have any serious mental health conditions?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
e. Do you have a physical disability?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
f. Do you have a developmental disability?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
g. Have you ever had a serious injury to your brain?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, does it keep you from holding a job or living in stable housing?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
h. Have you ever been a victim of domestic violence or intimate partner violence?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
If YES, when was the most recent incident (mm/yy)?	____/____	____/____	____/____	____/____	____/____
i. Do you have AIDS or an HIV-related illness?	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No
j. Do you receive disability benefits? (For example, Social Security Income (SSI), SS Disability, or Veteran's Disability Benefits)	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No	◯ Yes ◯ No

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Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 PIT Count Observational Survey

RIVERSIDE COUNTY CoC **Unsheltered Street Count Form for Night of Count – Observational Tool** **JAN. 26, 2016**

Location of Interview: _____ **City** _____ **Zip Code** _____
(street intersection/specific location) *(Zip Code is required)*

Interviewer Name _____ **Time:** _____AM/PM

USE ONE FORM PER INDIVIDUAL OR FAMILY UNIT.

1. Please indicate why you are using the observational tool:

CHECK ONE PER PERSON	1	2	3	4	5
Barriers to enter site	○	○	○	○	○
Site was unsafe to enter	○	○	○	○	○
Person refused to participate	○	○	○	○	○
Person was sleeping	○	○	○	○	○
Language barrier	○	○	○	○	○
Unable to respond (i.e., mental issues, intoxication)	○	○	○	○	○

STOP

IF ONE OF THE ABOVE OPTIONS IS NOT SELECTED, STOP THIS SURVEY AND COMPLETE THE INTERVIEW SURVEY TOOL

2. Location where observed [SELECT ONLY ONE CATEGORY]

Mark 1 to 8

① Street or sidewalk	⑤ Vehicle (car, van, RV, truck)
② Abandoned building	⑥ Bus, train station, airport
③ Under bridge/overpass	⑦ Woods or outdoor encampment
④ Park (Specify)_____	⑧ Other (Specify)_____

3. Total persons staying together as a family unit:

Adults (25+): ____ Adults (18-24): ____ Children (17 or under): ____

4. What are the persons' estimated ages?

Person #	Age Range
1	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩
2	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩
3	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩
4	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩
5	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩

Mark 1 to 10

① age 0 to 5	② age 6 to 17	③ age 18 to 24	④ age 25 to 29
⑤ age 30 to 39	⑥ age 40-49	⑦ age 50 to 61	⑧ age 62 to 69
⑨ age 70 to 79	⑩ age 80+		

5. Is the person male or female?

Person 1: ○M ○F ○Don't know
Person 2: ○M ○F ○Don't know
Person 3: ○M ○F ○Don't know
Person 4: ○M ○F ○Don't know
Person 5: ○M ○F ○Don't know

6. Is the person Hispanic or Latino?

Person 1: ○YES ○NO ○Don't know
Person 2: ○YES ○NO ○Don't know
Person 3: ○YES ○NO ○Don't know
Person 4: ○YES ○NO ○Don't know
Person 5: ○YES ○NO ○Don't know

7. What is the person's race? *(You can select one or more races)*

PERSON #	1	2	3	4	5
American Indian or Alaskan Native	○	○	○	○	○
Asian	○	○	○	○	○
Black or African American	○	○	○	○	○
Native Hawaiian, Pacific Islander	○	○	○	○	○
White	○	○	○	○	○
Don't Know/Refused to Answer	○	○	○	○	○

8. Identifying characteristics. If possible, please include:

- **Clothing (hats, accessories, any military or other emblems)**
- **Other physical characteristics or conditions like tattoos, scars, braces, casts, etc.**

Person #	Description
1	
2	
3	
4	
5	

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Riverside County DPSS ASD HPU 2016 Point-In-Time Homeless Count Report

Appendix B: City Summary Tables

2016 Unsheltered Homeless Count Overall and Subpopulation Data - BANNING

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	0	0%
	Asian	0	0	0	0%
	Black or African American	4	0	4	16%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	8	1	9	36%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	10	2	12	48%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	7	0	7	28%
	Not Hispanic or Latino	14	1	15	60%
	Don't Know	0	2	2	8%
	Blank	1	0	1	4%
Gender	Female	10	1	11	44%
	Male	12	2	14	56%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	3	0	3	12%
	25-29	1	2	3	12%
	30-39	9	0	9	36%
	40-49	5	0	5	20%
	50-61	3	1	4	16%
	62-69	0	0	0	0%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	1	0	1	4%
Subpopulations	Chronically Homeless	5	0	5	9%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	5	0	5	9%
	Recently Released Medical or Rehab	3	0	3	5%
	Veterans	4	0	4	7%
	Alcohol Use	3	0	3	5%
	Drug Use	6	0	6	11%
	PTSD	6	0	6	11%
	Mental Health Conditions	8	0	8	14%
	Physical Disability	4	0	4	7%
	Developmental Disability	3	0	3	5%
	Brain Injury	3	0	3	5%
	Victim of Domestic Violence	5	0	5	9%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	4%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**22**	**3**	**25**	**2%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - BEAUMONT

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	1	0	1	10%
	Asian	0	0	0	0%
	Black or African American	0	0	0	0%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	0	7	7	70%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	2	2	20%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	0	2	2	20%
	Not Hispanic or Latino	1	5	6	60%
	Don't Know	0	2	2	20%
	Blank	0	0	0	0%
Gender	Female	0	3	3	30%
	Male	1	6	7	70%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	0	0	0%
	25-29	0	0	0	0%
	30-39	0	0	0	0%
	40-49	0	3	3	30%
	50-61	1	6	7	70%
	62-69	0	0	0	0%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	0	0	0	0%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	0	0	0	0%
	Recently Released Medical or Rehab	0	0	0	0%
	Veterans	1	0	1	14%
	Alcohol Use	1	0	1	14%
	Drug Use	0	0	0	0%
	PTSD	0	0	0	0%
	Mental Health Conditions	1	0	1	14%
	Physical Disability	1	0	1	14%
	Developmental Disability	0	0	0	0%
	Brain Injury	1	0	1	14%
	Victim of Domestic Violence	1	0	1	14%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	0	0	0	0%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	1	0	1	14%
Total Unsheltered Homeless Individuals		**1**	**9**	**10**	**1%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - BLYTHE

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	7	1	**8**	12%
	Asian	0	0	**0**	0%
	Black or African American	9	2	**11**	16%
	Native Hawaiian, Pacific Islander	0	0	**0**	0%
	White	25	19	**44**	64%
	Multiple Races	2	1	**3**	4%
	Don't Know/ Refused to Answer	0	3	**3**	4%
	Blank	0	0	**0**	0%
Ethnicity	Hispanic or Latino	4	5	**9**	14%
	Not Hispanic or Latino	35	18	**53**	84%
	Don't Know	0	1	**1**	2%
	Blank	0	0	**0**	0%
Gender	Female	17	10	**27**	43%
	Male	22	14	**36**	57%
	Transgender	0	0	**0**	0%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	0	0	**0**	0%
	18-24	3	1	**4**	6%
	25-29	2	3	**5**	8%
	30-39	6	7	**13**	21%
	40-49	6	6	**12**	19%
	50-61	16	2	**18**	29%
	62-69	4	2	**6**	10%
	70-79	1	3	**4**	6%
	80+	0	0	**0**	0%
	Blank	1	0	**1**	2%
Subpopulations	Chronically Homeless	20	0	**20**	12%
	Families with Children	0	0	**0**	0%
	Recently Released Incarceration	6	0	**6**	4%
	Recently Released Medical or Rehab	11	0	**11**	7%
	Veterans	6	0	**6**	4%
	Alcohol Use	13	0	**13**	8%
	Drug Use	14	0	**14**	9%
	PTSD	4	0	**4**	2%
	Mental Health Conditions	20	0	**20**	12%
	Physical Disability	17	0	**17**	10%
	Developmental Disability	7	0	**7**	4%
	Brain Injury	5	0	**5**	3%
	Victim of Domestic Violence	10	0	**10**	6%
	AIDS or HIV	1	0	**1**	1%
	Disability Benefits	18	0	**18**	11%
	VA Benefits	5	0	**5**	3%
	Housing Assessment (VI-SPDAT)	5	0	**5**	3%
Total Unsheltered Homeless Individuals		**39**	**24**	**63**	**5%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - CATHEDRAL CITY

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	3	0	3	9%
	Asian	1	0	1	3%
	Black or African American	1	0	1	3%
	Native Hawaiian, Pacific Islander	2	0	2	6%
	White	15	3	18	55%
	Multiple Races	2	0	2	6%
	Don't Know/ Refused to Answer	4	2	6	18%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	6	0	6	22%
	Not Hispanic or Latino	16	3	19	70%
	Don't Know	0	2	2	7%
	Blank	0	0	0	0%
Gender	Female	6	2	8	30%
	Male	16	2	18	67%
	Transgender	0	0	0	0%
	Don't Know	0	1	1	4%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	1	1	4%
	25-29	2	0	2	7%
	30-39	3	1	4	15%
	40-49	5	2	7	26%
	50-61	9	1	10	37%
	62-69	3	0	3	11%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	7	0	7	8%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	5	0	5	6%
	Recently Released Medical or Rehab	2	0	2	2%
	Veterans	2	0	2	2%
	Alcohol Use	7	0	7	8%
	Drug Use	7	0	7	8%
	PTSD	5	0	5	6%
	Mental Health Conditions	6	0	6	7%
	Physical Disability	12	0	12	14%
	Developmental Disability	4	0	4	5%
	Brain Injury	10	0	10	12%
	Victim of Domestic Violence	6	0	6	7%
	AIDS or HIV	1	0	1	1%
	Disability Benefits	9	0	9	10%
	VA Benefits	2	0	2	2%
	Housing Assessment (VI-SPDAT)	1	0	1	1%
Total Unsheltered Homeless Individuals		**22**	**5**	**27**	**2%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - COACHELLA

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	2	0	2	3%
	Asian	0	0	0	0%
	Black or African American	5	5	10	16%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	36	0	36	59%
	Multiple Races	1	0	1	2%
	Don't Know/ Refused to Answer	5	7	12	20%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	21	3	24	41%
	Not Hispanic or Latino	26	5	31	53%
	Don't Know	0	4	4	7%
	Blank	0	0	0	0%
Gender	Female	16	2	18	31%
	Male	31	7	38	64%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	3	3	5%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	2	0	2	3%
	25-29	0	0	0	0%
	30-39	8	1	9	15%
	40-49	15	2	17	29%
	50-61	15	0	15	25%
	62-69	4	0	4	7%
	70-79	0	0	0	0%
	80+	1	0	1	2%
	Blank	2	9	11	19%
Subpopulations	Chronically Homeless	9	0	9	9%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	9	0	9	9%
	Recently Released Medical or Rehab	4	0	4	4%
	Veterans	4	0	4	4%
	Alcohol Use	8	0	8	8%
	Drug Use	5	0	5	5%
	PTSD	5	0	5	5%
	Mental Health Conditions	6	0	6	6%
	Physical Disability	11	0	11	11%
	Developmental Disability	3	0	3	3%
	Brain Injury	7	0	7	7%
	Victim of Domestic Violence	13	0	13	13%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	12	0	12	12%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	3	0	3	3%
Total Unsheltered Homeless Individuals		**47**	**12**	**59**	**4%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - CORONA

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	6	0	**6**	7%
	Asian	0	0	**0**	0%
	Black or African American	4	2	**6**	7%
	Native Hawaiian, Pacific Islander	0	0	**0**	0%
	White	41	6	**47**	55%
	Multiple Races	1	0	**1**	1%
	Don't Know/ Refused to Answer	12	2	**14**	16%
	Blank	11	0	**0**	0%
Ethnicity	Hispanic or Latino	26	1	**27**	33%
	Not Hispanic or Latino	43	7	**50**	60%
	Don't Know	0	2	**2**	2%
	Blank	4	0	**4**	5%
Gender	Female	19	5	**24**	29%
	Male	54	5	**59**	71%
	Transgender	0	0	**0**	0%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	0	0	**0**	0%
	18-24	1	0	**1**	1%
	25-29	2	2	**4**	5%
	30-39	10	2	**12**	14%
	40-49	19	2	**21**	25%
	50-61	34	3	**37**	45%
	62-69	5	1	**6**	7%
	70-79	0	0	**0**	0%
	80+	0	0	**0**	0%
	Blank	2	0	**2**	2%
Subpopulations	Chronically Homeless	27	0	**27**	13%
	Families with Children	0	0	**0**	0%
	Recently Released Incarceration	12	0	**12**	6%
	Recently Released Medical or Rehab	9	0	**9**	4%
	Veterans	5	0	**5**	2%
	Alcohol Use	14	0	**14**	7%
	Drug Use	23	0	**23**	11%
	PTSD	14	0	**14**	7%
	Mental Health Conditions	18	0	**18**	9%
	Physical Disability	25	0	**25**	12%
	Developmental Disability	11	0	**11**	5%
	Brain Injury	13	0	**13**	6%
	Victim of Domestic Violence	16	0	**16**	8%
	AIDS or HIV	0	0	**0**	0%
	Disability Benefits	10	0	**10**	5%
	VA Benefits	2	0	**2**	1%
	Housing Assessment (VI-SPDAT)	9	0	**9**	4%
Total Unsheltered Homeless Individuals		**73**	**10**	**83**	**6%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - DESERT HOT SPRINGS

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	2	0	2	7%
	Asian	0	0	0	0%
	Black or African American	2	0	2	7%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	10	4	14	50%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	5	4	9	32%
	Blank	0	1	0	0%
Ethnicity	Hispanic or Latino	7	1	8	29%
	Not Hispanic or Latino	12	3	15	54%
	Don't Know	0	5	5	18%
	Blank	0	0	0	0%
Gender	Female	6	1	7	25%
	Male	13	6	19	68%
	Transgender	0	0	0	0%
	Don't Know	0	2	2	7%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	1	0	1	4%
	25-29	2	3	5	18%
	30-39	2	2	4	14%
	40-49	4	0	4	14%
	50-61	9	4	13	46%
	62-69	1	0	1	4%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	3	0	3	6%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	3	0	3	6%
	Recently Released Medical or Rehab	2	0	2	4%
	Veterans	1	0	1	2%
	Alcohol Use	7	0	7	13%
	Drug Use	7	0	7	13%
	PTSD	5	0	5	10%
	Mental Health Conditions	5	0	5	10%
	Physical Disability	4	0	4	8%
	Developmental Disability	3	0	3	6%
	Brain Injury	6	0	6	12%
	Victim of Domestic Violence	4	0	4	8%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	4%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**19**	**9**	**28**	**2%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - HEMET

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	3	0	3	3%
	Asian	0	0	0	0%
	Black or African American	10	7	17	16%
	Native Hawaiian, Pacific Islander	3	0	3	3%
	White	63	11	74	68%
	Multiple Races	1	0	1	1%
	Don't Know/ Refused to Answer	10	1	11	10%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	16	0	16	15%
	Not Hispanic or Latino	70	16	86	80%
	Don't Know	0	3	3	3%
	Blank	2	0	2	2%
Gender	Female	20	6	26	24%
	Male	67	13	80	75%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	1	0	1	1%
Age	0-5	0	0	0	0%
	17 or under	2	0	2	2%
	18-24	5	4	9	8%
	25-29	8	2	10	9%
	30-39	14	5	19	18%
	40-49	22	5	27	25%
	50-61	26	2	28	26%
	62-69	6	0	6	6%
	70-79	2	1	3	3%
	80+	0	0	0	0%
	Blank	3	0	3	3%
Subpopulations	Chronically Homeless	24	0	24	8%
	Families with Children	1	0	1	0%
	Recently Released Incarceration	27	0	27	9%
	Recently Released Medical or Rehab	16	0	16	5%
	Veterans	7	0	7	2%
	Alcohol Use	24	0	24	8%
	Drug Use	32	0	32	11%
	PTSD	17	0	17	6%
	Mental Health Conditions	28	0	28	10%
	Physical Disability	30	0	30	10%
	Developmental Disability	18	0	18	6%
	Brain Injury	23	0	23	8%
	Victim of Domestic Violence	21	0	21	7%
	AIDS or HIV	2	0	2	1%
	Disability Benefits	18	0	18	6%
	VA Benefits	1	0	1	0%
	Housing Assessment (VI-SPDAT)	4	0	4	1%
Total Unsheltered Homeless Individuals		**88**	**19**	**107**	**8%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - INDIO

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	8	0	8	10%
	Asian	1	0	1	1%
	Black or African American	5	1	6	8%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	21	10	31	40%
	Multiple Races	4	0	4	5%
	Don't Know/ Refused to Answer	11	5	16	21%
	Blank	11	1	0	0%
Ethnicity	Hispanic or Latino	35	6	41	59%
	Not Hispanic or Latino	17	8	25	36%
	Don't Know	0	3	3	4%
	Blank	1	0	1	1%
Gender	Female	12	6	18	26%
	Male	39	11	50	71%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	2	0	2	3%
Age	0-5	0	0	0	0%
	17 or under	1	0	1	1%
	18-24	1	0	1	1%
	25-29	2	1	3	4%
	30-39	11	12	23	33%
	40-49	16	2	18	26%
	50-61	13	1	14	20%
	62-69	6	1	7	10%
	70-79	1	0	1	1%
	80+	0	0	0	0%
	Blank	2	0	2	3%
Subpopulations	Chronically Homeless	16	0	16	9%
	Families with Children	1	0	1	1%
	Recently Released Incarceration	15	0	15	9%
	Recently Released Medical or Rehab	10	0	10	6%
	Veterans	3	0	3	2%
	Alcohol Use	16	0	16	9%
	Drug Use	17	0	17	10%
	PTSD	14	0	14	8%
	Mental Health Conditions	14	0	14	8%
	Physical Disability	17	0	17	10%
	Developmental Disability	8	0	8	5%
	Brain Injury	11	0	11	6%
	Victim of Domestic Violence	10	0	10	6%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	9	0	9	5%
	VA Benefits	4	0	4	2%
	Housing Assessment (VI-SPDAT)	5	0	5	3%
Total Unsheltered Homeless Individuals		**53**	**17**	**70**	**5%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - JURUPA VALLEY

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	9	0	9	8%
	Asian	0	0	0	0%
	Black or African American	8	0	8	7%
	Native Hawaiian, Pacific Islander	1	0	1	1%
	White	73	3	76	64%
	Multiple Races	3	0	3	3%
	Don't Know/ Refused to Answer	21	1	22	18%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	35	1	36	32%
	Not Hispanic or Latino	73	2	75	66%
	Don't Know	0	1	1	1%
	Blank	1	0	1	1%
Gender	Female	44	0	44	39%
	Male	65	3	68	60%
	Transgender	0	0	0	0%
	Don't Know	0	1	1	1%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	2	0	2	2%
	18-24	3	0	3	3%
	25-29	6	0	6	5%
	30-39	19	4	23	20%
	40-49	38	0	38	34%
	50-61	31	0	31	27%
	62-69	6	0	6	5%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	4	0	4	4%
Subpopulations	Chronically Homeless	18	0	18	6%
	Families with Children	1	0	1	0%
	Recently Released Incarceration	19	0	19	7%
	Recently Released Medical or Rehab	7	0	7	3%
	Veterans	8	0	8	3%
	Alcohol Use	22	0	22	8%
	Drug Use	54	0	54	19%
	PTSD	16	0	16	6%
	Mental Health Conditions	21	0	21	8%
	Physical Disability	22	0	22	8%
	Developmental Disability	7	0	7	3%
	Brain Injury	18	0	18	6%
	Victim of Domestic Violence	31	0	31	11%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	8	0	8	3%
	VA Benefits	5	0	5	2%
	Housing Assessment (VI-SPDAT)	21	0	21	8%
Total Unsheltered Homeless Individuals		**109**	**4**	**113**	**8%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - LA QUINTA

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	**0**	0%
	Asian	0	0	**0**	0%
	Black or African American	1	0	**1**	13%
	Native Hawaiian, Pacific Islander	0	0	**0**	0%
	White	2	3	**5**	63%
	Multiple Races	0	0	**0**	0%
	Don't Know/ Refused to Answer	2	0	**2**	25%
	Blank	0	0	**0**	0%
Ethnicity	Hispanic or Latino	2	0	**2**	25%
	Not Hispanic or Latino	3	3	**6**	75%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Gender	Female	0	1	**1**	13%
	Male	5	2	**7**	88%
	Transgender	0	0	**0**	0%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	0	0	**0**	0%
	18-24	0	0	**0**	0%
	25-29	0	0	**0**	0%
	30-39	0	1	**1**	13%
	40-49	0	0	**0**	0%
	50-61	4	1	**5**	63%
	62-69	0	1	**1**	13%
	70-79	1	0	**1**	13%
	80+	0	0	**0**	0%
	Blank	0	0	**0**	0%
Subpopulations	Chronically Homeless	2	0	**2**	13%
	Families with Children	0	0	**0**	0%
	Recently Released Incarceration	1	0	**1**	6%
	Recently Released Medical or Rehab	1	0	**1**	6%
	Veterans	2	0	**2**	13%
	Alcohol Use	3	0	**3**	19%
	Drug Use	0	0	**0**	0%
	PTSD	0	0	**0**	0%
	Mental Health Conditions	1	0	**1**	6%
	Physical Disability	2	0	**2**	13%
	Developmental Disability	2	0	**2**	13%
	Brain Injury	1	0	**1**	6%
	Victim of Domestic Violence	0	0	**0**	0%
	AIDS or HIV	0	0	**0**	0%
	Disability Benefits	1	0	**1**	6%
	VA Benefits	0	0	**0**	0%
	Housing Assessment (VI-SPDAT)	0	0	**0**	0%
Total Unsheltered Homeless Individuals		**5**	**3**	**8**	**1%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - LAKE ELSINORE

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	5	0	**5**	9%
	Asian	0	0	**0**	0%
	Black or African American	1	0	**1**	2%
	Native Hawaiian, Pacific Islander	0	0	**0**	0%
	White	45	0	**45**	85%
	Multiple Races	0	0	**0**	0%
	Don't Know/ Refused to Answer	0	0	**0**	0%
	Blank	2	0	**0**	0%
Ethnicity	Hispanic or Latino	5	0	**5**	9%
	Not Hispanic or Latino	41	0	**41**	77%
	Don't Know	0	0	**0**	0%
	Blank	7	0	**7**	13%
Gender	Female	15	0	**15**	28%
	Male	38	0	**38**	72%
	Transgender	0	0	**0**	0%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	2	0	**2**	4%
	18-24	3	0	**3**	6%
	25-29	6	0	**6**	11%
	30-39	11	0	**11**	21%
	40-49	10	0	**10**	19%
	50-61	14	0	**14**	26%
	62-69	5	0	**5**	9%
	70-79	1	0	**1**	2%
	80+	1	0	**1**	2%
	Blank	0	0	**0**	0%
Subpopulations	Chronically Homeless	15	0	**15**	10%
	Families with Children	2	0	**2**	1%
	Recently Released Incarceration	12	0	**12**	8%
	Recently Released Medical or Rehab	3	0	**3**	2%
	Veterans	5	0	**5**	3%
	Alcohol Use	15	0	**15**	10%
	Drug Use	23	0	**23**	15%
	PTSD	5	0	**5**	3%
	Mental Health Conditions	9	0	**9**	6%
	Physical Disability	15	0	**15**	10%
	Developmental Disability	6	0	**6**	4%
	Brain Injury	8	0	**8**	5%
	Victim of Domestic Violence	15	0	**15**	10%
	AIDS or HIV	0	0	**0**	0%
	Disability Benefits	10	0	**10**	6%
	VA Benefits	3	0	**3**	2%
	Housing Assessment (VI-SPDAT)	10	0	**10**	6%
Total Unsheltered Homeless Individuals		**53**	**0**	**53**	**4%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - MECCA

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	1	0	1	5%
	Asian	0	0	0	0%
	Black or African American	0	0	0	0%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	9	1	10	48%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	8	2	10	48%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	18	3	21	100%
	Not Hispanic or Latino	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Gender	Female	2	0	2	10%
	Male	16	3	19	90%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	0	0	0%
	25-29	0	1	1	5%
	30-39	4	0	4	19%
	40-49	2	0	2	10%
	50-61	4	2	6	29%
	62-69	1	0	1	5%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	7	0	7	33%
Subpopulations	Chronically Homeless	1	0	1	5%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	1	0	1	5%
	Recently Released Medical or Rehab	0	0	0	0%
	Veterans	1	0	1	5%
	Alcohol Use	5	0	5	25%
	Drug Use	1	0	1	5%
	PTSD	2	0	2	10%
	Mental Health Conditions	0	0	0	0%
	Physical Disability	1	0	1	5%
	Developmental Disability	1	0	1	5%
	Brain Injury	1	0	1	5%
	Victim of Domestic Violence	2	0	2	10%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	1	0	1	5%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	3	0	3	15%
Total Unsheltered Homeless Individuals		**18**	**3**	**21**	**2%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - MENIFEE

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	0	0%
	Asian	0	0	0	0%
	Black or African American	0	0	0	0%
	Native Hawaiian, Pacific Islander	2	0	2	10%
	White	9	2	11	55%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	6	6	30%
	Blank	0	1	0	0%
Ethnicity	Hispanic or Latino	1	3	4	20%
	Not Hispanic or Latino	10	3	13	65%
	Don't Know	0	3	3	15%
	Blank	0	0	0	0%
Gender	Female	1	3	4	20%
	Male	10	6	16	80%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	1	2	3	15%
	25-29	1	5	6	30%
	30-39	3	0	3	15%
	40-49	2	0	2	10%
	50-61	2	1	3	15%
	62-69	2	1	3	15%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	1	0	1	3%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	4	0	4	14%
	Recently Released Medical or Rehab	1	0	1	3%
	Veterans	1	0	1	3%
	Alcohol Use	6	0	6	21%
	Drug Use	2	0	2	7%
	PTSD	1	0	1	3%
	Mental Health Conditions	3	0	3	10%
	Physical Disability	1	0	1	3%
	Developmental Disability	3	0	3	10%
	Brain Injury	2	0	2	7%
	Victim of Domestic Violence	1	0	1	3%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	7%
	VA Benefits	1	0	1	3%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**11**	**9**	**20**	**1%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - MORENO VALLEY

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	3	0	3	5%
	Asian	2	0	2	3%
	Black or African American	12	0	12	19%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	20	7	27	43%
	Multiple Races	1	0	1	2%
	Don't Know/ Refused to Answer	6	8	14	22%
	Blank	2	2	0	0%
Ethnicity	Hispanic or Latino	11	6	17	28%
	Not Hispanic or Latino	33	6	39	64%
	Don't Know	0	5	5	8%
	Blank	0	0	0	0%
Gender	Female	10	3	13	21%
	Male	34	11	45	74%
	Transgender	0	0	0	0%
	Don't Know	0	3	3	5%
	Blank	0	0	0	0%
Age	0-5	1	0	1	2%
	17 or under	2	0	2	3%
	18-24	2	3	5	8%
	25-29	3	0	3	5%
	30-39	8	4	12	19%
	40-49	9	3	12	19%
	50-61	14	3	17	27%
	62-69	3	0	3	5%
	70-79	2	0	2	3%
	80+	0	1	1	2%
	Blank	1	3	4	6%
Subpopulations	Chronically Homeless	12	0	12	9%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	6	0	6	4%
	Recently Released Medical or Rehab	7	0	7	5%
	Veterans	6	0	6	4%
	Alcohol Use	16	0	16	11%
	Drug Use	20	0	20	14%
	PTSD	8	0	8	6%
	Mental Health Conditions	17	0	17	12%
	Physical Disability	13	0	13	9%
	Developmental Disability	8	0	8	6%
	Brain Injury	7	0	7	5%
	Victim of Domestic Violence	8	0	8	6%
	AIDS or HIV	1	0	1	1%
	Disability Benefits	5	0	5	4%
	VA Benefits	2	0	2	1%
	Housing Assessment (VI-SPDAT)	4	0	4	3%
Total Unsheltered Homeless Individuals		**44**	**17**	**61**	**5%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - NORCO

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	0	0%
	Asian	0	0	0	0%
	Black or African American	0	0	0	0%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	6	6	12	100%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	0	0	0%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	0	1	1	8%
	Not Hispanic or Latino	6	4	10	83%
	Don't Know	0	1	1	8%
	Blank	0	0	0	0%
Gender	Female	1	1	2	17%
	Male	5	5	10	83%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	0	0	0%
	25-29	1	0	1	8%
	30-39	2	1	3	25%
	40-49	0	4	4	33%
	50-61	2	1	3	25%
	62-69	0	0	0	0%
	70-79	1	0	1	8%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	2	0	2	11%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	2	0	2	11%
	Recently Released Medical or Rehab	0	0	0	0%
	Veterans	0	0	0	0%
	Alcohol Use	2	0	2	11%
	Drug Use	1	0	1	5%
	PTSD	3	0	3	16%
	Mental Health Conditions	2	0	2	11%
	Physical Disability	3	0	3	16%
	Developmental Disability	2	0	2	11%
	Brain Injury	1	0	1	5%
	Victim of Domestic Violence	0	0	0	0%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	1	0	1	5%
	VA Benefits	0	0	0	0%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**6**	**6**	**12**	**1%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - PALM DESERT

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	1	0	1	5%
	Asian	0	0	0	0%
	Black or African American	2	2	4	21%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	6	4	10	53%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	0	0	0%
	Blank	4	0	0	0%
Ethnicity	Hispanic or Latino	5	1	6	32%
	Not Hispanic or Latino	8	5	13	68%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Gender	Female	5	1	6	32%
	Male	8	5	13	68%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	2	0	2	11%
	18-24	0	0	0	0%
	25-29	0	2	2	11%
	30-39	2	0	2	11%
	40-49	4	2	6	32%
	50-61	4	1	5	26%
	62-69	1	1	2	11%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	2	0	2	4%
	Families with Children	2	0	2	4%
	Recently Released Incarceration	2	0	2	4%
	Recently Released Medical or Rehab	2	0	2	4%
	Veterans	5	0	5	10%
	Alcohol Use	5	0	5	10%
	Drug Use	4	0	4	8%
	PTSD	5	0	5	10%
	Mental Health Conditions	5	0	5	10%
	Physical Disability	4	0	4	8%
	Developmental Disability	1	0	1	2%
	Brain Injury	1	0	1	2%
	Victim of Domestic Violence	4	0	4	8%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	4%
	VA Benefits	4	0	4	8%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**13**	**6**	**19**	**1%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - PALM SPRINGS

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	6	0	**6**	7%
	Asian	1	0	**1**	1%
	Black or African American	4	0	**4**	5%
	Native Hawaiian, Pacific Islander	2	0	**2**	2%
	White	55	2	**57**	67%
	Multiple Races	1	0	**1**	1%
	Don't Know/ Refused to Answer	8	6	**14**	16%
	Blank	0	0	**0**	0%
Ethnicity	Hispanic or Latino	18	5	**23**	28%
	Not Hispanic or Latino	57	1	**58**	70%
	Don't Know	0	2	**2**	2%
	Blank	0	0	**0**	0%
Gender	Female	19	3	**22**	27%
	Male	56	5	**61**	73%
	Transgender	0	0	**0**	0%
	Don't Know	0	0	**0**	0%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	0	0	**0**	0%
	18-24	8	2	**10**	12%
	25-29	4	0	**4**	5%
	30-39	6	3	**9**	11%
	40-49	17	2	**19**	23%
	50-61	29	1	**30**	36%
	62-69	5	0	**5**	6%
	70-79	2	0	**2**	2%
	80+	0	0	**0**	0%
	Blank	4	0	**4**	5%
Subpopulations	Chronically Homeless	21	0	**21**	9%
	Families with Children	0	0	**0**	0%
	Recently Released Incarceration	21	0	**21**	9%
	Recently Released Medical or Rehab	11	0	**11**	5%
	Veterans	8	0	**8**	3%
	Alcohol Use	16	0	**16**	7%
	Drug Use	23	0	**23**	9%
	PTSD	23	0	**23**	9%
	Mental Health Conditions	22	0	**22**	9%
	Physical Disability	30	0	**30**	12%
	Developmental Disability	9	0	**9**	4%
	Brain Injury	11	0	**11**	5%
	Victim of Domestic Violence	21	0	**21**	9%
	AIDS or HIV	4	0	**4**	2%
	Disability Benefits	18	0	**18**	7%
	VA Benefits	1	0	**1**	0%
	Housing Assessment (VI-SPDAT)	4	0	**4**	2%
Total Unsheltered Homeless Individuals		**75**	**8**	**83**	**6%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - PERRIS

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	4	0	4	6%
	Asian	0	0	0	0%
	Black or African American	10	1	11	16%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	29	3	32	46%
	Multiple Races	2	0	2	3%
	Don't Know/ Refused to Answer	18	2	20	29%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	23	1	24	37%
	Not Hispanic or Latino	36	5	41	63%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Gender	Female	16	0	16	25%
	Male	43	6	49	75%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	1	0	1	2%
	18-24	9	0	9	14%
	25-29	5	1	6	9%
	30-39	10	2	12	18%
	40-49	8	2	10	15%
	50-61	17	1	18	28%
	62-69	5	0	5	8%
	70-79	2	0	2	3%
	80+	0	0	0	0%
	Blank	2	0	2	3%
Subpopulations	Chronically Homeless	16	0	16	9%
	Families with Children	1	0	1	1%
	Recently Released Incarceration	12	0	12	7%
	Recently Released Medical or Rehab	11	0	11	6%
	Veterans	2	0	2	1%
	Alcohol Use	14	0	14	8%
	Drug Use	22	0	22	13%
	PTSD	10	0	10	6%
	Mental Health Conditions	15	0	15	9%
	Physical Disability	20	0	20	11%
	Developmental Disability	6	0	6	3%
	Brain Injury	7	0	7	4%
	Victim of Domestic Violence	14	0	14	8%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	10	0	10	6%
	VA Benefits	2	0	2	1%
	Housing Assessment (VI-SPDAT)	12	0	12	7%
Total Unsheltered Homeless Individuals		**59**	**6**	**65**	**5%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - RANCHO MIRAGE

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	1	0	1	33%
	Asian	0	0	0	0%
	Black or African American	0	1	1	33%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	1	0	1	33%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	0	0	0%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	0	0	0	0%
	Not Hispanic or Latino	2	1	3	100%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Gender	Female	1	1	2	67%
	Male	1	0	1	33%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	0	0	0%
	25-29	0	0	0	0%
	30-39	0	0	0	0%
	40-49	1	0	1	33%
	50-61	0	1	1	33%
	62-69	1	0	1	33%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	0	0	0	0%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	0	0	0	0%
	Recently Released Medical or Rehab	0	0	0	0%
	Veterans	1	0	1	9%
	Alcohol Use	1	0	1	9%
	Drug Use	1	0	1	9%
	PTSD	2	0	2	18%
	Mental Health Conditions	1	0	1	9%
	Physical Disability	1	0	1	9%
	Developmental Disability	0	0	0	0%
	Brain Injury	1	0	1	9%
	Victim of Domestic Violence	1	0	1	9%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	1	0	1	9%
	VA Benefits	1	0	1	9%
	Housing Assessment (VI-SPDAT)	0	0	0	0%
Total Unsheltered Homeless Individuals		**2**	**1**	**3**	**0%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - RIVERSIDE

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	16	1	17	6%
	Asian	4	0	4	1%
	Black or African American	36	14	50	18%
	Native Hawaiian, Pacific Islander	1	0	1	0%
	White	83	47	130	47%
	Multiple Races	10	0	10	4%
	Don't Know/ Refused to Answer	37	28	65	23%
	Blank	1	0	0	0%
Ethnicity	Hispanic or Latino	44	15	59	23%
	Not Hispanic or Latino	113	43	156	61%
	Don't Know	0	32	32	12%
	Blank	10	0	10	4%
Gender	Female	51	25	76	30%
	Male	113	60	173	67%
	Transgender	1	0	1	0%
	Don't Know	0	5	5	2%
	Blank	2	0	2	1%
Age	0-5	0	0	0	0%
	17 or under	1	0	1	0%
	18-24	7	9	16	6%
	25-29	13	12	25	10%
	30-39	33	19	52	20%
	40-49	33	14	47	18%
	50-61	52	14	66	26%
	62-69	12	10	22	9%
	70-79	1	0	1	0%
	80+	1	0	1	0%
	Blank	14	12	26	10%
Subpopulations	Chronically Homeless	48	0	48	10%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	32	0	32	6%
	Recently Released Medical or Rehab	25	0	25	5%
	Veterans	15	0	15	3%
	Alcohol Use	43	0	43	9%
	Drug Use	45	0	45	9%
	PTSD	32	0	32	6%
	Mental Health Conditions	44	0	44	9%
	Physical Disability	50	0	50	10%
	Developmental Disability	19	0	19	4%
	Brain Injury	36	0	36	7%
	Victim of Domestic Violence	49	0	49	10%
	AIDS or HIV	2	0	2	0%
	Disability Benefits	27	0	27	5%
	VA Benefits	9	0	9	2%
	Housing Assessment (VI-SPDAT)	21	0	21	4%
Total Unsheltered Homeless Individuals		**168**	**90**	**258**	**19%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - SAN JACINTO

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	3	0	**3**	17%
	Asian	0	0	**0**	0%
	Black or African American	0	0	**0**	0%
	Native Hawaiian, Pacific Islander	0	0	**0**	0%
	White	10	2	**12**	67%
	Multiple Races	0	0	**0**	0%
	Don't Know/ Refused to Answer	1	2	**3**	17%
	Blank	0	0	**0**	0%
Ethnicity	Hispanic or Latino	2	0	**2**	11%
	Not Hispanic or Latino	12	2	**14**	78%
	Don't Know	0	2	**2**	11%
	Blank	0	0	**0**	0%
Gender	Female	6	1	**7**	39%
	Male	8	2	**10**	56%
	Transgender	0	0	**0**	0%
	Don't Know	0	1	**1**	6%
	Blank	0	0	**0**	0%
Age	0-5	0	0	**0**	0%
	17 or under	0	0	**0**	0%
	18-24	1	0	**1**	6%
	25-29	1	0	**1**	6%
	30-39	5	1	**6**	33%
	40-49	3	1	**4**	22%
	50-61	2	1	**3**	17%
	62-69	0	0	**0**	0%
	70-79	0	0	**0**	0%
	80+	0	0	**0**	0%
	Blank	2	1	**3**	17%
Subpopulations	Chronically Homeless	6	0	**6**	12%
	Families with Children	0	0	**0**	0%
	Recently Released Incarceration	7	0	**7**	14%
	Recently Released Medical or Rehab	1	0	**1**	2%
	Veterans	1	0	**1**	2%
	Alcohol Use	1	0	**1**	2%
	Drug Use	5	0	**5**	10%
	PTSD	3	0	**3**	6%
	Mental Health Conditions	4	0	**4**	8%
	Physical Disability	5	0	**5**	10%
	Developmental Disability	0	0	**0**	0%
	Brain Injury	7	0	**7**	14%
	Victim of Domestic Violence	7	0	**7**	14%
	AIDS or HIV	0	0	**0**	0%
	Disability Benefits	1	0	**1**	2%
	VA Benefits	1	0	**1**	2%
	Housing Assessment (VI-SPDAT)	0	0	**0**	0%
Total Unsheltered Homeless Individuals		**14**	**4**	**18**	**1%**

2016 Unsheltered Homeless Count Overall and Subpopulation Data - TEMECULA

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	0	0%
	Asian	0	0	0	0%
	Black or African American	1	1	2	5%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	26	5	31	84%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	4	0	4	11%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	8	0	8	22%
	Not Hispanic or Latino	23	6	29	78%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Gender	Female	11	0	11	30%
	Male	20	6	26	70%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	4	1	5	14%
	25-29	2	2	4	11%
	30-39	6	0	6	16%
	40-49	8	0	8	22%
	50-61	11	1	12	32%
	62-69	0	1	1	3%
	70-79	0	1	1	3%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	9	0	9	10%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	10	0	10	11%
	Recently Released Medical or Rehab	3	0	3	3%
	Veterans	1	0	1	1%
	Alcohol Use	10	0	10	11%
	Drug Use	7	0	7	8%
	PTSD	9	0	9	10%
	Mental Health Conditions	6	0	6	7%
	Physical Disability	8	0	8	9%
	Developmental Disability	2	0	2	2%
	Brain Injury	9	0	9	10%
	Victim of Domestic Violence	11	0	11	12%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	2%
	VA Benefits	1	0	1	1%
	Housing Assessment (VI-SPDAT)	4	0	4	4%
Total Unsheltered Homeless Individuals		**31**	**6**	**37**	**3%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

2016 Unsheltered Homeless Count Overall and Subpopulation Data - WILDOMAR

Field	Response Options	General PIT Count		Total 2016 Unsheltered	
		Interview	Observational	Count	Percent
Race	American Indian or Alaska Native	0	0	0	0%
	Asian	0	0	0	0%
	Black or African American	1	0	1	8%
	Native Hawaiian, Pacific Islander	0	0	0	0%
	White	9	0	9	69%
	Multiple Races	0	0	0	0%
	Don't Know/ Refused to Answer	0	3	3	23%
	Blank	0	0	0	0%
Ethnicity	Hispanic or Latino	0	0	0	0%
	Not Hispanic or Latino	10	0	10	77%
	Don't Know	0	3	3	23%
	Blank	0	0	0	0%
Gender	Female	2	0	2	15%
	Male	8	3	11	85%
	Transgender	0	0	0	0%
	Don't Know	0	0	0	0%
	Blank	0	0	0	0%
Age	0-5	0	0	0	0%
	17 or under	0	0	0	0%
	18-24	0	0	0	0%
	25-29	0	0	0	0%
	30-39	2	2	4	31%
	40-49	2	0	2	15%
	50-61	5	1	6	46%
	62-69	1	0	1	8%
	70-79	0	0	0	0%
	80+	0	0	0	0%
	Blank	0	0	0	0%
Subpopulations	Chronically Homeless	3	0	3	14%
	Families with Children	0	0	0	0%
	Recently Released Incarceration	3	0	3	14%
	Recently Released Medical or Rehab	0	0	0	0%
	Veterans	2	0	2	9%
	Alcohol Use	3	0	3	14%
	Drug Use	1	0	1	5%
	PTSD	0	0	0	0%
	Mental Health Conditions	0	0	0	0%
	Physical Disability	3	0	3	14%
	Developmental Disability	0	0	0	0%
	Brain Injury	2	0	2	9%
	Victim of Domestic Violence	1	0	1	5%
	AIDS or HIV	0	0	0	0%
	Disability Benefits	2	0	2	9%
	VA Benefits	1	0	1	5%
	Housing Assessment (VI-SPDAT)	1	0	1	5%
Total Unsheltered Homeless Individuals		**10**	**3**	**13**	**1%**

Riverside County DPSS ASD HPU

2016 Point-In-Time Homeless Count Report

City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 14.0
Housing Comments



April 2017

Jurupa Valley Interim General Plan

Workshop 1 – January 10, 2015

35 Attendees:
Ben Alaniz, Linda Alaniz, Ron Anderson, Cathy Barnes, David Barnes, Karen Bradford, Janet Chavez, Rene Chavez, Jim Chism, Roy Collins, Chuck Cox, Don Davies, Maria Delia Ortiz, Wayne Emery, Sandy Emery, RayFine, Deborah Fine, Betty Folsom, Fredda Fox, Jolene Hancock, KimJohnson, Mark Johnson, Donna Johnston, Victoria Kirilman, Edward Lee, Josie Pelayo, Gloria Roman, Fruank Ruiz, Irene Salazar, Mario Silverio, Colleen Smethers, John Todd, Betsy Wenk, William Winans, Dave Zimmerman

Land Use

- Emerald Meadows – Is it happening?
- Future development on the side of the 60 FWY along the Santa Ana River
- More hiking trails
- Encourage existing horse boarding facilities for area
- Keep it rural
- Develop equestrian park at Horseshoe Park – put in permanent arena and parking
- Develop areas near freeway off-ramps for shopping
- Offer residents options for shopping "traffic" from Eastvale down Bellegrave to Van Buren – build shopping and food area with a drugstore
- Areas exist for youth centers
- Improve Park on Wineville
- Build field of dreams
- Improve Community Center on Pedley
- Add retail in more urban areas
- Build a tax-collecting resort
- The main plan was to keep interiors "open" and to bring development along freeways
- Control or limit certain businesses like pot shops
- Add more equestrian trails
- Build visitor center and improve commercial along 60 freeway for people traveling through Jurupa Valley
- Turn the Jurupa Mountains Discovery Center into a tourist stop like Hadley's area
- Sales tax generators need to be attracted
- Better shopping options
- Need shopping on the west side of the city
- Attract public to Jurupa Discovery Center – maybe build a food court?
- Robertson land is where to build a college
- Bellegrave between Etiwanda and Van Buren – bring in more businesses like restaurants, drugstores, customers going to Field of Dreams, new home owners; shopping

Land Use

- Build a soccer park
- Improve Marlett Park
- Attract sports leauges
- Build better infrastructure
- Build more golf courses
- Regulate number of animals per lot/space
- More horse trails, walking trails and sidewalks
- Limit high density housing – no lots under 7,200 sq ft
- Monitor and notify public of any development
- Solicit commercial services for neighborhoods that don't have it
- Build off 60 FWY corridor – commercial, restaurants and anchor Discovery Mountain with restaurants and a hotel/motel
- Attract more industry/manufacturing versus warehousing
- Keep historic buildings
- Provide for better recreation areas throughout the city
- Provide notification and transparency regarding land use and open to public input
- Build an indoor recreation center
- Solicit more shopping opportunities
- Install a street light at 58th and Pedley
- Balance urban and rural
- Clean up properties
- Repair 58th Street off Pedley
- Provide more vocational training in schools or build private schools
- Eliminate land use conflicts – such as industrial land next to residential
- Keep the denser projects along the freeway "ring" and less dense projects in the middle of the city
- Designate "Big Rig" streets
- Develop retail along Bellegrave and Van Buren
- Develop equestrian trails along river and provide connectivity to them from the city

Circulation

- More community centers or "pockets" to provide for programs, exercises, arts and crafts – senior and youth centers
- Islands cause delay in emergency response
- Keep equestrian neighborhoods without sidewalks – streets are narrow and need dirt sidings for horse traffic
- Build or designate places for truckers to park their Rigs to include reasonable rates and security
- Need to facilitate to tie together the city permit actions with people who can provide truck rig/trailer parking space

Circulation

- Create bike lanes
- Provide trolley across town transportation
- Consolidate special districts and establish a city-wide landscape and lighting district so that it reduces the cost of utilities city-wide
- Work on 15 on-ramps – maybe Bellegrave and 65th or 68th streets
- Maintain rural lifestyle in certain areas, enforce codes, and do something about traffic safety on Mission Blvd
- Control warehouse development and add truck services and storage
- Provide for mass transportation to increase access and improve economic development
- Build bus shelters
- Build sidewalks – use split rails
- No Big Rigs in R-1
- Improve school traffic
- Use split rail fencing (i.e. Norco looks appealing and not run down)
- Encourage carpooling by cleaning up rideshare area
- Encourage bus riding – bus shelters should have posted schedules at stops

Housing

- Create a public planning process to solicit input
- Limonite Ave and Pedley Rd area – Keep equestrian with 1/2 acre minimum for housing development
- Update existing apartments and maybe build a few upscale ones along the 15 near existing condos
- Code enforcement on existing housing
- Develop self-contained housing development that includes stores, shopping inside the development
- Provide affordable housing opportunities for young adults just out of school
- Build mixed use – live/work housing with retail
- Keep housing mixed use
- No high density housing
- Limit high density housing
- Limit high density housing
- Keep housing in the interior and be sure there is access to parks with recreation facilities

Conservation

- Maintain existing equestrian areas
- Get rid of chickens and fighting cocks
- Traffic signals in appropriate places
- Maintain parks and new improvements
- Air quality
- What happened to the soccer field on Camino Real?
- Preserve bike trails, horse trails, sidewalks
- Install drought tolerant landscaping
- Where are the power lines going?
- Edison lines the substation?
- Maintain outsiders perception of our city from main streets
- More water conservation programs

Open Space

- Bear Valley Golf Course – is there a replacement?
- Developed housing of De Anza Golf Course (Paradise Knolls)
- Keep the hillside pristine – build walking trails
- Build bike trails, equestrian trails
- Install sidewalks in school areas
- Can the streets support new growth?
- Walking trails and parking in our own hills
- Add youth center area on west end
- More walking trails, horse trails on side of Santa Ana River
- Maintain current open space
- Keep open spaces in interior – put development along the freeways as indicated when we voted on cityhood
- Maintain our open areas and upgrade access to trails and river bottom
- Preserve the river bottom area
- Preserve Horseshoe Lake Park
- Preserve open spaces
- Develop open space for park and recreation usage – horses, hiking, biking
- Preserve hills as open space and for visual beauty

Noise

- Stop the noise
- Code enforcement a must!
- Improve quality of life
- Enforce NOISE regulations – increase fines to whatever they were in the county a few years ago
- Noise from blocks away plagues Sky Country – Let's get this under control by making it very expensive to be a repeat noise offender

Safety

- Minimize trucking
- People do not stop for stop signs – kids nor vehicles
- Improve air quality – reduce asthma in community
- More traffic lights
- City needs to own fire station and rent back to county
- Not enough law and code enforcement
- Relocate Mira Loma Village
- Belltown homeless issues and social services
- Jurupa/Pyrite street recently renovated, but storm drain is not working – it's flooding
- Jurupa/Pyrite – cars driving too fast on route to first
- Transportation artery development – cross town roads: Pedley, Pyrite, Opal
- Need bike trails/lanes
- Need cross walks
- Better traffic control at El Camino Elementary School
- Need crossing guard for Rustic Lane School
- Safety at Rustic Lane School – traffic goes too fast; parents don't respect traffic
- Stop endangering horses by riding them at night
- More sidewalks
- Traffic safety at schools
- More sidewalks
- More sidewalks
- Work on sidewalks and flooding
- More and safer pass-overs for horses across Limonite
- No sidewalks – need sidewalks
- Would like to see more street sweeping with set dates so cars are not on streets
- Homeless everywhere – looks bad, unsafe on riverbed on Mt. Roubidoux
- Graffiti issues
- More youth programs to prevent delinquency
- Develop homeless programs
- Homeless doggie gangs

Safety

- Private rodeos
- Control marijuana shops
- More law enforcement
- Eliminate shanty towns – use code enforcement
- Loose dogs – enforce microchip policy
- "I don't want Jurupa Valley to be known as a town of marijuana and "vape" shops."

Other

- Give Belltown a big uplift – sidewalks, beautification
- Allow zoning changes to be voted on
- Sales tax
- Build a Walmart at Pyrite and Mission
- Safety in Belltown – build sidewalks
- Beautification – lighting on Mission Blvd and Mission and Riverview
- City needs better efficiency and consolidation of services
- Power transmission lines (Riverside) West Commercial Zone
- Use Jurupa Community Plan as starting point
- To plan for the future, you need to understand the past – See Jurupa Community Plan Amended Effective Dec. 22, 1987
- Hold community cleanup events
- Improve School District Test Scores
- Do something about the stigma of Rubidoux – afraid to go to that area
- Overall financial rejuvenation to allow for community services
- One water district
- More bike trails and sidewalks
- More youth and senior services/programs – craft classes
- Opal-Rathke Dr storm drain gets blocked all the time – would like to see it cleaned more
- Perform a utility review
- What is the status of the Riverside Sewage Treatment Plant Lawsuit?
- Address poverty within the city
- Build a park with a water feature without costs to the residents – lake or pond
- Limit warehouse development – environmental concerns, traffic, and noise
- Do something about the homeless community
- Offer tax free incentives for a limited time for new industry jobs
- More redevelopment opportunities
- Cityhood – Is the city viable?
- More children's activities – Boys/Girls Clubs, park department
- Maintain separate community identities and representation
- Better outreach/involvement/representation for Spanish community

Workshop 2 – January 12, 2015

26 Attendees:
Manuel Albarrah, Tono Albaarah, Mary Anderson, Mary Billimele, Angie Channual, Ernie Corral, Andy Degrood, Wayne Emery, Susan Fierro, Pat French, Wendy Hart, Kim Johnson, Mona Lara, Jackie Lee, Jeff Moroukian, Sharon Paisley, Vickie Ridgley, Winnie Salazar, Heather Salazar, Marjie Scott, Colleen Smethers, Judy Strickland, Richard Strickland, Dana Villerreal, Leon White, Morris Younathan

Land Use

- Create or build up "Main Streets"
- Develop area for special events/entertainment venues
- Build amphitheater
- Build sports complex
- Build hotels north of Hwy 60
- Provide venue for Farmer's Market
- Create/zone multiple "Downtowns"
- Solicit sit-down family restaurants
- Solicit "classy bar" venues with live music
- Solicit Government Jobs, Medical Jobs, R&D industries
- Build more movie theaters
- Retain rural atmosphere/sense of place
- Address needs for homeless community
- Solicit bringing new businesses to the city
- Preserve mix of urban and rural
- Explore expansion and best use of Metrolink Station
- Create venues to attract/bring entertainment to city
- Maintain large lots
- Build restaurants near Metrolink Station
- Solicit Target
- Solicit a drive-thru Starbucks
- Expand economic development
- Preserve/keep existing businesses open
- No more warehouses: they cause traffic/air pollution
- Build more recreation areas for youth/more soccer fields
- Strategically locate housing. It's starting to feel dense.
- Why hasn't Riverside Plaza been developed? We need more jobs.
- Preserve hiking trails (top of Lakeside)
- Solicit businesses like Cardenas, El Super, Superior markets
- Support small businesses by placing big boxes away from small business areas
- Build community college or satellite campuses
- Need an Urgent Care!
- Solicit Chinese restaurants
- Build hotels or bed and breakfasts
- Solicit a Winco grocery store and/or Walmart Super Store
- We need a Chipotle and Chinese food

Workshop 2 – January 12, 2015

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Housing

- No small lot housing
- Increase code enforcement
- Pride of ownership
- Keep rural life style
- Homeless programs
- Homeless programs to help get them off the streets
- Provide for mixed use
- Build senior housing communities
- Develop empty lots into housing

Conservation

- Preserve the cross at hillside (it's a city landmark)
- Conserve our natural resources
- Increase water supply for development
- Preserve and highlight our historic sites
- Preserve regional parks and cultural centers

Open Space

- Preserve openness/open space
- Develop multiple regional parks
- Provide city incentives for blighted properties
- Keep the hills as open space
- Maintain large lots
- Maintain open space
- Add bike/walkways like those in Fontana
- Preserve open and rural space
- Parks with walking trails (i.e. regional park like Yorba Linda Regional Park)
- Beautification and landscaping
- City has too few amenities
- Build amphitheater on hillside
- Keep hillsides rural
- More open space for animal keeping
- Keep the hills undeveloped
- Split streets to have horse trail on one side and sidewalks on the other
- Develop recreation trails
- Develop mountain bike trails
- Retain ridgelines
- Protect mountain tops
- More dog parks

Noise

- City should provide more information regarding ordinances (i.e. noise)
- Do something about cars with loud music

Safety

- Reconfigure traffic going in and out of Walmart
- Cars driving too fast
- More speed limit signs
- Horses and riders in the dark are dangerous
- Need more speed bumps
- Need more lighting in parks (lighting with park extended hours will reduce obesity in children)
- The need for more medical offices and an Urgent Care
- Street islands slow emergency response
- Widening Limonite by old Waste Water
- No more warehouse trucks on local roads
- We need more traffic signals; especially at schools
- Kudos to the city for installing signals near Granite Elementary School
- Camino Real/Limonite curb needs light or reflectors – numerous vehicles hit curb and blind area
- Need an Urgent Care
- More sidewalks with lighting like the ones on Limonite
- Decrease violence
- Decrease city blight
- Neighborhood Market parking lot should be one-way or have yield to safely drive
- Need trash cans on walking trails and bus stops off Limonite, Ave Juan Bautista to Clay

Other

- Need trash receptacles on street corners
- Need a Farmer's Market
- Hold fairs and more community events
- Proud of city crime rates
- Law enforcement is good
- Safe city
- We have great pride in our schools
- Mail info to households to promote more citizen participation
- Bring the parks department under the city
- Consolidation of water districts
- Consolidation of services
- More special events to bring in local business: rodeo, concerts, festivals, art
- Sense of community could be improved with more citizens participating
- Create a "Preserving our Rural Lifestyle" committee for Jurupa Valley (Have a good person running it, clean, civil, etc.)

Other

- Adopt "Shop Local" campaigns to support city business and jobs
- Provide incentives for businesses to come and stay in shopping centers
- More communication in Spanish is needed from city
- Do something about the graffiti
- Build a youth center on the west end of town
- Increase the number of businesses
- Designate/build a rodeo area
- More parks
- Community center
- Increase businesses by offering tax incentives
- Develop our education to cover high end jobs coming to Jurupa Valley
- This is not a very involved community
- Keeping businesses open
- Art classes for adults and children
- Community Theater
- More affordability to visit Jurupa Regional Cultural Center - $8 per person is too much

Jurupa Valley Interim General Plan

Workshop 3 Rubidoux High School– January 20, 2015

14 Attendees:
Betty Anderson; Stephen Andersen; Cristina Flores; Anna Gamble; Melissa Gamble; Angel Hernandez; Estaban Hernandez; Karina Hernandez; Monica Hernandez; Ross Leja; Maria Montolfo; Diego Nunez; Linda Rither; Mona Vasquez

Land Use

- Need a hospital.
- Need more community centers.
- Need nice office buildings to attract white collar jobs.
- Don't cover every square inch with small lot development.
- More single family housing/no apartments.
- More stores like Target; Walmart.
- Build more shopping centers.
- Consistent zoning.
- Mix of residential and industrial.
- More sidewalks.
- More infrastructure improvements.
- More businesses, office space, and manufacturing.
- Create parking at 30th and Avalon in Rubidoux near AM/PM.
- Fence empty lots.
- More dining restaurants.
- Affordable housing to get people off the street.
- Fence empty lots.
- More recreational activity area; improve Memorial Park.
- Keep agriculture.
- More parks and recreation areas.
- More parks.
- More sit-down dinging; fewer fast food chains.

Circulation

- Build bike trails.
- Stop semi-truck parking on small streets.
- Build bike trails.
- Build better roads.
- Need safe bike routes and bike lanes.
- Build bike trails.
- Improve traffic.
- Improve street sweeping.
- Improve street lighting.
- Improve sidewalks.

- Improve traffic!!
- Build more sidewalks.
- Street safety!!
- More street sweeping.
- Eliminate truck traffic on residential streets.
- Better park maintenance.
- Add left turn arrow on 30th street.
- Traffic at entrance/exit at Roubidoux has lots of queuing.

Housing

- 7,200 sq ft minimum for housing lots for medium density.

Conservation

- Preserve Jurupa Cultural Discovery Center.
- Preserve Rancho Jurupa Park.
- Preserve Santa Ana River camping site.
- Preserve hills from development.
- Protect our historical sites and structures.
- Keep the river wild, but put in more trails.

Open Space

- Better walking trails.
- Better horse trails.
- Better parks.
- Build baseball parks.
- More parks.
- Build waterparks.
- We need more parks for our residents.
- We need more multi-use trails.
- We need more use of the parks and trails during the evening.
- More parks; especially in the older areas.

Noise

- Homeless making noise at night.
- Fines for loud music.

Safety

- More street lighting.
- Public safety – more lights.
- No way to get to Riverside by bike.
- Safety.
- Street lighting.
- Clean up the city.
- More streetlights.
- No police response to homeless.

Other

- City needs the ability to attract new businesses that will provide good jobs for the residents.
- Golf.
- Preserve the Santa Ana River and hills.
- Separate residential from pollutions.
- Ticket abandoned vehicles.
- Build housing developments that speak to the recreation and exercise needs of the various ages.
- Minimum 7,200 sq ft. lots.

Jurupa Valley Interim General Plan

Workshop 4 Indian Hills Elementary– January 24, 2015

Attendees:
Lucinda Skinner, Mark Skinner, Ed McManus, Teresa McManus

Land Use

- Additional Shopping outlets
- Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and law needs to be enforced.
- Rules should remain the same moving forward with two horses max per property
- Don't allow new developments to be built and then change the rules on horse allowance
- Enforcement on no commercial business in areas zoned residential
- City fines homeowner and homeowner continue to pay fines; city generates and collects revenue on the fines, but surrounding homeowners are not being helped and served.
- Consider large shopping center1-15 Fwy. On the JV city side where there is vacant land.
- Grocery shopping is good
- Downtown Rubidoux should be addressed – very run-down; needs improving
- No matter what type of developments (residential and commercial) is built, let rural communities stand – let rural be rural.
- Keep industrial where it is located today
- Can agriculture serve a purpose?
- Residents don't want to be like an "Eastvale or Irvine
- Don't build on hillsides – leave them pristine and open
- They like what Norco did – it was established as "horse country" and has remained that way
- All new developments should be required to install xeriscape and/or drought tolerant landscape
- All new development should be required to use recycled water for irrigation
- Land uses must work together
- Keep higher-density developments closer to the Fwy.
- Determine what to do w/United Concrete Pipe property where homeless are located – determine if grounds are contaminated.
- Attempt to recruit an anchor such as Costco or Winco – it would bring good jobs
- Nodes – good access points

Circulation

- Improve traffic flow
- More development and housing equals more traffic

- Residents want truck-route closer to 60 Fwy.
- Expand Limonite in both directions
- Freeway system does not flow..always congested
- Access in and out of the City is too congested
- Van Buren should be three lanes
- Build a bridge on Van Buren and Mission
- Owners of big rigs (trucks) can park on their own property but not street parking

Housing

- Neighbor is horse breeder – 10 horses on property – unsanitary, unhealthy and a fire hazard; people need to follow the rules and the city needs to be enforce the law
- Enforcement on no commercial business in areas zoned residential
- Homeless issues is both an environmental damaging issue as well as a social issue
- Indian Hills and Jurupa Hills – many people own their home – not a lot of rental properties
- Mira Loma has a lot of rental properties

Conservation

-

Open Space

- Don't build on hills…leave them open

Noise

-

Safety

-

Other

- Not enough jobs
- Work on lowering water bills
- Loss of rural character
- Enjoy the various ethnicities
- Likes the current restaurant line-up
- Likes Jurupa Discovery Center

- Folks are proud of the weather, the hills, it's pretty, it's NOT Riverside, sunsets, people are friendly, small town and small town feeling…keep it that way
- Look into satellite campuses from UCR or RCC

Jurupa Valley Interim General Plan

Workshop 5 Sky County Elementary- January 26, 2015

Attendance:
Stephen Anderson, Guadalupe Belmonte, Jeff Blakely, Keith Hughes, Suzanne Hughes, Kim Johnson, David Lin (faxed form), Martha Martinez, Susan Sims

Land Use

- Need for a senior center
- More parks
- Nature Center is an asset
- Separation of industrial vs. residential
- Better restaurants (larger family sit-down)
- More Tech schools
- More office buildings equals job creation
- Need a skate parks
- Need more doctors and medical facilities
- Need an Amphitheater
- Need Retail: Kohl's, Penney's, Costco/Sam's Club
- Wedding Facilities, banquet halls
- Need horse industries
- Maintain ½ acre at Armstrong & Sierra Ave.
- Need equestrian centers
- Education institutes (public, private, vocational, schools, etc.)
- Performing arts theater, music hall
- Need more churches
- Prohibit high-density housing
- Free indoor gym for residents

Circulation

- Too much traffic
- Get rid of truck traffic which will make the air cleaner
- Safety "law" enforcement on horses after hours
- Need sidewalks
- Proud of horse trails as it equals peace
- Trail connectivity must be looked at citywide
- Better traffic control measures
- Link animals and plants to river and ecosystem
- Increase trails
- Keep the underpass trail at Bain for River trail access
- Safe assin of wildlife

- Add bike lanes to roadways
- Make bridges pedestrian friendly
- Increase connectivity of trails and bike trails along streets
- Fix pot-holes

Housing

- More housing with large yards
- More agricultural opportunities
- Add more housing where housing exists today
- Keep housing separate from non-compatible condition uses

Conservation

- Figure out what are our historic buildings and preserve them

Open Space

- Plan for open space for children
- Wildlife corridors
- **Preserve hills -don't allow development on them**
- Encourage open space or at least half acre lots at Paradise Knolls
- Proud of open space

Noise

-

Safety

- No lights
- No sidewalks
- Clean up our City -more code enforcement in commercial and industrial areas
- More police security
- Speed enforcement
- Need speed bumps
-

Other

- **Small city -opportunity for growth**
- **City should promote itself -advertise the water park, drive-in, regional parks, etc.**
- More training opportunities eo le

- Sense of community -Nature, wildlife, hills, mountains
- **Programs for children - respect nature**
- **Quality of life – don't sell the city out for money**
- Lack of senior services
- Bad economy has driven away business
- Hang City flags on light poles
- Zero tolerance for graffiti
- Horse industry is being driven out by City and County
- **Sense of community - keep out too much industrial**
- We enjoy the dark sky to enable to see the stars

Jurupa Valley Interim General Plan

Workshop 6 Rubidoux Library – January 31, 2015

Attendees: 12
Wes Andree, Ron Jones, Chriss Jones, Lynn LaMonk, Laura Mae Leach, Cathy Livoni, Chris Miller, Bob Miller, Betty Newsom, Irene Rose Rael, Christine Rich, Frank Rich,

Land Use

- More trails – walking and horse
- Need senior center on west side of town
- More trails and horse trails
- Preserve and improve Flabob Airport – make it a destination
- No billboards
- Shopping opportunities – help increase revenue to the city
- A regional park w/multi-purpose use
- No more warehouses
- Plan for aged infrastructure
- We voted to make Jurupa Valley as a City – Keep it RURAL!! This was promised.
- Continue to allow land use for horses, agriculture and farm animals
- Need medical center
- More stores and causal restaurants
- Need mixed use shopping
- Need financial institutions
- Shopping Centers (Target, Walmart, etc.)
- A destination shopping center
- Amenities for new development (tract)
- Designate a down town
- Warehouses badly reduce the amiability of the entire City – try to find other businesses outside of warehouses to move in
- Sewage treatment needs improving
- More money for water services

Circulation

- Exercise trails
- Bike paths
- All walking trails should lead to at least one library
-

Housing

- Homeless housing and shelters
- Need housing w/amenities

- No condos or apartments
- Need disabled housing
- Affordable housing for workforce for 20's age group
- Need more apartment complexes and include play areas
- Housing away from freeways
- Need senior housing
- Homeless "camp" at Alta & Avalon by 60 Fwy.= need homeless shelter
- Reduce high density housing
- Amenities for new housing communities

Conservation

- Maintain and defend agriculture use
- Preserve hillsides
- Delhi Sands flower-loving fly-endangered – still in open fields east of Muriel Drive and near Kit Fox also

Open Space

- More parks and developed outdoor use
- Clean up of abandoned
- Leave current open space and hills open as animals are being increasingly restricted to smaller and smaller areas due to overbuilding

Noise

- Off-road vehicles practicing motocross in the hills and showing no courtesy to hikers
- All night parties
- Animal noise

Safety

- Traffic
- More code enforcement
- Speed bumps on our streets and sidewalks
- Have Sheriffs be more proactive in information about establishing CERT training and teams
- Need disaster preparedness
- More animal control services
- Safe route for school kids
- Security
- Allocate more money for police and fire
- Traffic on Limonite will increase the more the City develops – need to plan for the increased traffic.
- Sidewalks

- Invite major hospital
- More community response teams
- Safety = emergency preparedness for senior safety

Other

- Water-wise landscaping
- Voting booths
- Need jobs
- Control City growth
- Address homeless problem
- Consider making City business-friendly so public services can be funded by city business taxes
- Economic disparity of families
- Address vacant land and homeless community
- Build pride as a community
- Address old infrastructure
- Address economic disparity and divide

Jurupa Valley Interim General Plan

Workshop 7 Jurupa Valley High – January 31, 2015

7 Attendees:
Betty Anderson, Stephen Anderson, Javier Garcia, Gricelda Sanchez, Nancy Rasner, Michele Rodriguez, Irene Whitney

Land Use

- Need a hospital
- Keep warehouses away from schools and homes
- Less warehousing and more shopping
- Big box retail (Home Depot, Walmart, Sam's, Winco, Costco, Target, Ralphs)
- Industrial uses should focus more on manufacturing vs. warehouses
- Trails and parks for recreation, transportation and exercise
- More trails
- More banks needed

Circulation

-

Housing

- Keep our yards ¼ acre or more
- 7,200 sq. ft. lot size minimums (more than ½ acre)
- Affordable housing for families
- Keep industrial zoning away from residential areas

Conservation

- Water conservation should be a priority
- Develop a City Green program

Open Space

- More parks or community centers especially in Mira Loma and Pedley
- Emerald Meadows needs to be mall or other area
- More land conservation for mountains and rivers
- More trails

- More banks

Noise

- Noise from recreational vehicles on mountainside is problematic

Safety

- More street lights
- Need police patrols of the city to stop trash dumping (Canal Ave.)
- Need help cleaning trash and bulky items from my community (Canal Ave.)
- Need sidewalks (Canal Ave.)
- Need to control homeless encampments in my neighborhood (Canal Ave.)
- Need horse rider safety precautions – more lighted horse trails
- Need police or rangers to patrol area parks
- Flooded streets in Pedley and Mira Loma – not good

Other

- Representatives of City Council should represent various communities and should better understand our community
- We need Spanish translators
- City should promote and organize community clean-up days
- Horse arena with family amenities
- Community center with basketball courts, inside gym, swimming pool, etc.
- Clean-up loitering, public drinking at Jurupa Dairy
- Close up pot shops
- Homeless encampments in our area are terrible
- Need afterschool program to increase academic development and character

GPAC MEETING NOTES from 9/28/15 Meeting: Table Report-Outs

ECONOMIC SUSTAINABILITY AND HOUSING: ASSETS, ISSUES AND NEEDS

ECONOMIC SUSTAINABILITY

Question #1 What special economic assets in Jurupa Valley should the city capitalize upon?

Johnston Team

1. Vacant buildings
2. Available land
3. Location, Freeways I-15 & I- 60
4. Proximity to job centers
5. Airport
6. Golf courses
7. Santa Ana River/Recreation/Parks
8. Warehouse jobs/manufacturing
9. Railroad center – auto distributions
10. Logistics

Roughton Team

1. Vernola Market Place
2. Jurupa Spectrum
3. Rubidoux Shopping
4. Location to Los Angeles/Orange County areas
5. Flabob Airport
6. Golf Courses
7. Open land for many uses
8. Close to Colleges
9. Hub of consumer goods (shipping)
10. Recreational opportunities

West Team

1. Excellent Freeway Access, I-15 & I-60 with many off ramps
2. Vacant land - develop to highest use
3. Golf courses (5)
4. Metro Link Station - use rail spurs, rails vs. rigs
5. Santa Ana River Campground and Nature Center

Zavala Team

1. Flabob Airport
2. Ample vacant land
3. Vacant storefronts
4. Golf - Rancho Jurupa, Cove
5. Excellent transportation corridor

Question #2 What special economic challenges or constraints does Jurupa Valley face?

Johnston Team

1. Vacant buildings
2. State funding
3. Population density
4. Lack of hospitals
5. Lack of medical
6. Lot sizes (narrow & deep)
7. Local jobs
8. Local shopping
9. Lack of higher education

Roughton Team

1. Reliance on retail (no jobs – no purchases)
2. Lack of high paying jobs
3. No nice hotels
4. Few nice restaurants to support tourism
5. "Look" of the city – facades and lots need to be updated and/or improved

West Team

1. Lack of retail
2. Vacant un-developed land
3. Hodge-podge of new and older tracts

Zavala Team

1. Need attractions
2. General storefront appearance
3. Mismanaged County Plans
4. Infrastructure in older developments
5. Community has a lot of communities
6. Air pollution is high
7. Freeway views

Question #3 What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Johnston Team

Promote:

1. Tech jobs, teaching
2. Gas stations at freeways
3. Manufacturing
4. Markets
5. Big Box
6. Call centers
7. Point of sale businesses
8. Medical
9. Entertainment Centers
10. Sports Centers

Discourage:

1. Pot shops
2. Junk yards
3. Any that produce hazardous waste/air pollution
4. Bars/liquor stores
5. Adult Entertainment

Roughton Team

Promote:

1. High tech industries
2. Bio engineering/Medical
3. Sustainable Farming/Renewable Energy

Discourage:

1. Trucking and Big Box due to smog

West Team

Promote:

1. Tech schools, Community College campus
2. Medical Centers or Hospital
3. Hotels/Convention Center
4. Event Centers
5. Name chain restaurants

Discourage:

1. No fast food restaurants
2. No mobile home parks

Zavala Team

Promote:

1. Medical facility
2. College/Tech Schools
3. Office suites
4. Data Centers
5. Eco Tourism, Green Businesses
6. Grocery Variety
7. Non-profit/Social Services

Discourage:

1. Warehouses
2. Pot shops and vice shops
3. Polluters

Question #4 What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

Johnston Team

1. Vacant land along 15 Freeway and 60 Freeway/Hotels
2. Emerald Meadows - shopping/mixed use
3. Pyrite/I-60 - shopping
4. Pedley/I-60
5. Camino Real/Mission
6. Mission/Crestmore
7. Mission Plaza - shopping and apartments
8. Pedley/Mission - Medical & shopping
9. River properties - parks

Roughton Team

1. Corridor along 15 Freeway and 60 Freeway
2. All Freeway exits
3. Emerald Meadows site
4. City Hall area
5. Mission Blvd. & Rubidoux

West Team

1. Push for development at Emerald Meadows Site (housing, shopping, restaurants, hotel and/or Medical Center or Hospital)
2. City Centers in each individual community

Zavala Team

1. Clay
2. Pedley and I-60
3. Cement Plant
4. I-60 corridor
5. I-15 corridor
6. Emerald Meadows
7. Dump/Landfill

Question #5 What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

Johnston Team

1. Habitat Partnership
2. Grants – such as Safe Routes to School
3. Solar partnerships/incentives
4. Private/Public partnerships
5. AB2 - infrastructure financing & community revitalization
6. Cap & Trade housing money

Roughton Team

1. Whatever the City can afford

West Team

1. Educate businesses
2. Tax incentives
3. Rehabilitation tax credits
4. Job creation tax credits (similar to Ontario's program)

Zavala Team

1. Discounted fees for High Need Industries
2. Occupational Housing incentives
3. Utilize CREA

Question #6 What should be the City's "brand" in terms of portraying the public and visitor image, attractions, overall character? How could the City help establish and promote this?

Johnston Team

1. Semi rural to Urban
2. Diversity
3. "Community of Communities" (golfing, equestrian, sports, Flabob airport)

Roughton Team

1. City of Adventure
2. Big City attractions
3. Home town appeal (golf courses, winery, airport)
4. Advertise – AAA Tour Book, videos, web sites, travel agencies, YouTube, tri-folds
5. Visitor Center

West Team

1. Farm Town to Big City, Rural meets Urban
2. Combination – nature, city, equestrian, home grown feel, and easy living
3. Regular activities – art, music, farmers market

Zavala Team

1. Outdoor/Nature Leisure
2. Opportunity for growth

Question #7 What are the City's principal housing assets?

Johnston Team

1. Diverse housing stock

Roughton Team

1. Lots of available land
2. Big lots – equestrian existing
3. Scenic
4. New Development
5. Hometown Jurupa Hills
6. Bravo
7. Old Plantation

West Team

1. Single Family Residential
2. New Development - Limonite at Pats Ranch Road, I-15 and Santa Ana River, Bellegrave at I-15
3. Very high end homes (Hilltops at Indian Hills)

Zavala Team

1. Diverse mix
2. Large lots

Question #8 What are the City's main housing needs?

Johnston Team

1. Senior Housing
2. Replacement of aging homes
3. Estate Homes
4. New housing - both affordable and in a nice area
5. Rentals/apartments, townhomes, condos
6. T.O.D. – Transit Oriented Development

Roughton Team

1. Update old ugly housing
2. Affordable entry level housing
3. Affordable housing for families
4. Dedicated zones to preserve equestrian/animal keeping

West Team

1. Affordable Senior Housing
2. Affordable apartments
3. Low density patio homes with full amenities

Zavala Team

1. Multifamily type
2. Large common areas
3. Near Retail

Question #9 What types of multi-family housing could best fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

Johnston Team

1. Multi Family Housing
2. Apartments accessible to freeways and major thoroughfares
3. Townhomes and condos – close to shopping centers

4. Garden Home Community near parks

Roughton Team

1. Mix new smaller housing in areas with existing small lots
2. Near commercial and retail centers
3. Near work centers

West Team

1. Granite Hill/Pyrite
2. Limonite/Etiwanda and Wineville
3. Affordable Senior Housing
4. Affordable apartments
5. Low density patio homes with full amenities

Zavala Team

1. Multifamily types with large common areas and near retail

Question #10 How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with single parent households, and homeless persons and families? In what areas should these housing needs be located?

Johnston Team

1. Multigenerational 2nd units – a few within each development
2. Senior Housing with accommodations for disabled transportation
3. Homeless (?)
4. Safe housing for single female head of households – apartments, condos, HOA, maintenance

Roughton Team

1. Tax credit for affordable housing for families
2. Entry level single family homes
3. Homeless – create opportunities for housing for those who desire help – work with Social Services and Non-profit groups
4. Set goals for a specific percentage of apartments to be for special needs

West Team

1. Add more high end independent living and assisted living centers
2. More housing near and around shopping centers

Zavala Team

1. Special Needs – children - not segregated

Question #11 Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

Johnston Team

1. Metrolink area
2. Freeway access areas
3. Mission Blvd.

Roughton Team

1. Work/live units in downtown Rubidoux and Glen Avon
2. Emerald Meadows
3. Vernola Marketplace
4. Mission and Riverview Center (old Metro site)
5. Lots along Avalon Street
6. Area near city border off Rubidoux

West Team

1. Along Mission Blvd (similar to Market in downtown Riverside)
2. In areas of new development where housing needs are required

Zavala Team

1. Mixed Use
2. Along Mission in Rubidoux

JH, 11/4/15

Individual Comments/Notes 9/28/15 Meeting (Grouped by Committee Member name)

ECONOMIC SUSTAINABILITY AND HOUSING: ASSETS, ISSUES AND NEEDS

ECONOMIC SUSTAINABILITY

Joe Forgiarini

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Freeway access/Metrolink/airport/rail corridor
b) Available land/vacant buildings/warehouses
c) Proximity to job centers and airport (Riverside, San Bernardino, Ontario etc.)
d) Golf Courses/Santa Ana River
e) Auto off-load center/distribution – Mira Loma Logistics

2. What special economic challenges or constraints does Jurupa Valley face?

a) Low average income
b) Shape and distribution of available land
c) Low population/density
d) Empty buildings and age of housing
e) Lack of medical facilities
f) Local vs. commute employment
g) Lack of retail/hospitality
h) Lack of higher education facilities

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Transportation
b) Manufacturing/automotive
c) Education
d) Retail/Entertainment
e) Housing construction
f) Medical
g) Technology/Call Centers

Discourage:

a) Hazardous waste
b) Junk yards
c) Pot shops
d) Bars

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Sites near key transportation corridors such as:
   Stringfellow manufacturing, Mission/Rubidoux and Mission/Crestmore, Riverview, Riverside Cement manufacturing, Pedley/ I-60 (shopping), Pyrite/I-60 (shopping)
b) Cove redevelopment – Mission/Camino (entertainment)
c) Pedley/Mission (medical, retail)
d) Emerald Meadows (shopping/mixed use)

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Auto industry – stop railing them here
b) Build them here – Grants not sustainable /restrictive
c) Habitat partnership
d) Safe Routes to Schools

e) Solar installations
f) Public promote partnership
g) AB2 Redevelopment reintroduced
h) Cap and trade

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) Best mix of urban and rural
b) Horse community
c) Golf communities
d) Be clear about what goes where
e) Bedroom community

7. What are the City's principal housing assets?

a) Nil
b) Needs major reinvestment over time

8. **What are the City's main housing needs?**

a) Senior Housing
b) Need major reinvestment over time
c) Aging housing stock
d) More maintenance
e) Rentals/apartments/townhouses/condos

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Must go only on/near key transportation corridors
b) Apartments
c) Senior Housing

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Must go on key transportation corridors
b) Near retail/medical facilities
c) Improve economy and reduce need for some of these

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Full length of Mission Blvd.
b) Limonite at Metrolink/Van Buren
c) Freeway access

Diana Fox

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Development of tourism from natural assets
b) River, canyons, hills, eco-tourism, art
c) Connectivity to freeways and Metrolink
d) Open land
e) Re-focus warehousing to green technologies

2. What special economic challenges or constraints does Jurupa Valley face?

a) Overbuild warehousing
b) Education levels
c) Out-going migration to go to work each day
d) Air Quality
e) No connectivity/walkability/bikeability to shopping
f) Dangerous high-speed street traffic that discourages commerce

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Promote:

a) Eco-tourism
b) ARS
c) Green business
d) Non profits and Social Services
e) Technology/IT
f) Medical facilities, Colleges/Satellite campuses

Discourage:

a) Polluters
b) Substance use, head shops, smoke shops, overconcentration of alcohol and marijuana

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Major retailers at Van Burien & Clay – and other off ramps at I-60 and I-15
b) Costco & Sam's and restaurants – master planned
c) Car dealerships (new cars) or used car super stores (CarMax) for tax base
d) Along nature routes - promote Jurupa Valley as eco-destination - inviting

people to play here when going to Ontario or Riverside
e) Need hotel development

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?
a) Under the new CRIA's look at all applications and stay away from eminent domain unless for extraordinary purposes.
b) Attract more office space with widest array of tenants to diversify economy
c) Incentives for student loan repayment to attract more primary care health professionals
d) Give incentives to developers that will build shopping centers and other attractions that include complete streets and other health promoting amenities.

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?
a) Build on natural, nature, great outdoors, freedom, health

7. What are the City's principal housing assets?
a) Diverse

8. What are the City's main housing needs?
a) More high end condos, apartments, and multi-family housing so that we can have more retail, dinning and cultural amenities.
b) Need higher income people who want to shop, recreate and dine here.
c) Need more people so we can have more amenities
d) More high quality, low income housing
e) Housing developments with health features
f) Better maintenance of properties

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?
a) Located throughout the city - not segregated
b) Single level to facilitate aging in place even if on multi-floor buildings
c) Large common areas so that families have a stimulating area to recreate, gather and socialize to build connectedness.

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Ensure access to availability of childcare for working families and single head of households.
b) Locate them throughout the community – not segregated
c) Social Services

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) By the freeways, Metrolink station and major shopping or city centers

Susanna Hughes

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Vacant land – develop it to highest ROI (Return On Investment)
b) Golf courses – capitalize on their use and build up adjacent retail and services
c) Natural/nature preserves – capitalize on their use and make them "destinations"
d) Locations adjacent to main highways/freeways – reserve vacant land immediately adjacent to highways and freeways for high-end retail – capture "freeway shoppers"
e) Rail Spurs – accessibility to rail spurs throughout the city could be a key selling/developing point to investors and companies looking to relocate to Jurupa Valley (rail vs. rig)

2. What special economic challenges or constraints does Jurupa Valley face?

a) Vacant small pockets of undeveloped land
b) Oversized residential lots that are grossly underutilized
c) Lack of retail that brings folks into the city versus local folks leaving the city to shop
d) Lack of sufficient tax dollars to properly implement growth
e) Percent of lower median income

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Large big box: Costco, Sam's Club, Super Walmart, Target
b) Medical centers, hospitals, doctor groups, surgery centers
c) Education: Tech schools, Jr. Colleges, Universities, warehouse distribution centers, e-commerce
d) Financial district/Institutions
e) Mom and Pop stores
f) Restaurants (name recognition – Islands, Chili's, Applebee's etc.)

g) Hotels
h) Auto Mall
i) Recreational (equestrian event center, sports arena, performing arts center)

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Areas where "live/work" development could be developed. Residential over retail (or close proximity). Think Rancho Cucamonga areas around Day Creek or Riverside, La Sierra/River Walk.
b) Shopping mall with well known retailers – think Dos Logos, Riverside Plaza, The Streets (Brentwood)
c) Create a mini "City Center" within each individual community that is governed by the larger Jurupa Valley City.
d) Areas to consider: (These areas are examples of places to consider live/work, mixed use, shopping, medical, hotels, etc.)
    - Land south of I-60 between Agate and Vernon Ave., north of Mission
    - Land south of I-60 between Pyrite and Camino Real, north of Mission
    - Opal and 45th
    - Limonite Frontage Road and Maverick Lane
    - Beach and Limonite

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Educate businesses
b) Tax incentives and fee assistance
c) California Competes Tax Credits (rehabilitate historical buildings)
d) Rehabilitation Tax Credits
e) Hiring and sales tax credits
f) Job creation tax credits (Ontario does this)

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) A well-rounded combination of nature, city, equestrian and "home grown" feel. "Easy Living"
b) Farm town to big city/rural meets urban
c) Middle class with natural/recreational elements
d) Where the blue collar worker plays

7. What are the City's principal housing assets?

a) Single family residential
b) Large lots
c) Ability for some to have animals

8. What are the City's main housing needs?

a) Senior housing – affordable and upscale
b) Live/work communities
c) Apartments ($$ friendly, but still upscale)
d) Revitalized neighborhoods

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Live/work communities (redevelopment of areas that are in severe need of reinvention). Land would probably have to be taken by eminent domain.
b) Affordable and upscale senior housing developments (condos and duplexes in areas where mobile homes exist)
c) Stretch of vacant land on Limonite between Etiwanda and Wineville and areas at Granite Hill and Pyrite

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Why discriminate? All of the groups listed are regular human beings. I am not sure I fully understand the intent of the question.
b) The only group I would address is the homeless persons and their families. The City could work with the different local churches (all denominations) to help these folks. For safety reasons basic laws and ordinance should still be implemented to discourage panhandling, begging, etc.
c) I would love to see our City be one of the first to help create a program to identify and assist these folks. Some of them truly need help, and others only take advantage of the generosity of others.

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Yes, yes, yes!!!! Live/work and Mixed-Use
b) Areas to consider: (these areas are examples of places to consider live/work, mixed-use, senior housing, shopping, medical, hotels, etc.)
    - Land south of I-60 between Agate and Vernon Ave, north of Mission
    - Land south of I-60 between Pyrite and Camino Real, north of Mission
    - Opal and 45th
    - Limonite Frontage Road and Maverick Lane
    - Beach and Limonite

GPAC Team and Individual Meeting Notes *September 28, 2015*

Robin Kilcoyne

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Available land
b) Vacant buildings
c) Freeway, airports and trains are nearby
d) Golf courses
e) Warehouses and manufacturing
f) Space for colleges

2. What special economic challenges or constraints does Jurupa Valley face?

a) Empty buildings/storefronts
b) Need colleges
c) Lack of hospitality
d) Lack of medical centers
e) People commute out of town for jobs, shopping and entertainment
f) Lot sizes/shapes make storefronts difficult
g) Need nicer restaurants

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Shopping centers, medium box centers (Smart & Final)
b) Call Centers and small businesses for sales tax
c) Tech and Medical businesses
d) Entertainment and restaurants

Discourage:

a) Hazardous waste and air pollution (trucking through town)
b) Drug dispensaries
c) Junk yards

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Along freeways and exits for strip malls and business parks
b) Senior amenities near senior homes
c) Parks with walking trails and places to gather for activities other than sports (checkers, ponds, exercise)
d) Cement Plant and Land Field – Sports Arena/Concerts

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Federal and State grants
b) Solar incentives for city properties
c) Agreements with other cities – public/private partnership
d) Colleges to keep people in town

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) City of small communities/community of communities - but as the city grows, the demographics will change
b) Equestrian, farm, senior, civic center, arts, winery
c) Outdoor play areas
d) Visitor handouts to realtors of what the community has to offer

7. What are the City's principal housing assets?

a) Senior areas have room to expand
b) Diverse housing types
c) Family areas have room for planned parks and routes to schools, libraries and entertainment

8. What are the City's main housing needs?

a) Refurbish older homes
b) Better planning of where high-density housing can be placed instead of putting them within blocks of rural homes. Plan the big picture before just approving because a developer submits a design.
c) Home planning needs to include parks and school access plans.
d) Family areas need planned parks and routes to schools, libraries and entertainment.

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) No high density near horse property or freeways (next to freeways should be businesses for tax dollars)
b) New homes need to be planned with schools in mind. Not build houses and then consider schools as an after thought.
c) Apartments near schools/colleges that should be built in our city

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) ADA laws address disabled persons issues

b) HOA's help single head of households repair homes
c) Child Care areas and Community Centers
d) Sidewalks and bus access to connect to shopping

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?
a) Near transit areas where apartments can be above businesses.

Diana Leja

1. What special economic assets in Jurupa Valley should the city capitalize upon?
a) We have a core group of citizens who understand the importance of shopping in Jurupa Valley
b) The City and the Chamber of Commerce should work together to reinforce that philosophy in an organized and thought out program – encouraging merchants and residents to participate in a "Shop in Jurupa Valley first" program
c) What do we have in Jurupa Valley that people from other cities are willing to travel to?
d) What types of industries are most profitable to the city?
e) ADA laws address disabled persons issues
f) HOA's help single head of households repair homes

2. What special economic challenges or constraints does Jurupa Valley face?
a) Not enough concentration of rooftops to attract retail
b) Eastvale development, Riverside development draws people and new development out of Jurupa Valley
c) Previously approved development by the County – "Nimby"

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?
Encourage:
a) Manufacturing
b) Retail, Restaurants, Entertainment
c) Medical facilities
d) Professional office space and suites
e) Furniture, office supplies

Discourage:
a) Warehouses
b) Street vendors
c) Medical Marijuana

d) Smoke shops

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Glen Avon – has great potential for new development including retail, restaurants, entertainment, professional space, etc.
b) Agua Mansa - manufacturing

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Tax incentives, grants
b) Develop categories of desired business types and create incentives based on the current desire, such as incentives, streamlined permit process, etc.
c) Housing credits for professionals

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) While we value our rural life style we need to bring in diversity in order to thrive. We need to promote the city as the place that has the greatest opportunity for growth in Sothern California

7. What are the City's principal housing assets?

a) Variety of lifestyle options, including rural and large lots with animal keeping
b) Housing that fits the needs of growing families, as well as those who wish to downsize
c) Locations: including golf course living, near public transportation and freeway access

8. What are the City's main housing needs?

a) Balanced growth and type of homes (create limits on senior or low income, mobile homes, multi-generational new developments)
b) Housing attractive to families and professionals with moderate to high income

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) What is the demand?

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) How does our senior housing compare to averages and population?
b) How does our affordable housing averages compare to surrounding areas?
c) Is this the direction that we want to increase in housing?
d) What kind of impacts would that have on future development?

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) This exists currently (63rd Street, Eucalyptus St. area, Pedley Road area)
b) How much do we want, and what types of business do we want to encourage?

Donald Oaks

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Clay Street property
b) Riverside Cement Plant
c) Area off Mission Blvd. where Club Metro use to me, Mission/Riverview
d) Empty buildings (albatross)
e) High number of commuters
f) Flabob Airport
g) Rail line
h) Field of Dreams
i) The Cove
j) Low education level
k) Golf Courses, Parks
l) Need Hotel

2. What special economic challenges or constraints does Jurupa Valley face?

a) Views of the 50 Freeway
b) Retail
c) Vacant buildings
d) People dumping trash on Felspar and other hidden streets
e) Hotels
f) Medical facilities
g) Local jobs

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:
a) Whole Foods, Trader Joe's, Wahoo's Fish Tacos
b) Popular clothing Stores (i.e. Tilly's, Marshall's, Ross, TJ Max, Home Goods)
c) Popular restaurant franchises (i.e. Panera Bread, Panda Express)
d) A non-alcohol type of venue for bands to play that local teens can attend
e) Medical Centers

Discourage:
a) Cannabis Shops
b) Fast food eateries
c) Repair centers off 60 Freeway

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?
a) Clay
b) I-60 and Pedley
c) I-60 and Pyrite
d) Mission/Riverview – Whole Foods
e) Clay/Limonite – Trader Joe's or Sprouts
f) Mission Plaza

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?
a) Tax incentives or tax credits for water - saving landscaping
b) New business seeking funding
c) Grants for higher education schools in the city (Trade School)
d) Stream line permit process

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?
a) Along the 60 Freeway
b) Rubidoux Nature Center needs to bring back Haunted Trail at Halloween
c) Need to target a "Family Brand"
d) North of Limonite East of I-15. What are the current plans?
e) Growth

7. What are the City's principal housing assets?
a) Apartments by Lowe's
b) All new home construction (land)
c) Horse property in Sky Country
d) Senior Housing
e) Estate homes

f) Mid price homes
g) Starter homes

8. What are the City's main housing needs?
a) Housing for the younger generation
b) Rentals
c) Estate homes
d) Mid Priced housing
e) Starter home prices

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?
a) Horse property
b) Freeway accessible
c) Close to markets and shopping
d) All types of multi-family housing (apartments, condominiums, duplex, garden apartments
e) Walking access to shopping, and retail

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?
a) Mission/Riverview Rubidoux
b) Country Village
c) New Elderly housing
d) Female Head of family is not necessarily a special housing need
e) Homeless: What is the law? How do you address?

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?
a) Mission Blvd./Riverview
b) Limonite
c) Residential above and business below (like Market Street in Riverside)
d) Metrolink area

Chris Piper

1. What special economic assets in Jurupa Valley should the city capitalize upon?
a) Multiple points of entry
b) Major rail line through the center of the city

c) Excellent and mostly isolated industrial zones

2. What special economic challenges or constraints does Jurupa Valley face?
a) High number of communities, keeping some spending away from home
b) Existing retail is spread out between many small and varied commercial areas
c) Already high air pollution limits some industrial growth

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?
Encourage:
a) Daytime office jobs
b) Data Centers
c) Medical Facilities

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?
a) Inactive landfill site (73 acres) Zoned N-A, LUD PF – owned by the County EDA
b) Clay Street Industrial property (69 acres) zoned M-56, LUD LI
c) Emerald Meadows (230 acres) Mixed zoning and LUD based on approved County Specific Plan #337
d) Riverside Cement (292 acres) Zoned M-H, LUD HI with 6 acre lake

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?
a) Discounted start-up fees (permits, zoning etc.) for select "high-need" industries

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?
a) Outdoor Leisure – need to improve the parks and complete the trails
b) Neighborhoods

7. What are the City's principal housing assets?
a) Varied quality of single family housing
b) Large lot properties - unique in region

8. **What are the City's main housing needs?**
a) Better mix of housing types. Currently very segregated

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Apartments/condos with closely tied outdoors activities

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) No Response

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Build closer to existing commercial centers

Edwin Quinonez

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Galleano Winery
b) Flabob Airport
c) Field of Dreams
d) Five Golf Courses
e) Vacant land
f) Freeway access

2. What special economic challenges or constraints does Jurupa Valley face?

a) Low job to housing ratio
b) Need for additional infrastructure (i.e. Sewer, storm drain, full streets)
c) Does not have single designated downtown shopping area

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Medical facilities and hospital
b) College
c) Office space

Discourage:

a) Additional warehouse project then have already been planned/approved

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Vacant land north of 60 freeway for shopping
b) Emerald Meadows

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Fast track project – streamline approval process

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) Develop marketing plan

7. What are the City's principal housing assets?

a) Single family residential – larger lots

8. **What are the City's main housing needs?**

a) Senior Housing
b) High end housing/incomes

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Apartment communities with recreational features

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) No Response

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Mission Blvd and Rubidoux

Brenda Reynolds

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Vernola Marketplace, Jurupa Spectrum, Downtown Rubidoux shopping

b) Galleano Winery
c) Flabob Airport
d) All the local golf courses
e) Discovery Center, Jensen Ranch, Crestmore/Anza Park, Rubidoux Nature Center
f) All public parks

2. What special economic challenges or constraints does Jurupa Valley face?

a) Not enough retail stores, grocery stores or restaurants
b) We have all these unique opportunities: golf, fly, camp, dinosaurs, wine, historical and equestrian but no one knows – need to make the City a destination
c) No hotels and few restaurants to support tourist
d) Need to improve the look of the city and facades of buildings
e) Need to improve the look of some of the older trailer parks on Mission Blvd.
f) Homes sitting on dirt lots with no amenities

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

a) Retail, grocery, hotels, restaurants
b) Hospitals, Medical clinics, dentist
c) Limit big box warehouses and trucking companies – due to smog impacts
d) Keep the "pot" shops either to a minimum of keep them out. If they are allowed they should be limited and have increased taxes and business license fees and be subject to inspections and monitoring, all of which they should pay for.

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) The corridor along the 15 Freeway, Pats Ranch Road – Retail, Shopping, hospital, medical offices, office suites, live theater and community center
b) All freeway exits, the land at the northeast corner of Mission and Crestmore right before the bridge would be nice for a hotel.
c) The old Emerald Meadows site – housing, retail, a big box sore (like Costco or Sam's). Large Community Park with sports fields and a community center.
d) Area around City Hall for a Civic Center
e) Mission Blvd and Rubidoux – shopping center, community park and center

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Whatever the City can afford

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) The City of Many Adventures
b) Central Inland Valley City of Opportunity
c) Something for Everyone
d) Lots to Offer
e) Big City Attractions – Home Town Appeal
f) Advertise, advertise, advertise (AAA Tour book, Website advertisement, Travel agencies, Video, television, You Tube
g) Tri-folds at other areas that have attractions,
h) Creation of a Visitor Center and Billboards
i) But first get some nice hotels
j) Come for the golfing stay for the vintage airplanes
k) Come meet the dinosaurs and then taste the wine
l) Historical adventures during the day, drive-in movies at night

7. What are the City's principal housing assets?

a) Existing senior housing projects- on Mission Blvd, Mission Village, Country Village, etc.
b) Equestrian lots – homes and lots that allow animal keeping
c) Standard housing throughout the community and the new development projects
d) I do not consider that most of the present apartment buildings are an asset. They do not provide amenities, some are not well maintained and they are expensive.
e) Bravo Estates, Hometown Jurupa Hills, Old Plantation mobile home parks

8. What are the City's main housing needs?

a) Affordable entry level housing, affordable apartment for families
b) Dedicated areas and zones to preserve equestrian/animal keeping sphere
c) Suggestions – affordable tax credit housing for multi-family
d) For single family – possibility of providing "silent seconds" to police, fire, county, city and district employees to attract them to the city. The person should have to live in the home for a minimum of 3 to 5 years and the silent second is due and payable upon the sale of the home. Provided a percentage of this type of home is for low-income residents.
e) Partner with Habitat for Humanity for "sweat" equity housing for low-income residents.

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) All of the above – mixed in with the smaller lot projects
b) Nearer the freeways with set backs and ways to offset the air pollution
c) Near commercial/retail centers – like the upcoming Mission Shopping Center. Near the K Mart Center, the Spectrum and Vernola Marketplace
d) Affordable housing near work centers provides housing for the workforce.

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) I feel we have enough senior housing. We need multi-family apartments. They should provide options for the number of bedrooms to accommodate a variety of families.
b) Tax Credit Affordable Housing – best product, well maintained, amenities (see above for locations)
c) Entry-level single-family homes (outside of the equestrian spheres).
d) Since some homeless do not want assistance – I am not sure what to do or where to locate.

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Emerald Meadows Land
b) Vernola marketplace
c) Mission and Riverview shopping center
d) There are several lots on Avalon Street where it appears this may be possible and there are areas near the City border off of Rubidous Blvd.

Iris Sanchez

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Location! Close proximity to Los Angeles, Orange County, San Bernardino and San Diego Counties.
b) Land! Lots of open lots that can accommodate housing, businesses, and open space uses.
c) Close proximity to major colleges and universities affording the city a pool of a highly educated and advanced skilled workforce and residential tax base.
d) Part of the hub of consumer goods shipping and receiving for Southern California and other parts of the West Coast.

2. What special economic challenges or constraints does Jurupa Valley face?

a) Reliance on retail consumer goods based economy.
b) Lack of advanced high paying career options that will recruit and retain graduates from local colleges and universities.

c) City needs to have a diverse economy that will ideally withstand the brunt of major economic downturns in the future. Ideally, the City would work toward a progressive approach toward creating an as much as possible self-sustaining economy.

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

a) High-tech Silicon Valley type of startups and Corporations
b) Bio-engineering/Bio-medical
c) Sustainable Agriculture
d) Renewable Energy
e) Continue with retail and consumer goods shipping and receiving
f) Discourage black market underground economy

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) No Response

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) No Response

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) No Response

7. What are the City's principal housing assets?

a) Big lots and lots of open space for new development
a) Certain areas of the city that can benefit from gentrification
b) A semi-blank canvas to create an ideal look and feel to the city

8. What are the City's main housing needs?

a) Affordable Housing
b) Smaller single family starter homes
c) Multi-family dwellings

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Garden homes
b) Refurbished 1920's - 1950's style bungalow multi-family dwellings

c) Update/limit mobile home parks to modern manufactured home communities

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Special needs housing should be located in close proximity to any public, social services offices, and/or public transportation, schools, etc. that are frequently used or needed by the group in question. Ex: more senior housing close to senior centers.
b) Address halfway house location regulations
c) Work with nonprofits and social service groups to address needs

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Work-live units in Downtown Rubidoux

Rosa Sufuentes

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Multipurpose Equestrian Arena, Boarding-Rental Stables
b) Farmers Markets
c) Flabob Airport

2. What special economic challenges or constraints does Jurupa Valley face?

a) Lack of jobs
b) Higher Education
c) Hotels
d) Schools

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Nice restaurants
b) Hotels
c) Hospital

Discourage:

a) Trucking businesses
b) Manufacturing warehouses

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Emerald Meadows Site
b) Costco/Sam's
c) Pyrite open lot

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Solar/energy saving homes
b) Water tolerant gardens

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, overall character? How could the City help establish and promote this?

a) Rural equestrian open space feel
b) "Community of communities"
c) Visitor Center

7. What are the City's principal housing assets?

a) Open space for future business and recreation
b) Big lot homes
c) Equestrian and small animal keeping
d) Senior Center

8. What are the City's main housing needs?

a) Affordable housing for seniors
b) Affordable housing for new buyers
c) Update older homes
d) Maintain communities

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Jurupa Valley multi-family equestrian and animal keeping

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Shelters for homeless families
b) Work with other agencies/authorities

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Mira Loma Hay and Feed
b) Home based businesses (CPA, Notary)

Zina Whitney

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Existing shopping opportunities – Deanza Shopping Center, Jurupa Springs, Jurupa Spectrum area, downtown Rubidoux (with renovation)
b) Public golf courses, Former Riverside Cement Plant and land, Clay Street property
c) Empty storefronts – available space
d) Amenities – Jensen Alverado Historic Ranch, Jurupa camping park, Wanamaker Gym tournaments, Rubidoux Nature Center, Jurupa Aquatics Center

2. What special economic challenges or constraints does Jurupa Valley face?

a) Not enough sales tax – need more retail stores
b) Need more entertainment venues such as a Round 1 to give families and teenagers something to do in town.
c) More restaurants (i.e. Red Robin, Golden Corral, B.J's)
d) Need attractions to encourage people to stay in town and spend their money in Jurupa Valley rather than traveling to other cities
e) Main thoroughfares and their businesses need to look more attractive (façade and parking lot upgrades, lighting improvements)
f) Marketing campaign to let people know what is here: Flabob, Galleano Winery, Golf Courses, Rubidoux Nature Center, Jurupa Aquatic Center, Land opportunities

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Retail, grocery stores, sit down restaurants
b) Hospital, Entertainment/Attractions
c) Other sales tax revenue generating businesses
d) White collar business
e) Colleges and Technical Schools
f) High tech jobs/I.T.

Discourage:

a) Pot shops

b) Warehouses (additional)

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Clay Street – hospital and apartments
b) Pedley Road/60 Freeway – Retail
c) I-15 corridor – mixed-use – retail, small business and Big Box
d) Emerald Meadow site (60 Freeway/Rubidoux Blvd.) – Retail, Big Box, housing, public recreation, stadium, mall, concert venues
e) All new development to include community public facilities, such as: sport fields, Community Centers, etc.
f) Riverside Cement Plant
g) Old landfill

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Any Grants the City could obtain should/could be used to improve infrastructure and to increase economic prosperity by improving current business appearances or rehabilitate old buildings.
b) All this should be done without impacting the City budget for essential services – Health & Safety

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) Hotel - no nice/safe hotels to stay in within the city limits.
b) "Jurupa Valley ... the opportunities are endless"
c) "Jurupa Valley ... a place of endless possibilities"
d) Create a Visitor Center (or an Visitor Center office within City Hall for now)
e) "A city with a hometown feel"
f) Chamber of Commerce can work to promote and attract more businesses

7. What are the City's principal housing assets?

a) Most current inventory of apartments are not of high quality or have not been well maintained
b) City has a wide variety of housing from apartment and mobile homes to single family homes on large lots and large homes on small lots
c) Diverse – but the quality and quantity are out of balance

8. What are the City's main housing needs?

a) Need variety to attract younger generation
b) Affordable starter homes for young families that does not require three generations to live under one roof to afford the mortgage payments

c) Affordable starter homes where singles and young families can start out and still have a yard in which their children can play.

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) All types would work as long as they are not all constructed in one area of the city where current residents feel it would be an intrusion on their current way of life.
b) Near other small lot housing and/or retail shopping areas
c) Within walking or hiking distance of shopping and parks

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Plans should be made for additional assisted living/convalescent housing
b) New development with 9 bedrooms is addressing large families
c) Building codes should address a certain number of homes per development be built ADA compliant
d) The homeless issue needs to be addressed, but not sure what the City can do other than building homeless shelters, outreach programs/social services
e) Starter homes of 2 or 3 bedrooms on a ¼ acre lot for young families, small families and single people

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Downtown Rubidoux including the old Club Metro land
b) Along Etiwanda Ave.
c) Limonite Ave.
d) Mission Blvd.
e) Van Buren Blvd.

Randy Young

1. What special economic assets in Jurupa Valley should the city capitalize upon?

a) Vacant buildings
b) Available land
c) General proximity to freeways
d) Several golf courses
e) Santa Ana River access for recreation

2. What special economic challenges or constraints does Jurupa Valley face?

a) State Funding
b) Lack of hospitality, hotels and motels
c) Lack of medical facilities
d) No local collages or university of higher education

3. What types of businesses should the City encourage to promote job growth and economic prosperity? What types of businesses should the City consider discouraging?

Encourage:

a) Tech jobs, medical and technical
b) Markets and shopping centers
c) Medical centers
d) More entertainment

Discourage:

a) Marijuana Centers
b) Junk yards
c) Businesses that produce hazardous waste and air pollution

4. What special "Opportunity Sites" (undeveloped or underdeveloped areas suitable for new uses) should the City identify and what types of uses should be encouraged there?

a) Develop Emerald Meadows, Pyrite & I-60, Pedley & I-60
b) Pyrite & I-60 – shopping center
c) Pedley &I-60 - hotels
d) Pedley & Mission – medical services
e) Emerald Meadows – Mixed-use
f) River Areas - parks

5. What economic tools or incentives should the City consider, such as business tax incentives, state or federal grants, other?

a) Habitat partnership
b) State and Federal Grants
c) Public-Private partnerships

6. What should be the City's "brand" in terms of portraying the public and visitor image, attractions, and overall character? How could the City help establish and promote this?

a) "A community of communities"
b) Golf, Equestrian, Sports, Farm, Animal, Car Enthusiasts

7. What are the City's principal housing assets?

a) Diverse housing stock

8. What are the City's main housing needs?

a) Senior Housing
b) Replacement of aging homes
c) Estate homes
d) All types/category of homes
e) Apartments

9. What types of multi-family housing could fit Jurupa Valley's community character, e.g. apartments, condominiums, garden homes, duplexes, other? In what areas should it be located?

a) Apartments – accessible to freeways
b) Condo's close to schools and shopping

10. How should the City address special housing needs, including those of the elderly, disabled persons, large families, families with female heads of households, and homeless persons and families? In what areas should these housing needs be located?

a) Multi-generational – add a few to each development project
b) Senior/Disabled housing with accommodations and transportation

11. Mixed-Use is an innovative way to encourage residential and commercial uses on the same lot. Where in Jurupa Valley might this form of housing be appropriate?

a) Metro Link
b) Freeway access areas
c) Mission Blvd.

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REGULAR MEETING AGENDA
OF THE JURUPA VALLEY CITY COUNCIL
Thursday, February 18, 2016
Joint Study Session: 6:00 p.m.
Regular Meeting: 7:00 p.m.
City Council Chamber
8930 Limonite Avenue, Jurupa Valley, CA 92509

A. *As a courtesy to those in attendance, we ask that cell phones be turned off or set to their silent mode and that you keep talking to a minimum so that all persons can hear the comments of the public and City Council.*

B. *A member of the public who wishes to speak under Public Comments must fill out a "Speaker Card" and submit it to the City Clerk BEFORE the Mayor calls for Public Comments on an agenda item. Each agenda item up will be open for public comments before taking action. Public comments on subjects that are not on the agenda can be made during the "Public Appearance/Comments" portion of the agenda.*

C. *As a courtesy to others and to assure that each person wishing to be heard has an opportunity to speak, please limit your comments to 3 minutes.*

1. 6:00 P.M. - JOINT STUDY SESSION WITH THE PLANNING COMMISSION

CALL TO ORDER – CITY COUNCIL:

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro-Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

CALL TO ORDER – PLANNING COMMISSION:

- Robert Zavala, Chair
- John West, Chair Pro Tem
- Matthew Burris, Planning Commissioner
- Rachel Lopez, Planning Commissioner
- George Ruiz, Planning Commissioner

2. JOINT STUDY SESSION: PRESENTATION TO INTRODUCE AND REFER THE PROPOSED HOUSING ELEMENT TO THE CITY COUNCIL AND PLANNING COMMISSION

Requested Action: That the City Council and Planning Commission receive an introduction on the Interim General Plan (IGP) Housing Element's key issues, needs and strategies, discuss and provide input as appropriate, and refer the item to the Planning Commission for further review.

3. PUBLIC APPEARANCE/COMMENTS

4. 7:00 P.M. - RECONVENE IN REGULAR SESSION

5. CALL TO ORDER AND ROLL CALL FOR REGULAR SESSION

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

6. INVOCATION

7. PLEDGE OF ALLEGIANCE

8. APPROVAL OF AGENDA

9. PRESENTATIONS

A. PROCLAMATION HONORING RIVERSIDE CITY COLLEGE'S 100TH ANNIVERSARY AND MORENO VALLEY AND NORCO COLLEGES' 25TH ANNIVERSARIES

B. PRESENTATION OF 2015-16 FY MID-YEAR BUDGET

1. Requested Action: That the City Council receive and file the Mid-Year Budget Presentation.

2. That the City Council approve Fiscal Year 2015-16 amendments to the City's Budget as presented in the staff report.

10. PUBLIC APPEARANCE/COMMENTS

Persons wishing to address the City Council on subjects other than those listed on the Agenda are requested to do so at this time. A member of the public who wishes to speak under Public Appearance/Comments OR the Consent Calendar must fill out a "Speaker Card" and submit it to the City Clerk BEFORE the Mayor calls for Public Comments on an agenda item. When addressing the City Council, please come to the podium and state your name and address for the record. While listing your name and address is not required, it helps us to provide follow-up information to you if needed. In order to conduct a timely meeting, we ask that you keep your comments to 3 minutes. Government Code Section 54954.2 prohibits the City Council from taking action on a specific item until it appears on an agenda.

11. INTRODUCTIONS, ACKNOWLEDGEMENTS, COUNCIL COMMENTS AND ANNOUNCEMENTS

12. CITY MANAGER'S UPDATE

13. APPROVAL OF MINUTES

A. FEBRUARY 4, 2016 REGULAR MEETING

14. CONSENT CALENDAR (COMMENTS ON CONSENT AGENDA TAKEN HERE)

(All matters on the Consent Calendar are to be approved in one motion unless a Councilmember requests a separate action on a specific item on the Consent Calendar. If an item is removed from the Consent Calendar, it will be discussed individually and acted upon separately.)

A. COUNCIL APPROVAL OF A MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS INCLUDED IN THE AGENDA

Requested Action: That the City Council waive the reading of the text of all ordinances and resolutions included in the agenda.

B. CONSIDERATION OF CHECK REGISTER IN THE AMOUNT OF $2,005,610.70

Requested Action: That the City Council ratify the check registers dated January 28 and February 4, 2016 as well as the payroll register dated February 3, 2016.

C. APPROVAL OF RIGHT-OF-WAY ACQUISITION AGREEMENT FOR THE ACQUISITION OF CERTAIN PROPERTY FROM THE RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT FOR THE WIDENING OF LIMONITE AVENUE BETWEEN ETIWANDA AVENUE AND BAIN STREET

1. Requested Action: That the City Council approve the Right-of-Way Acquisition Agreement for conveyance of real property from the Riverside

County Regional Park and Open-Space District to the City of Jurupa Valley and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney; and

2. That the City Council appropriate $6,500 from the unencumbered Gas Tax funds to fund the Agreement; and

3. That the City Council authorize the City Manager to execute related documents as necessary to fulfill the terms of the Agreement.

D. UPDATING TRANSPORTATION FACILITIES TO BE FUNDED BY DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE WIDENING, ETIWANDA AVENUE TO BAIN STREET, AND DELETING BAIN STREET, LIMONITE TO BELLEGRAVE

Requested Action: That the City Council pass and adopt Resolution No. 2016-02, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, UPDATING THE FACILITIES TO BE FUNDED WITH DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE FROM ETIWANDA AVENUE TO BAIN STREET AND DELETING BAIN STREET FROM LIMONITE TO BELLEGRAVE

E. AGREEMENT FOR SERVICES BETWEEN THE COUNTY OF RIVERSIDE AND CITY OF JURUPA VALLEY FOR THE VAN BUREN BOULEVARD - PHASE 1A PAVEMENT REHABILITATION PROJECT, LIMONITE AVENUE TO 56TH STREET

1. Requested Action: That the City Council approve the Service Agreement by and between the County of Riverside and City of Jurupa Valley for the Van Buren Boulevard Pavement Rehabilitation Project - Phase 1A, Limonite Avenue to 56th Street in an amount not to exceed $38,000 and authorize the Mayor to execute the Agreement in the final form as approved by the City Attorney.

2. That the City Council appropriate $38,000 from unencumbered Measure A proceeds to fund the Agreement for the initial Environmental Clearance and Bidding Phase services.

F. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE 28TH STREET PAVEMENT REHABILITATION PROJECT

1. Requested Action: That the City Council accept the improvements constructed by All American Asphalt, Inc. in accordance with the agreement for the 28th Street Pavement Rehabilitation Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

G. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE LOCAL PONDING AREAS PROJECT

1. Requested Action: That the City Council accept the improvements constructed by Gentry Brothers, Inc. in accordance with the agreement for the Local Ponding Areas Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

H. APPROVAL OF SERVICE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY AND THE COUNTY OF RIVERSIDE FOR THE RUBIDOUX BOULEVARD AT STATE ROUTE 60 INTERCHANGE PROJECT DEVELOPMENT ACTIVITIES

Requested Action: That the City Council approve the Service Agreement for project development activities between the City of Jurupa Valley and the County of Riverside for the Rubidoux Boulevard at State Route 60 interchange project and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney.

I. ADOPTION OF CONSTRUCTION PLANS, SPECIFICATIONS AND WORKING DETAILS, AND AUTHORIZATION FOR THE COUNTY OF RIVERSIDE TO SOLICIT BIDS FOR THE PYRITE STREET SAFE ROUTES TO SCHOOL PROJECT

1. Requested Action: That the City Council adopt the plans, specifications and working details for the Pyrite Street Safe Routes to School (SRTS) Project; and

2. Authorize the County of Riverside to solicit formal bids in accordance with applicable laws for construction of the Project subject to the California Transportation Commission (CTC) authorizing the grant funding expenditure; and

3. Approve an amendment to the Service Agreement for the Troth Street and Pyrite Street SRTS Improvements between the City of Jurupa Valley and the County of Riverside, subject to final form and format approved by the City Attorney; and

4. Direct the Administrative Services Director to amend the FY 2015/16 Capital Improvement Plan (CIP) to reflect construction costs as outlined in the financial impact section of the staff report.

J. **CONSIDERATION OF A CONTRACT EXTENSION FOR PROVISION OF GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES**

Requested Action: That the City Council authorize the City Manager to enter into an agreement with Digital Map Products, Inc. for the provision of Geographic Information System (GIS) services subject to final contract review by the City Attorney.

15. CONSIDERATION OF ANY ITEMS REMOVED FROM THE CONSENT CALENDAR

16. PUBLIC HEARING

17. COUNCIL BUSINESS

A. **JURUPA VALLEY PRO RODEO AND FAMILY FIESTA REQUEST FOR FEE WAIVER AND USE OF CITY SEAL TO PROMOTE THE UPCOMING RODEO**

Requested Action: That the City Council pass and adopt Resolution No.2016-03, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, SUPPORTING THE JURUPA VALLEY PRO RODEO AND FAMILY FIESTA, ALLOWING THE USE OF THE CITY SEAL AND WAIVING THE PERMIT FEES

18. CITY COUNCIL MEMBER ORAL/WRITTEN REPORTS REGARDING REGIONAL BOARDS AND COMMISSIONS

A. **MAYOR LAURA ROUGHTON**

1. **UPDATE ON THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS - ADMINISTATION AND FINANCE COMMITTEE MEETING OF FEBRUARY 10, 2016**

B. **MAYOR PRO TEM VERNE LAURITZEN**

1. **UPDATE ON THE WESTERN RIVERSIDE COUNTY REGIONAL CONSERVATION AUTHORITY MEETING OF FEBRUARY 17, 2016**

C. **COUNCIL MEMBER BRAD HANCOCK**

1. **UPDATE ON THE NORTHWEST MOSQUITO AND VECTOR CONTROL DISTRICT MEETING OF FEBRUARY 18, 2016**

D. COUNCIL MEMBER FRANK JOHNSTON

1. UPDATE ON THE NORTHWEST – TRANSPORTATION NOW COALITION MEETING OF FEBRUARY 11, 2016

19. CITY ATTORNEY'S REPORT

20. COUNCIL MEMBER REPORTS AND COMMENTS

21. ADJOURNMENT

Adjourn to the Regular Meeting of March 3, 2016 at 7:00 p.m. at the City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a meeting of the Jurupa Valley City Council or other services, please contact Jurupa Valley City Hall at (951) 332-6464. Notification at least 48 hours prior to the meeting or time when services are needed will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Agendas of public meetings and any other writings distributed to all, or a majority of, Jurupa Valley City Council Members in connection with a matter subject to discussion or consideration at an open meeting of the City Council are public records. If such writing is distributed less than 72 hours prior to a public meeting, the writing will be made available for public inspection at the City of Jurupa Valley, 8930 Limonite Avenue, Jurupa Valley, CA 92509, at the time the writing is distributed to all, or a majority of, Jurupa Valley City Council Members. The City Council may also post the writing on its Internet website at www.jurupavalley.org.

RETURN TO AGENDA

City of Jurupa Valley

STAFF REPORT

DATE: **FEBRUARY 18, 2016**

TO: **HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL AND PLANNING COMMISSION**

FROM: **GARY S. THOMPSON, CITY MANAGER**
BY: **THOMAS G. MERRELL, AICP, PLANNING DIRECTOR**

SUBJECT: **AGENDA ITEM NO. 2**

JOINT GENERAL PLAN STUDY SESSION ON THE GENERAL PLAN HOUSING ELEMENT: POTENTIAL HOUSING ISSUES, NEEDS, AND STRATEGIES

RECOMMENDATION

That the City Council and Planning Commission receive an introduction on the Interim General Plan (IGP) Housing Element's key issues, needs and strategies, discuss and provide input as appropriate, and refer the item to the Planning Commission for further review.

PURPOSE OF MEETING

The City Council and Planning Commission will learn about the key housing factors in Jurupa Valley to be addressed in the Housing Element, including important housing issues that merit special discussion, and staff's thoughts on potential strategies to address those issues. This meeting is intended to *introduce* these topics for discussion and to provide comments to staff. No decisions or final actions will be taken. The draft Housing Element will be considered by the Planning Commission and the City Council later this year.

BACKGROUND

The City is updating its housing element. Originally prepared by the County of Riverside and adopted by the City when it incorporated in 2011, the current Element is out of date, not relevant to the young City's goals and needs, and is due for updating. Jurupa Valley's new Housing Element will set out the City's housing goals, policies and programs through the year 2021.

Simply stated, the housing element does two things: 1) it serves as the main policy guide for local decision-making on all housing matters, and 2) describes the City's demographic, economic and housing factors. Of the seven mandatory chapters, or "elements" in a general plan, the Housing Element is the most detailed and precisely defined by State law. Along with the Safety Element, it is one of only two elements that must be reviewed and approved by State agencies. The Housing Element works in concert with the other General Plan elements to help achieve broad community goals.

Requirements of State Law

State law recognizes the vital role local governments play in the supply and affordability of housing. Housing element law, enacted in 1969, requires cities and counties to adequately plan to meet the existing and projected housing needs for all economic segments of the community. For the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. As a result, California housing policy depends largely upon local general plans and, in particular, on local housing elements. Housing element law also requires the Department of Housing and Community Development ("HCD") to review local housing elements for compliance with State law and to report its written findings to the local government and to certify housing elements that meet the law.

City of Jurupa Valley Perspective

As the City engages the subject of its housing element, it is important to keep the discussion of sensitive subjects in perspective. Meeting State requirements for housing will not be difficult to satisfy, and will not jeopardize the community values developed by the General Plan Advisory Committee. Thus, staff encourages the Commission and Council to keep the following factors in mind when considering the key housing issues:

1. The City's land area is approximately 29,000 acres. Preliminary studies suggest that only about 18 acres of medium and high density zoning may needed to satisfy State requirements for affordable housing. If such zoning is located in several areas, it will have no significant effect on the community character of low density, small town with traditional neighborhoods and equestrian lifestyle.
2. The GPAC has considered the value of allowing medium and high density residential in a few areas of the City as a strategy to increase property values in distressed neighborhoods and provide the economic conditions to attract quality retail and dining uses.
3. A diversity of housing types is essential to the long term sustainability of any community.
4. Medium or high density does not automatically translate into rental apartments. Multiple dwelling residential projects can include townhomes, condominiums and other forms of home ownership. The result is new high quality, ownership

neighborhoods that serve entry level housing needs for young adults that are newly entering the job market.

5. Residents of affordable housing are typically young adults, young families or senior citizens with steady incomes and ties to the local community.

KEY HOUSING ISSUES

Following is a description of key housing issues that need to be addressed in the new Housing Element. These issues merit discussion and may require changes to City General Plan and/or Zoning Codes. Staff has analyzed the City's demographic picture, housing constraints, and vacant land resources for the construction of new housing. The preliminary results of these analyses provide the technical background on which the Housing Element's policies and programs will be based. While the Housing Element must contain certain information to meet State law, it must also be consistent with the other General Plan elements and with the community's values, hopes and aspirations as reflected in the adopted Community Value Statement. Staff has identified the following preliminary key housing issues:

1. Regional Housing Needs Allocation ("RHNA") Compliance.

What is "RHNA?" It is an abbreviation for the Regional Housing Needs Allocation, a statewide requirement that all cities and counties "accommodate" a share of their region's total housing need. This share, measured in terms of numbers of dwelling units, must be addressed in the jurisdiction's general plan housing element. Jurupa Valley's RHNA numbers for the current seven-year planning period are shown in Table 1.

Table 1: City of Jurupa Valley's Regional Housing Needs Allocation, 1/1/2014 – 10/1/21

Income Level	Very Low	Low	Moderate	Above Mod	Total
No. of Dwelling Units	409*	275	307	721	1,712
% of Total	24%	16%	18%	42%	100%
Source: SCAG 2012					

To meet their RHNA requirement, cities typically identify adequate sites for residential development. Adequate sites includes the following:

•Vacant residentially zoned sites.
•Vacant non-residentially zoned sites that allow residential uses.

•Underutilized residentially zoned sites which are capable of being redeveloped/remodeled at a higher density.
•Non-residential zoned sites that can be redeveloped for, and/or rezoned for, residential use.

Briefly, RHNA is met when a jurisdiction shows that within the Planning Period, it has approved construction of sufficient housing units to meet its allocation, or has designated sufficient vacant land at appropriate densities for each income level. Housing developed at densities of at least 25 dwelling units per acre (du/A) is deemed to be "affordable" to lower income households.

Jurupa Valley has already met its RHNA requirement for Moderate and Above Moderate cost housing; however the City needs additional zoned land suitable for the development of at least 315 new, lower income dwellings at a density of 25 du/A, plus 102 new dwellings at a density of about 20 du/A for Moderate Income housing. Based on a preliminary analysis of Jurupa Valley's vacant land inventory, the City should consider two actions to comply with the RHNA:

1) Amend the General Plan Land Use Map and rezone about 13 acres designated at 25 du/ac and about 5 acres designated at 20 du/ac to meet the RHNA numbers; and

2) Amend the General Plan and Zoning Ordinance to allow a residential density of at least 25 du/A in the Highest Residential Density (HHDR) General Plan land use designation and in the Residential Incentive (R-6) Zone.

The General Plan Advisory Committee (GPAC) felt that higher density, multi-family housing, including apartments and condominiums, should generally be located close to jobs, commercial centers, and major thoroughfares. Based on GPAC comments and staff's assessment, potential areas where higher residential densities may be appropriate include portions of Belltown, Industrial designated land south of 26th Street, neighborhoods adjacent to and south of CA-60, the Crestmore Project area, the Emerald Meadows Specific Plan area and in Country Village. The residential project proposed by the Riverside County Housing Authority south of the Mission Plaza site would satisfy most or all of the City's RHNA.

2. Affordable Housing.

There are many different interpretations of "affordable housing." As used in many cities' general plans and government-sponsored housing programs, affordable housing means housing that is sold or rented at costs that do not exceed a percentage of a Very Low, Low or Moderate Income household's budget – typically, 30 to 35 percent of the household's gross monthly income. To qualify as "affordable" under state or federal standards, such housing is subject to deed restrictions or other mechanism that ensures the housing remains affordable for a set period.

"Affordability" is tied to an area's median income ("AMI"), as published by the State of California on an annual basis. The five household income levels are "Above Moderate", with the annual income set at 120 percent or higher of AMI, "Moderate" with the income level from 80 and 119 percent of AMI, "Low" with the income level between 50 and 79 percent of AMI, "Very Low" with an annual income range of less than 50 percent AMI and "Extremely Low" income which is the higher of 30 percent of the Area Medium Income or the federal poverty level. Table 2 shows the 2015 State Income Limits for Riverside County:

Table 2: State Household Income Limits ($), Riverside County, 2015

Income Level	Household Size					
	1	2	3	4	5	6
Moderate	54,600	62,400	70,200	78,000	84,250	90,500
Median	45,500	52,000	58,500	**65,000**	70,200	75,400
Low	37,550	42,900	48,250	53,600	57,900	62,200
Very Low	23,450	26,800	30,150	33,500	36,200	38,900
Extremely Low	14,100	16,100	20,090	24,250	28,410	32,570

The City's Housing Profile shows Jurupa Valley's 2011 median household income ranged from $45,600 to $68,300, depending upon the community. A preliminary evaluation of the City's housing needs showed that in 2015, a significant portion of households in Jurupa Valley had a cost burden greater than 30 percent. Cost burden is the fraction of a household's total gross income spent on housing costs. For renters, housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

Among renters, 56 percent of Jurupa households spent more than 30 percent of their income on housing costs. About 29 percent of renters spent more than 50 percent of their income on housing costs, which is often referred to as a severe housing cost burden. Cost burden rates were also high among Jurupa Valley homeowners. Almost 42 percent of owner-households spent more than 30 percent of their income on housing, and 19 percent spent more than 50 percent of their income on housing. From this and other available housing data, it is evident that many of our own residents would benefit by more diversity and affordability of housing in Jurupa Valley. Much of the City's most affordable housing is in older neighborhoods where many units have deferred maintenance or do not meet current building and zoning codes.

During the process of developing a Housing Element, we must determine the best means of encouraging housing that meets an entire range of housing needs and budgets, including large equestrian properties and multi-family housing. Even with relatively "affordable" sales and rental prices when compared with coastal areas,

Jurupa's new housing is priced too high for many seniors, veterans, disabled persons, young families, and adult children hoping to continue to live in the communities in which they grew up. These and other lower income households must sometimes move outside Jurupa Valley to find apartments or condominiums at a lower price point that meets their budget. Properly designed and located, new affordable housing can be designed to complement nearby market-rate housing, and enhance a neighborhood's appearance and quality of life, consistent with its overall character. Distressed neighborhoods, in particularly, can benefit from the additional investment and new construction that affordable housing development can bring.

Cities use various tools to encourage affordable housing, including zoning, density incentives, "inclusionary housing incentives" (requiring a percentage of new housing be developed as "affordable"), state and federal grants, and cooperative programs with housing agencies and non-profit housing providers, such as the Riverside County Housing Authority, Habitat for Humanity and others. The City's Housing Element will include programs to address constraints to housing production and to promote the full range of housing types and needs, including affordable housing.

3. Homeless Shelter and SB 2 Compliance.

Housing for homeless persons is one type of "special needs housing" that must be addressed in all housing elements. According to a 2015 Point-In-Time Homeless Count Report prepared by Riverside County, there were 168 unsheltered homeless persons living in the City in 2015, or about 11 percent of the 1587 total unsheltered persons living in Riverside County. The Report notes that of Riverside County's cities and unincorporated areas, the City of Jurupa Valley is second in terms of highest number of unsheltered homeless persons, behind the City of Riverside with 399 persons, and followed by the cities of Palm Springs and Hemet with 118 and 117 unsheltered homeless persons, respectively.

SB 2 is a state law intended to encourage the construction of emergency shelters to provide temporary housing for homeless persons. It requires cities and counties to designate at least one zone where emergency shelters are allowed as a permitted use, without requiring discretionary approval. SB 2 does not require cities and counties to actually build, fund or provide emergency shelters. The Housing Element must describe how the City intends to meet this requirement.

Jurupa Valley's Municipal Code addresses the SB 2 requirement by allowing homeless shelters in the Industrial Park zone (I-P), subject to the approval of a Site Development Permit. It establishes basic standards that include minimum floor areas for various use areas, off-street parking, outdoor lighting and on-site management. This language was originally prepared by the County of Riverside and adopted by the City upon incorporation in 2011. According to the recent Vacant Land Inventory, the City has about 290 acres of vacant land zoned "I-P." There may be two potential problems with this approach:

1) *Discretionary Approval Required.* Jurupa Valley's Zoning Ordinance requires approval of a homeless shelter through approval of a Site Development Permit. SB 2 requires that the emergency shelter use be allowed with only a building permit issuance and provided that the minimum required shelter standards are met. If the existing City process is deemed inconsistent with SB 2, standards for this use can be amended to provide for compatibility and other concerns that would otherwise be addressed through a Site Development Permit; and

2) *Environmental Justice Element.* Locating emergency shelters in an Industrial zone may not be consistent with the EJ Element policy EJ-2.5, which requires that "the Zoning Regulations provide adequate separation and buffering of residential and industrial uses." This provision may be addressed by a) including a modification to the homeless shelter standards to address the need for a land use buffer (building setbacks, landscaping, fencing), to the extent allowed by SB 2; or b) by designating a non-industrial zone where a homeless shelter would be allowed. Other zones where the homeless shelter use may be appropriate are the Regulated Development Zone (R-D) and the Residential Incentive zone (R-6). Both zones are non-industrial and allow a wide range of residential multi-family uses, assembly and commercial uses. The City has about 17 acres of R-D zoned land and about 32 acres of R-6 zoned land.

DISCUSSION

Staff requests that the City Council and Planning Commission discuss and where appropriate, provide input on the key housing issues. Specifically, input is requested on the following:

1. Diversity of housing types.
2. Encourage affordable housing that provides entry level ownership.
3. Options to address homeless shelter needs.
4. Are there additional significant housing issues that should be addressed in the Housing Element?

Prepared by:

Thomas G. Merrell, AICP
Planning Director

Submitted by:

Gary S. Thompson
City Manager

Reviewed by:

Peter M. Thorson
City Attorney

Reviewed by:

Alan Kreimeier
Administrative Services Director

MINUTES
OF THE REGULAR MEETING
OF THE JURUPA VALLEY CITY COUNCIL
February 18, 2016

The meeting was held at the Jurupa Valley City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509

1. 6:00 P.M. - JOINT STUDY SESSION WITH THE PLANNING COMMISSION

CALL TO ORDER – CITY COUNCIL:

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro-Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

CALL TO ORDER – PLANNING COMMISSION:

- Robert Zavala, Chair
- John West, Chair Pro Tem
- Matthew Burris, Planning Commissioner
- Rachel Lopez, Planning Commissioner
- George Ruiz, Planning Commissioner

Mayor Roughton called the study session to order at 6:05 p.m.

2. JOINT STUDY SESSION: PRESENTATION TO INTRODUCE AND REFER THE PROPOSED HOUSING ELEMENT TO THE CITY COUNCIL AND PLANNING COMMISSION

Jeff Hook, Principal Planner, introduced the proposed Housing Element. He provided a brief PowerPoint presentation and responded to questions from the City Council and Planning Commission.

3. PUBLIC APPEARANCE/COMMENTS

Ellen Porter discussed the homelessness issue and suggested that the Council consider working with Path of Life Ministries, a local non-profit which provides housing and shelter services. She suggested that a quality condominium project is a nice alternative for entry level homebuyers.

Betty Anderson suggested that apartments should not be concentrated in one area of town and should be equally distributed. She believes the community needs more entry-level homes that would attract first time home buyers; however, there should be a minimum lot size to discourage stacked-flats and high density homes.

CITY COUNCIL AND PLANNING COMMISSION COMMENTS

Following discussion, the City Council and Planning Commission members provided input and referred the proposed Housing Element to the Planning Commission for further review.

Mayor Roughton thanked the Planning Commission for participating in tonight's meeting. She recessed the meeting at 7:29 p.m.

4. 7:00 P.M. - RECONVENE IN REGULAR SESSION

5. CALL TO ORDER AND ROLL CALL FOR REGULAR SESSION

- Laura Roughton, Mayor
- Verne Lauritzen, Mayor Pro Tem
- Brian Berkson, Council Member
- Brad Hancock, Council Member
- Frank Johnston, Council Member

Mayor Roughton called the regular meeting to order at 7:40 p.m.

6. INVOCATION was given by Abbot Hongratana, from the Suddhavasa Buddhist Meditation Center.

7. PLEDGE OF ALLEGIANCE was led by Mayor Laura Roughton.

8. APPROVAL OF AGENDA

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to approve the Agenda.

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

9. PRESENTATIONS

A. PROCLAMATION HONORING RIVERSIDE CITY COLLEGE'S 100TH ANNIVERSARY AND MORENO VALLEY AND NORCO COLLEGES' 25TH ANNIVERSARIES

The City Council presented a Proclamation honoring Riverside City College's 100th Anniversary and Moreno Valley and Norco College's 25th Anniversaries.

Janet Green, representing the Riverside Community College District Board of Trustees accepted the Proclamation and presented a Certificate of Recognition to the Council.

B. PRESENTATION OF 2015-16 FY MID-YEAR BUDGET

Alan Kreimeier, Administrative Services Director, presented the staff report.

City Manager Gary Thompson provided additional information and responded to Council's questions.

Following discussion, a motion was made by Council Member Hancock, seconded by Council Member Johnston, to approve Fiscal Year 2015-16 amendments to the City's Budget as presented in the staff report.

Ayes: **Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes: **None**
Absent: **None**

10. PUBLIC APPEARANCE/COMMENTS

Ellen Porter voiced a concern that the Special Joint Council meeting on February 25, 2016 conflicts with the Jurupa Area Recreation and Park District's board meeting. This creates a missed opportunity for the JARPD board members to provide feedback.

Don Porter voiced opposition to the Paradise Knolls residential project and the housing density that is being proposed. He outlined his concerns that the proposed equestrian facility will not be used as it is intended because high-density housing does not mix well with horse owners.

Diana Leja announced that the Jurupa Valley Arts Council is gearing up for their next fundraising event: "An Evening in Tokyo." The event will take place on Saturday, February 27, 2016 at Country Village. Tickets are available by visiting their website: www.jurupavalleyartscouncil.org

Betty Anderson voiced a concern that the posted staff report for the Paradise Knolls Agenda Report did not include all the attachments.

11. INTRODUCTIONS, ACKNOWLEDGEMENTS, COUNCIL COMMENTS AND ANNOUNCEMENTS

Council Member Johnston announced that the YMCA will hold a fundraiser chili cook-off on Saturday, February 27 which benefits their programs and services. Tickets are available by contacting him at City Hall. He was pleased to attend the Eagle Scout Court of Honor last week under the leadership of Council Member Hancock. He complimented the two Eagle Scout recipients, stating that it was a very impressive ceremony. He encouraged the Jurupa Area Recreation and Park District staff to post their staff reports and financial data on their website.

Council Member Hancock offered his condolences to Mayor Roughton on the loss of her father.

Council Member Berkson announced that the next Town Hall meeting will be held Tuesday, February 23, 2016 at Rubidoux High School.

Mayor Pro Tem Lauritzen commended Council Member Hancock for his dedication to the scouting program. He expressed how he and his wife encouraged all seven of their sons to earn their Eagle Scout awards. He asked that tonight's meeting be adjourned in memory of Mayor Roughton's father.

Mayor Roughton thanked everyone for their outpouring of support over the last few weeks. She announced that Senator Richard Roth will host a small business summit at the Board of Supervisor's Chamber in the City of Riverside on Friday, February 19, 2016 at 8:00 am. Later that morning at 10:00 a.m., Assemblyman Eric Linder will host a "Senior Scam" fraud prevention program at Country Village.

12. CITY MANAGER'S UPDATE

City Manager Gary Thompson announced that the next Town Hall meeting will be held Tuesday, February 23 at Rubidoux High School. The Joint meeting with the City of Riverside will be held Thursday, February 25, 2016 at Crestmore Manor at 6:00 p.m. A public "meet and greet" reception will be held prior to the Joint Meeting.

13. APPROVAL OF MINUTES

A. FEBRUARY 4, 2016 REGULAR MEETING

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Berkson, to approve the Minutes of the February 4, 2016 meeting.

Ayes:	**Berkson, Hancock, Johnston, Roughton**
Noes:	**None**
Abstained:	**Lauritzen**

14. CONSENT CALENDAR

A. COUNCIL APPROVAL OF A MOTION TO WAIVE THE READING OF THE TEXT OF ALL ORDINANCES AND RESOLUTIONS INCLUDED IN THE AGENDA

Requested Action: That the City Council waive the reading of the text of all ordinances and resolutions included in the agenda.

B. CONSIDERATION OF CHECK REGISTER IN THE AMOUNT OF $2,005,610.70

Requested Action: That the City Council ratify the check registers dated January 28 and February 4, 2016 as well as the payroll register dated February 3, 2016.

C. APPROVAL OF RIGHT-OF-WAY ACQUISITION AGREEMENT FOR THE ACQUISITION OF CERTAIN PROPERTY FROM THE RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT FOR THE WIDENING OF LIMONITE AVENUE BETWEEN ETIWANDA AVENUE AND BAIN STREET

1. Requested Action: That the City Council approve the Right-of-Way Acquisition Agreement for conveyance of real property from the Riverside County Regional Park and Open-Space District to the City of Jurupa Valley and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney; and

2. That the City Council appropriate $6,500 from the unencumbered Gas Tax funds to fund the Agreement; and

3. That the City Council authorize the City Manager to execute related documents as necessary to fulfill the terms of the Agreement.

D. UPDATING TRANSPORTATION FACILITIES TO BE FUNDED BY DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE WIDENING, ETIWANDA AVENUE TO BAIN STREET, AND DELETING BAIN STREET, LIMONITE TO BELLEGRAVE

Requested Action: That the City Council pass and adopt Resolution No. 2016-02, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, UPDATING THE FACILITIES TO BE FUNDED WITH DEVELOPMENT IMPACT FEES BY ADDING LIMONITE AVENUE FROM ETIWANDA AVENUE TO BAIN STREET AND DELETING BAIN STREET FROM LIMONITE TO BELLEGRAVE

E. AGREEMENT FOR SERVICES BETWEEN THE COUNTY OF RIVERSIDE AND CITY OF JURUPA VALLEY FOR THE VAN BUREN BOULEVARD - PHASE 1A PAVEMENT REHABILITATION PROJECT, LIMONITE AVENUE TO 56TH STREET – REMOVED FROM THE CONSENT CALENDA FOR FURTHER DISCUSSION

1. Requested Action: That the City Council approve the Service Agreement by and between the County of Riverside and City of Jurupa Valley for the Van Buren Boulevard Pavement Rehabilitation Project - Phase 1A, Limonite Avenue to 56th Street in an amount not to exceed

$38,000 and authorize the Mayor to execute the Agreement in the final form as approved by the City Attorney; and

2. That the City Council appropriate $38,000 from unencumbered Measure A proceeds to fund the Agreement for the initial Environmental Clearance and Bidding Phase services.

F. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE 28TH STREET PAVEMENT REHABILITATION PROJECT

1. Requested Action: That the City Council accept the improvements constructed by All American Asphalt, Inc. in accordance with the agreement for the 28th Street Pavement Rehabilitation Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

G. ACCEPTANCE OF IMPROVEMENTS CONSTRUCTED FOR THE LOCAL PONDING AREAS PROJECT

1. Requested Action: That the City Council accept the improvements constructed by Gentry Brothers, Inc. in accordance with the agreement for the Local Ponding Areas Project, and authorize the City Manager to execute the Notice of Completion; and

2. Direct the City Clerk to file the Notice of Completion with the Riverside County Recorder.

H. APPROVAL OF SERVICE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY AND THE COUNTY OF RIVERSIDE FOR THE RUBIDOUX BOULEVARD AT STATE ROUTE 60 INTERCHANGE PROJECT DEVELOPMENT ACTIVITIES – REMOVED FROM THE CONSENT CALENDAR FOR FURTHER DISCUSSION

Requested Action: That the City Council approve the Service Agreement for project development activities between the City of Jurupa Valley and the County of Riverside for the Rubidoux Boulevard at State Route 60 interchange project and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney.

I. ADOPTION OF CONSTRUCTION PLANS, SPECIFICATIONS AND WORKING DETAILS, AND AUTHORIZATION FOR THE COUNTY OF RIVERSIDE TO SOLICIT BIDS FOR THE PYRITE STREET SAFE ROUTES TO SCHOOL PROJECT

1. Requested Action: That the City Council adopt the plans, specifications and working details for the Pyrite Street Safe Routes to School (SRTS) Project; and

2. Authorize the County of Riverside to solicit formal bids in accordance with applicable laws for construction of the Project subject to the California Transportation Commission (CTC) authorizing the grant funding expenditure; and

3. Approve an amendment to the Service Agreement for the Troth Street and Pyrite Street SRTS Improvements between the City of Jurupa Valley and the County of Riverside, subject to final form and format approved by the City Attorney; and

4. Direct the Administrative Services Director to amend the FY 2015/16 Capital Improvement Plan (CIP) to reflect construction costs as outlined in the financial impact section of the staff report.

J. CONSIDERATION OF A CONTRACT EXTENSION FOR PROVISION OF GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES

Requested Action: That the City Council authorize the City Manager to enter into an agreement with Digital Map Products, Inc. for the provision of Geographic Information System (GIS) services subject to final contract review by the City Attorney.

A motion was made by Council Member Johnston, seconded by Mayor Pro Tem Lauritzen, to approve the Consent Calendar with the exception of Items 14.E and 14.H which were removed for further discussion.

Ayes: **Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes: **None**
Absent: **None**

15. CONSIDERATION OF ANY ITEMS REMOVED FROM THE CONSENT CALENDAR

14.E. AGREEMENT FOR SERVICES BETWEEN THE COUNTY OF RIVERSIDE AND CITY OF JURUPA VALLEY FOR THE VAN BUREN BOULEVARD - PHASE 1A PAVEMENT REHABILITATION PROJECT, LIMONITE AVENUE TO 56TH STREET

Mayor Roughton requested that this item be removed from the Consent Calendar for further discussion. She asked City Manager Thompson to provide a status on the City's efforts to obtain a Local Agency Code, or "Locode" which is needed for processing agreements with Caltrans.

City Manager Thompson provided additional information and responded to Council's questions.

A motion was made by Mayor Roughton, seconded by Mayor Pro Tem Lauritzen, to approve the Service Agreement by and between the County of Riverside and City of Jurupa Valley for the Van Buren Boulevard Pavement Rehabilitation Project - Phase 1A, Limonite Avenue to 56th Street in an amount not to exceed $38,000 and authorize the Mayor to execute the Agreement in the final form as approved by the City Attorney; and appropriate $38,000 from unencumbered Measure A proceeds to fund the Agreement for the initial Environmental Clearance and Bidding Phase services.

Ayes: **Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes: **None**
Absent: **None**

14.H. APPROVAL OF SERVICE AGREEMENT BETWEEN THE CITY OF JURUPA VALLEY AND THE COUNTY OF RIVERSIDE FOR THE RUBIDOUX BOULEVARD AT STATE ROUTE 60 INTERCHANGE PROJECT DEVELOPMENT ACTIVITIES

Mayor Roughton requested that this matter be removed from the Consent Calendar for further discussion.

Mike Myers, Assistant City Engineer, provided additional information and responded to Council's questions.

A motion was made by Mayor Roughton, seconded by Council Member Johnston, to approve the Service Agreement for project development activities between the City of Jurupa Valley and the County of Riverside for the Rubidoux Boulevard at State Route 60 interchange project and authorize the Mayor to sign the Agreement in the final form as approved by the City Attorney.

Ayes: **Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes: **None**
Absent: **None**

16. PUBLIC HEARING

17. COUNCIL BUSINESS

A. JURUPA VALLEY PRO RODEO AND FAMILY FIESTA REQUEST FOR FEE WAIVER AND USE OF CITY SEAL TO PROMOTE THE UPCOMING RODEO

Terri Rollings, Assistant to the City Manager/PIO presented the staff report.

Laura Bakewell and Bob Laurence, representing the Jurupa Valley Pro Rodeo, provided information on the June 3-5, 2016 event and updated the Council on the status of their permit application process.

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to pass and adopt Resolution No. 2016-03, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY, CALIFORNIA, SUPPORTING THE JURUPA VALLEY PRO RODEO AND FAMILY FIESTA, ALLOWING THE USE OF THE CITY SEAL AND WAIVING THE PERMIT FEES

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

18. CITY COUNCIL MEMBER ORAL/WRITTEN REPORTS REGARDING REGIONAL BOARDS AND COMMISSIONS

A. MAYOR LAURA ROUGHTON

1. Mayor Roughton gave an update on the Western Riverside Council of Governments - Administration & Finance Committee meeting of February 10, 2016.

B. COUNCIL MEMBER BRAD HANCOCK

1. Council Member Hancock gave an update on the Northwest Mosquito and Vector Control District meeting of February 18, 2016.

C. COUNCIL MEMBER FRANK JOHNSTON

1. Council Member Johnston gave an update on the Northwest – Transportation NOW Coalition meeting of February 11, 2016.

19. CITY ATTORNEY'S REPORT

City Attorney Peter Thorson had no report.

20. COUNCIL MEMBER REPORTS AND COMMENTS

Council Member Berkson reminded residents that the 91 Freeway will be closed all weekend for major construction work.

Council Member Johnston provided the following closing quote: "Logic will get you from A to B but imagination will take you everywhere" ~ Albert Einstein.

Mayor Roughton reminisced about her father and shared some of her favorite memories of him.

21. ADJOURNED IN MEMORY

A motion was made by Mayor Pro Tem Lauritzen, seconded by Council Member Johnston, to adjourn the meeting in memory of Mayor Roughton's father, James Frederick Fleck.

Ayes:	**Berkson, Hancock, Johnston, Lauritzen, Roughton**
Noes:	**None**
Absent:	**None**

There being no further business before the City Council, Mayor Roughton adjourned the meeting at 9:27 p.m.

The next meeting of the Jurupa Valley City Council will be held March 3, 2016 at 7:00 p.m. at the City Council Chamber, 8930 Limonite Avenue, Jurupa Valley, CA 92509.

Respectfully submitted,

Victoria Wasko, CMC
City Clerk

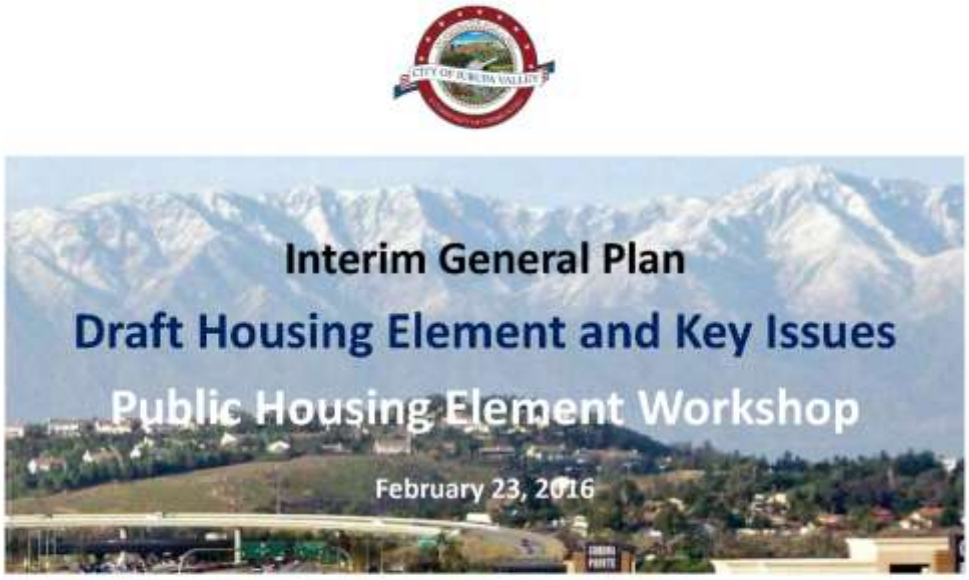
CITY OF JURUPA VALLEY

NOTICE OF PUBLIC MEETING ON
THE GENERAL PLAN HOUSING ELEMENT

The City of Jurupa Valley invites you to attend a public meeting on the draft Housing Element of the new Interim General Plan. The meeting will be held in the City Council Chambers, 8930 Limonite Avenue in the City of Jurupa Valley, on **Tuesday, February 23rd, 2016 at 6:30 p.m. This is a public meeting and anyone may comment on the items being discussed. Residents, property owners, housing developers, business owners, non-profit and government agencies, disabled persons, senior citizens, and others with special housing problems, issues or needs are welcome.**

The purposes of the meeting are to hear public comments on Jurupa Valley's housing needs, constraints and goals and to provide information on the City's General Plan Housing Element update, now underway. Some of the issues that may be discussed include, but are not limited to: 1) affordable housing, particularly for low-income persons, seniors, disabled persons, and first-time home buyers, 2) the need for quality multi-family housing, including apartments and condominiums, 3) large lot homes suitable for equestrian/animal keeping, 4) proximity of multi-family housing to jobs, commercial centers and major thoroughfares, 5) more independent living and assisted living centers for senior citizens, 6) housing for homeless persons, 7) housing for single heads of households with children, and 8) the possibility of mixed use housing, particularly along Mission Boulevard in Rubidoux, Pedley and Glen Avon village centers and near retail centers and freeways.

For more information on the items being discussed, visit the City's website at www.jurupavalley.org, or contact Jeff Hook, Principal Planner, at Jhook@jurupavalley.org, (949) 489-1442; or Mary Wright, General Plan Program Manager, at Mwright@jurupavalley.org, (949) 489-1442.



City of Jurupa Valley



Purposes of Workshop

1. EXPLAIN: Introduce *Housing Element* and key housing issues Jurupa Valley
2. LISTEN: We're here to listen to your ideas, comments, recommendations
3. DISCUSS AND REFLECT: Respond to questions, discuss issues, consider possibilities

City of Jurupa Valley



Introductions

1. Introduce Jeff Hook and Mary Wright, planners for JV working on GP team
2. What is a General Plan?
   - "Blueprint" to achieve City's goals
   - Guide decisions on land use and planning
   - Improve economy, environment, safety and quality of life for all persons

City of Jurupa Valley



Where we are

1. 1st "locally grown" general plan. About 1 ½ years into the process
2. Completion target – Fall 2016
3. 8 public workshops in 2015
4. 12 General Plan Advisory Committee (GPAC) meetings in 2015 -- JV assets, issues and needs

City of Jurupa Valley

Overview

1. Housing Element (HE) is one of 7 required parts of a general plan
2. Current HE prepared by Riverside Co.; out of date
3. New Interim General Plan includes Housing Element
4. Sets housing policies and programs through 2021





City of Jurupa Valley 5

Housing Element Contents

1. Demographics
2. Housing Needs
3. Resources and Constraints
4. Quantified objectives
5. Goals, policies, programs





City of Jurupa Valley 7

Demographic Highlights

1. Estimated population in 2013: 95,679
2. Projected population by 2035: 126,000
3. Working population ages 25-54 = largest group, followed by young families
4. 26,874 dwelling units in JV
5. 81% of JV households are families
6. Over half of JV housing units built <1980



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Housing Needs Overview

1. Evaluation of population, housing, and economic characteristics
2. Existing and growth needs (RHNA)
3. Special needs
   a) Disabled persons
   b) Elderly
   c) Large households (5+ persons)
   d) Veterans
   e) Female-headed households
   f) Homeless

City of Jurupa Valley

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Resources and Constraints

Inventory of Land Resources
- Vacant land/Infill sites
- Underutilized land
- Potential sites for rezoning



Constraints
- Governmental
- Non-governmental
- Environmental



City of Jurupa Valley 11

Goals, Policies and Programs

2014 – 2021 "Housing Action Plan":

1. Establishes JV housing policy
2. Sets specific housing programs
3. Sets quantified housing targets (RHNA)
4. Identifies responsible agencies, funding, schedule



City of Jurupa Valley 12

GPAC Input

Primary housing needs:

1. Affordable housing, especially for seniors, 1st-time homebuyers
2. Quality apts. and condos near jobs, commercial centers, and major roads
3. Large lot homes: equestrian/animal keeping
4. Quality patio or garden homes near parks and schools



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GPAC Input, Continued

Special housing needs:

1. Senior housing, including independent living and assisted living centers
2. Homeless shelter
3. Housing for single parents and children
4. Higher densities: a) along Mission; b) old town Rubidoux and Glen Avon; c) near retail centers; and d) near Metrolink and freeway access

City of Jurupa Valley

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Key Housing Issues

1. Regional Housing Need Assessment (RHNA)
2. Affordable Housing
3. Homelessness/SB 2
4. Other?



City of Jurupa Valley 15

Regional Housing Needs

1. "RHNA" = Regional Housing Needs Allocation
2. Requires cities to meet a share of region's housing need
3. Sets no. of dwelling units to be allowed, by income level
4. JV's RHNA plan is shown below:

Income Level	Very Low	Low	Moderate	Above Mod	Total
No. of Dwellings	409*	275	307	721	1,712
% of Total	24	16	18	42	100

Jurupa Valley's Regional Housing Needs Allocation, 1/1/2014 – 10/1/21
Source: SCAG 2012

City of Jurupa Valley 16

RHNA Strategy

1. RHNA requirement met when:
   a) Sufficient housing units approved within planning period; *or*
   b) Sufficient land area available *at appropriate residential density*
2. *Key*: Density of 30 du/A deemed "affordable" for lower income households
3. City has already met Moderate and Above Moderate requirement

City of Jurupa Valley 18

RHNA Strategy

Two actions to consider to meet RHNA:

a) amend GP to allow max. 30 du/A (or at least 25 du/A) in HHDR designation and in R-6 zone, and

b) In Interim General Plan, designate about 34 acres as HHDR (at 25 du/A), and rezone to R-6

City of Jurupa Valley 20

Affordable Housing

1. "Affordable" – housing cost does not exceed 30-35% of HH's gross monthly income
2. Helps retain core groups: young families, single working adults and seniors
3. Average Median Income (AMI) used to establish affordability for five income levels





City of Jurupa Valley 21

Affordable Housing

1. 2011 median HH income = $45,600 - $68,300
2. Many JV renters' and homeowners' housing costs exceed 30% of monthly income
3. New affordable housing stabilizes neighborhoods, enhances economy, and builds community





City of Jurupa Valley 23

Affordable Housing Strategy

1. Use incentives - rezoning, development incentives, grants, and working with housing agencies

2. CDBG and HOME & other grant programs, inclusionary housing program, and housing rehabilitation programs

Homelessness

1. About 168 unsheltered homeless persons in JV; about 11% of County total
2. 2nd highest homeless population in County, behind City of Riverside
3. SB 2 requires cities to specify at least one zone where homeless shelters are permitted, w/o discretionary approval
4. City currently allows shelters in I-P zone, with Site Development Permit





SB 2 Strategy

1. May be problems w/ existing strategy, due to
   a) land use conflicts and zoning reqmts., and
   b) EJ policy on residential and industrial use
2. Alternative strategies:
   a) Include land use buffer in standard shelter requirements; remove SDP requirement; or
   b) Allow shelters in R-D and R-6 zones; remove Site Development Permit requirement.
   c) Identify another zone where shelters allowed

City of Jurupa Valley 26

Public Input

Specific Items to address:

1. What are the 3 most important housing needs facing Jurupa Valley?
2. Where should higher density housing (small homes, apartments, garden homes, condominiums) be located?
3. How should the City address homelessness?
4. Other?

City of Jurupa Valley 28


Discussion

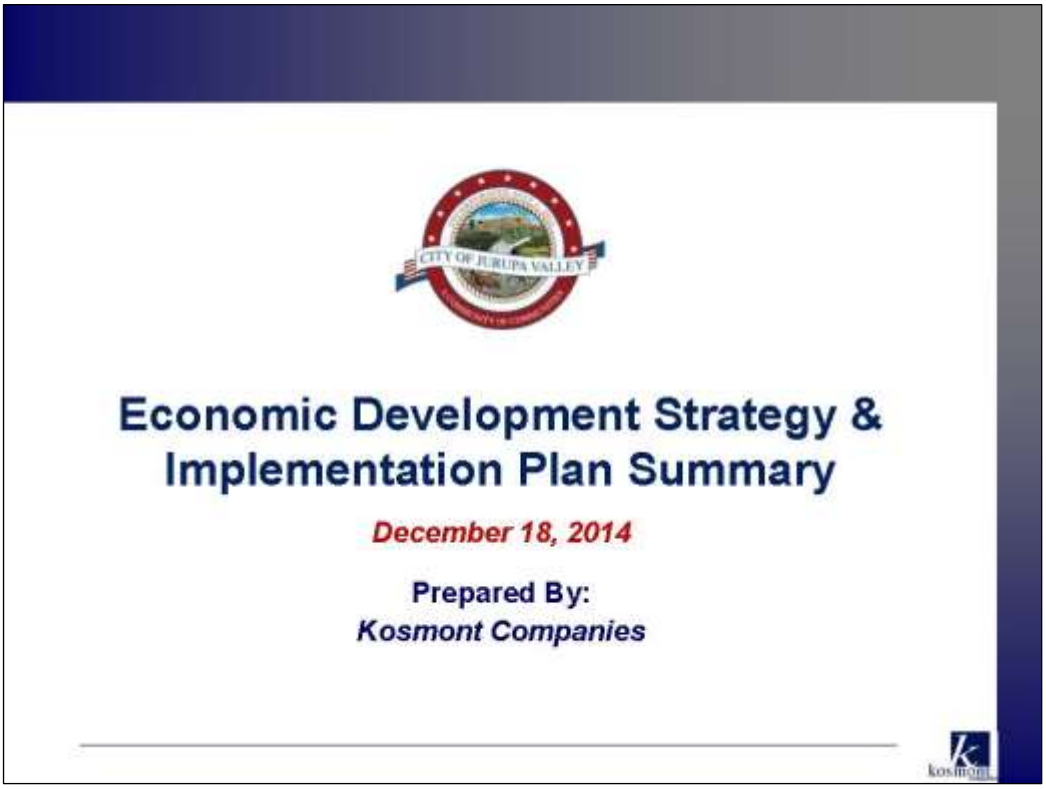
City of
Jurupa Valley
California

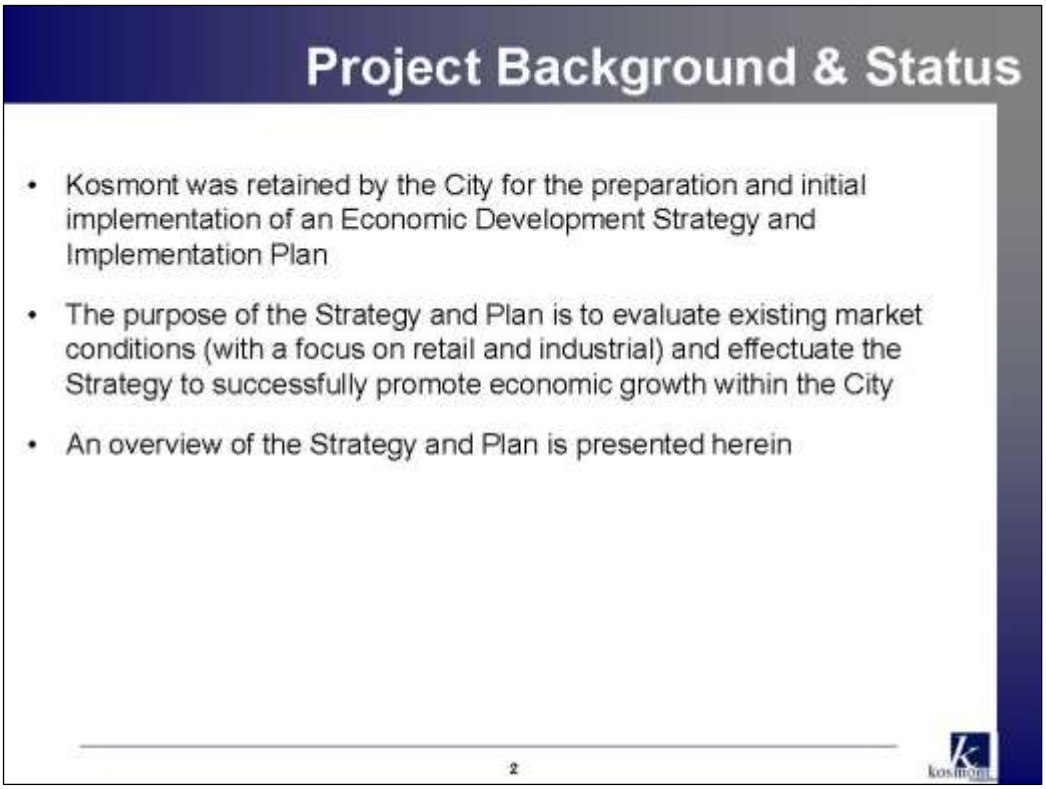
Draft
2017 General Plan

Appendix 15.0
Economic Analysis



April 2017


Economic Development Strategy &
Implementation Plan Summary
December 18, 2014
Prepared By:
Kosmont Companies


Project Background & Status
• Kosmont was retained by the City for the preparation and initial implementation of an Economic Development Strategy and Implementation Plan
• The purpose of the Strategy and Plan is to evaluate existing market conditions (with a focus on retail and industrial) and effectuate the Strategy to successfully promote economic growth within the City
• An overview of the Strategy and Plan is presented herein
2

Plan Outline

1. **Analysis**
   a) Economic & Demographic Profile
   b) Market Demand Analysis
2. **Strategy**
   a) Trade Area Retailer Voids
   b) Opportunity Site Assessment & Prioritization
3. **Implementation**
   a) Summary of Findings
   b) Outreach in Progress
   c) Financing & Incentives
   d) Next Steps

3

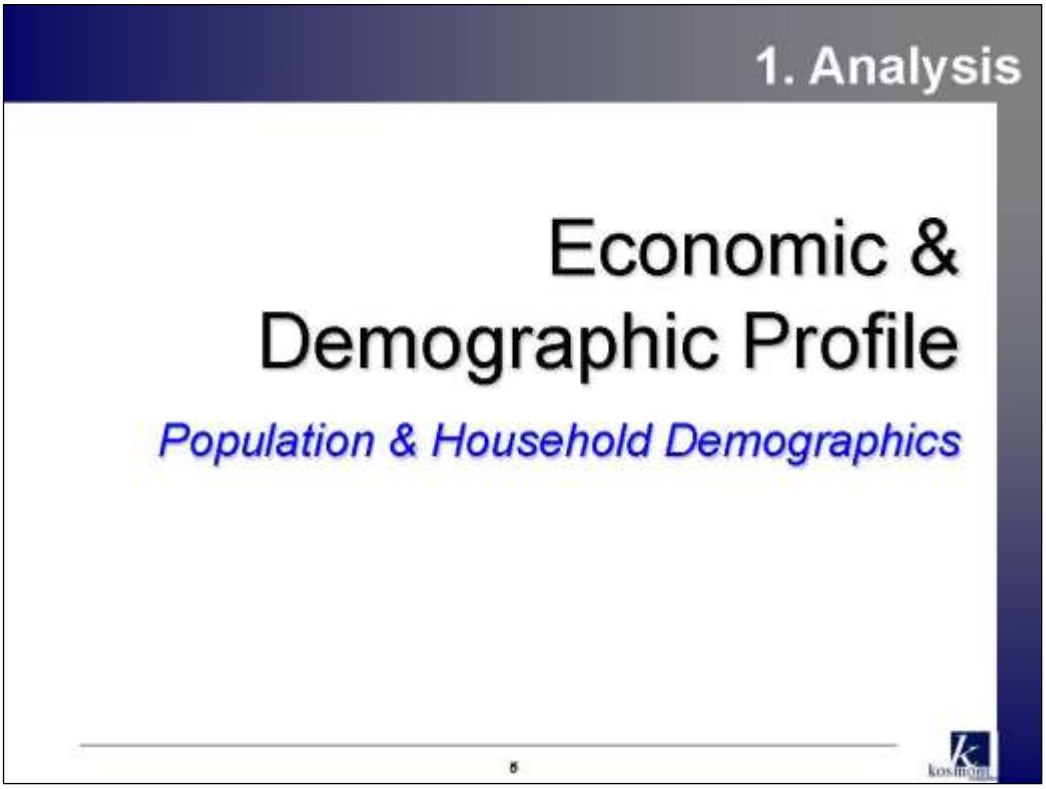
Analysis Outline

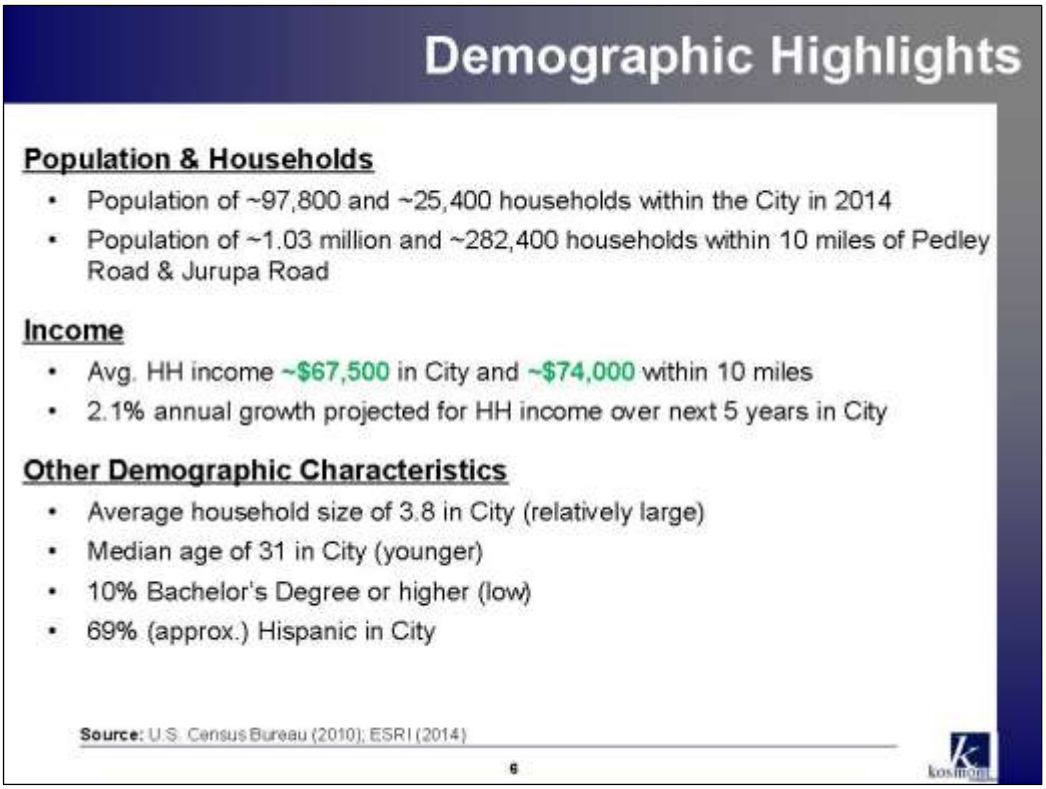
1. Analysis

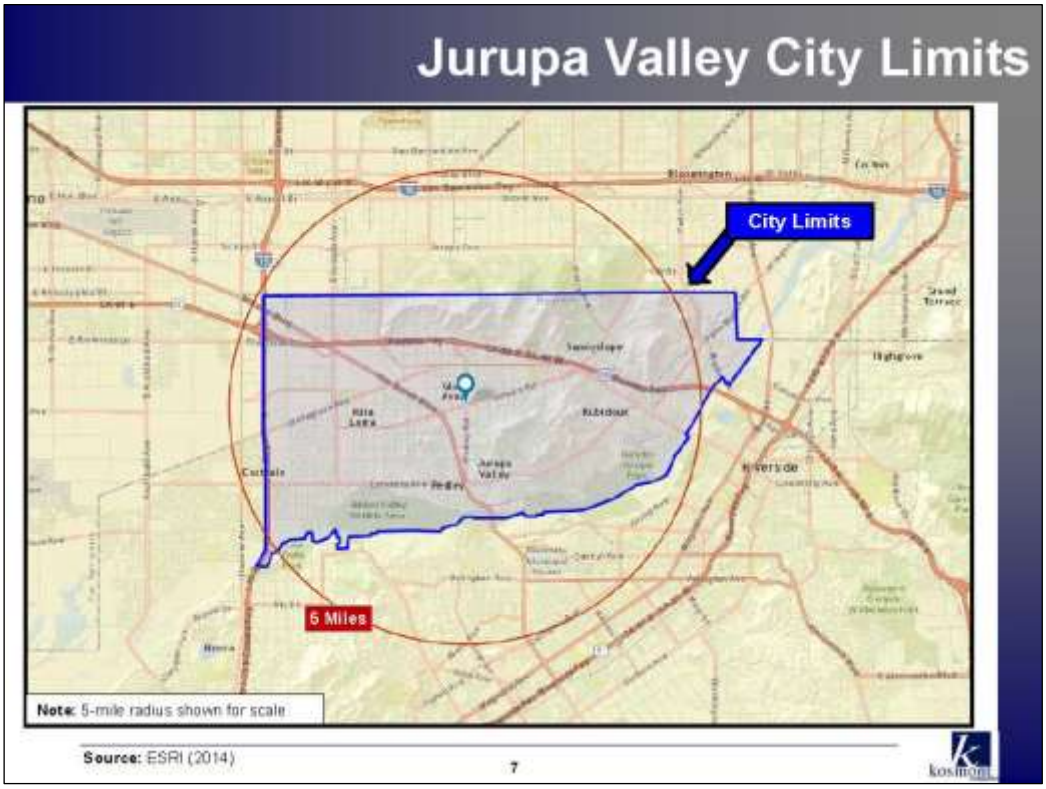
a) **Economic & Demographic Profile**
   i. *Population & Household Demographics*
   ii. *Unemployment & Employment by Industry*

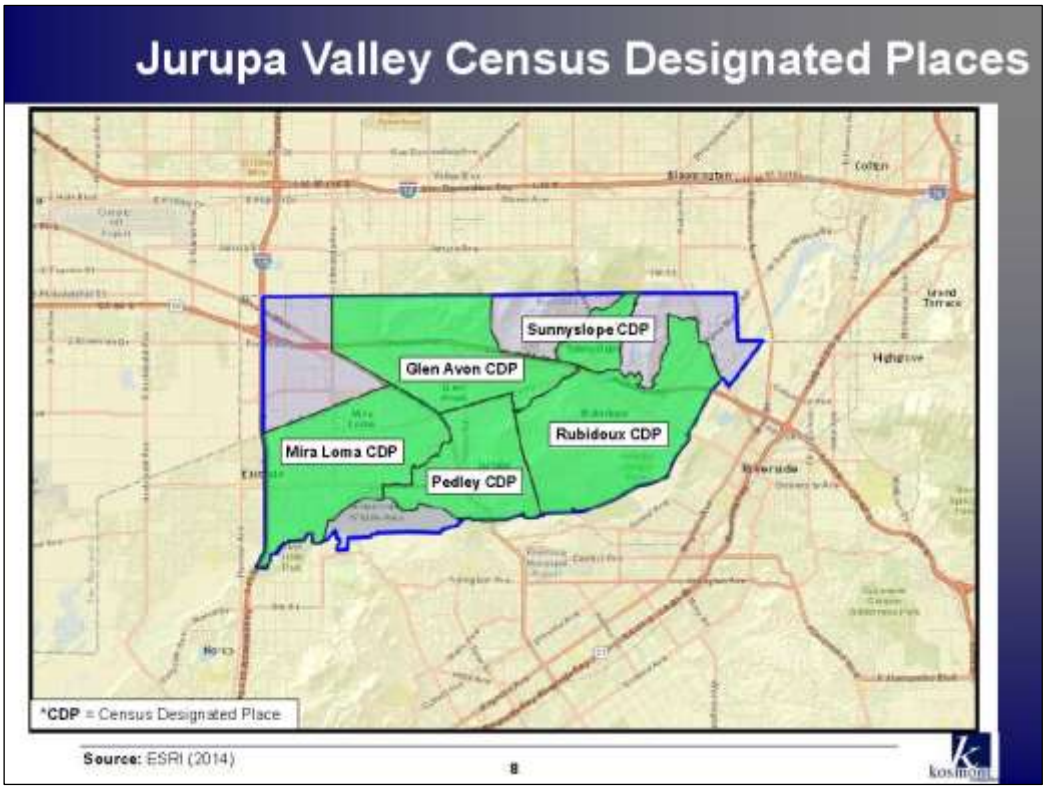
b) **Market Demand Analysis**
   i. *Household & Employment Growth*
   ii. *Supply, Vacancy & Lease Rates*
   iii. *Taxable Retail Sales Performance*
   iv. *Retail Sales Surplus / Leakage*

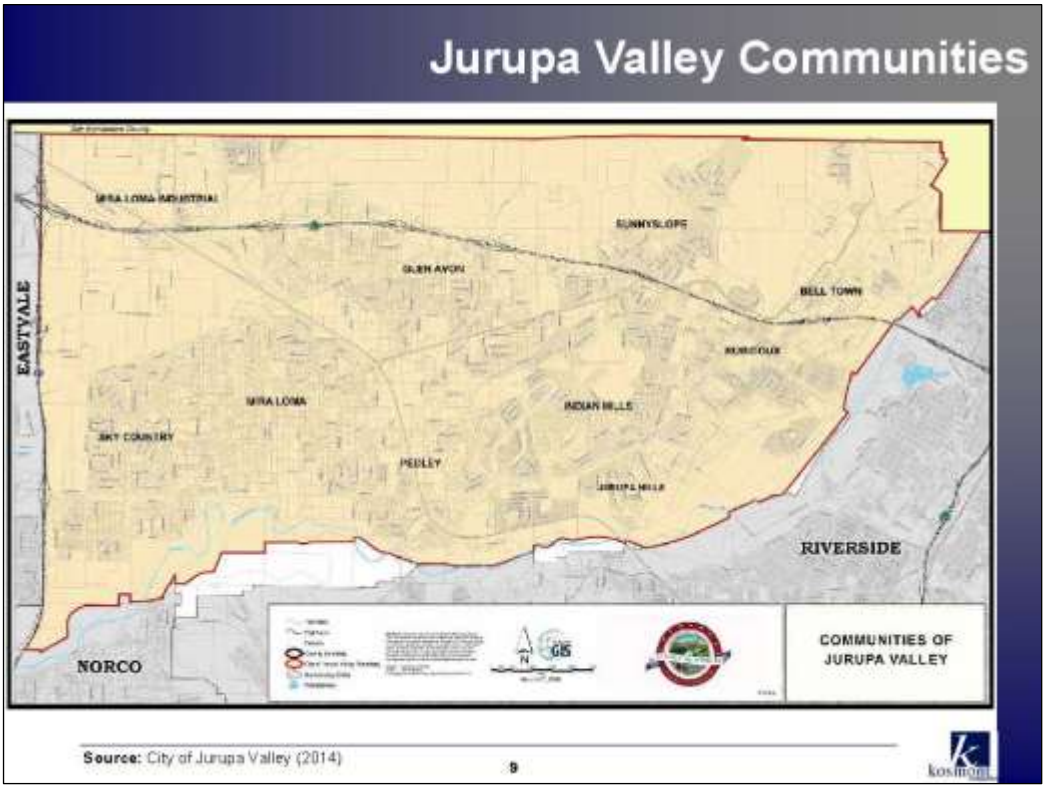
4

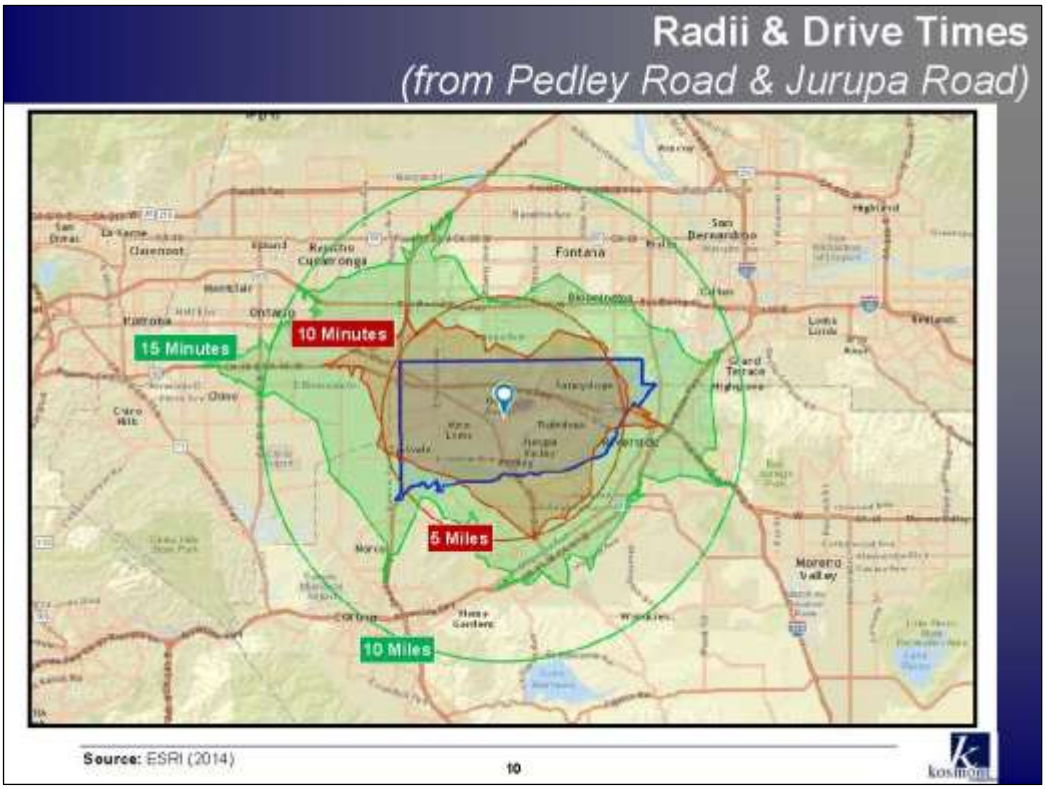

1. Analysis
Economic & Demographic Profile
Population & Household Demographics
5


Demographic Highlights
Population & Households
• Population of ~97,800 and ~25,400 households within the City in 2014
• Population of ~1.03 million and ~282,400 households within 10 miles of Pedley Road & Jurupa Road
Income
• Avg. HH income ~$67,500 in City and ~$74,000 within 10 miles
• 2.1% annual growth projected for HH income over next 5 years in City
Other Demographic Characteristics
• Average household size of 3.8 in City (relatively large)
• Median age of 31 in City (younger)
• 10% Bachelor's Degree or higher (low)
• 69% (approx.) Hispanic in City
Source: U.S. Census Bureau (2010); ESRI (2014)
6


Jurupa Valley City Limits
City Limits
5 Miles
Note: 5-mile radius shown for scale
Source: ESRI (2014)
7


Jurupa Valley Census Designated Places
Sunnyslope CDP
Glen Avon CDP
Rubidoux CDP
Mira Loma CDP
Pedley CDP
*CDP = Census Designated Place
Source: ESRI (2014)
8


Jurupa Valley Communities
MIRA LOMA INDUSTRIAL
SUNNYSLOPE
GLEN AVON
BELL TOWN
EASTVALE
MIRA LOMA
INDIAN HILLS
SKY COUNTRY
PEDLEY
RIVERSIDE
NORCO
COMMUNITIES OF JURUPA VALLEY
Source: City of Jurupa Valley (2014)
9


Radii & Drive Times
(from Pedley Road & Jurupa Road)
15 Minutes
10 Minutes
5 Miles
10 Miles
Fontana
Ontario
Chino
Corona
Moreno Valley
Source: ESRI (2014)
10

Population & Income Overview

UPDATED 10/27/14

2014	City of Jurupa Valley	Riverside County	California
Population	97,781	2,279,642	38,120,066
Households	25,362	708,873	12,837,135
Average HH Size	3.82	3.17	2.91
Median Age	31.0	34.0	35.6
% Hispanic Origin	68.9%	47.8%	39.0%
Per Capita Income	$17,688	$23,430	$28,657
Median HH Income	$53,215	$54,160	$58,469
Average HH Income	$67,517	$74,355	$83,845
2014-2019 Ann. Growth Rate			
Population	1.00%	1.25%	0.77%
Median HH Income	2.06%	2.65%	3.13%

Source: ESRI (2014)

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Population & Income
Census Designated Places

2014	Rubidoux CDP	Mira Loma CDP	Glen Avon CDP	Pedley CDP	Sunnyslope CDP
Population	35,069	22,980	20,517	12,968	5,430
Households	9,078	5,489	5,814	3,528	1,244
Average HH Size	3.83	4.18	3.51	3.63	4.26
Median Age	29.8	30.9	31.9	33.7	30.3
% Hispanic Origin	70.4%	70.1%	70.9%	56.8%	75.0%
Per Capita Income	$16,781	$19,280	$15,727	$21,831	$14,499
Median HH Income	$50,996	$64,325	$41,185	$66,786	$50,178
Average HH Income	$63,917	$80,601	$55,130	$79,080	$61,490
2014-2019 Ann. Growth Rate					
Population	0.92%	1.24%	0.74%	0.96%	1.46%
Median HH Income	1.74%	2.83%	2.62%	2.55%	2.03%

CDP = Census Designated Place
Source: ESRI (2014)

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Population & Income
Radii & Drive Times

2014	5-Mile Radius	10-Mile Radius	10-Minute Drive Time	15-Minute Drive Time
Population	214,139	1,027,235	168,402	499,519
Households	56,155	282,394	44,031	137,993
Average HH Size	3.79	3.56	3.80	3.54
Median Age	30.5	30.6	30.4	30.3
% Hispanic Origin	68.1%	60.1%	68.9%	62.5%
Per Capita Income	$19,744	$23,753	$17,431	$19,162
Median HH Income	$52,903	$55,876	$52,863	$52,461
Average HH Income	$66,541	$73,987	$65,863	$68,039
2014-2019 Ann. Growth Rate				
Population	0.92%	0.92%	0.95%	0.95%
Median HH Income	1.92%	2.42%	1.84%	2.14%

Note: Radii and drive times centered at Pedley Road and Jurupa Road
Source: ESRI (2014)

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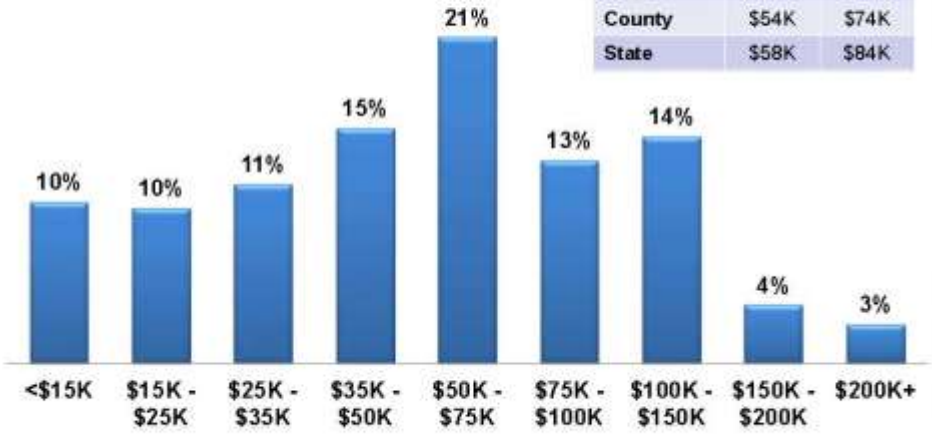
Income Profile

City of Jurupa Valley – 2014 Households by Income Bracket

HH Income	Median	Avg.
City	$53K	$68K
County	$54K	$74K
State	$58K	$84K



Source: U.S. Census Bureau (2010); ESRI (2014)

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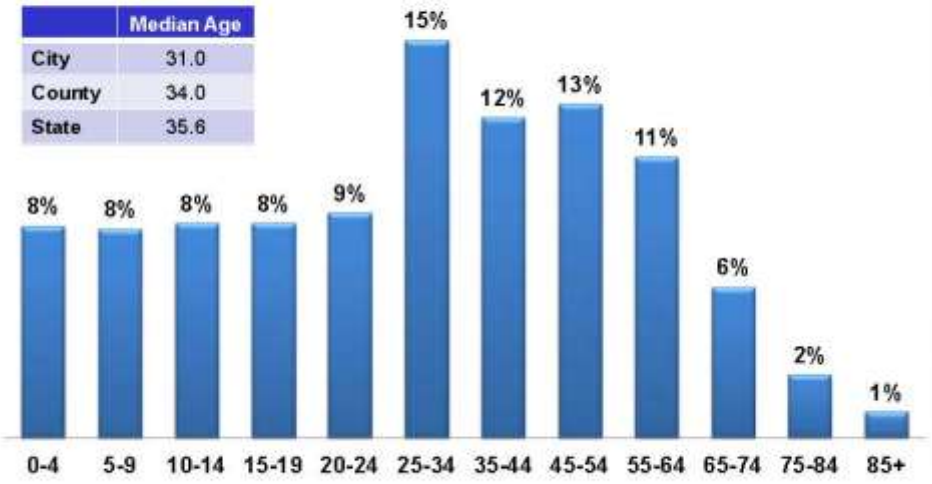
Age Profile

City Population by Age Bracket in 2014

	Median Age
City	31.0
County	34.0
State	35.6

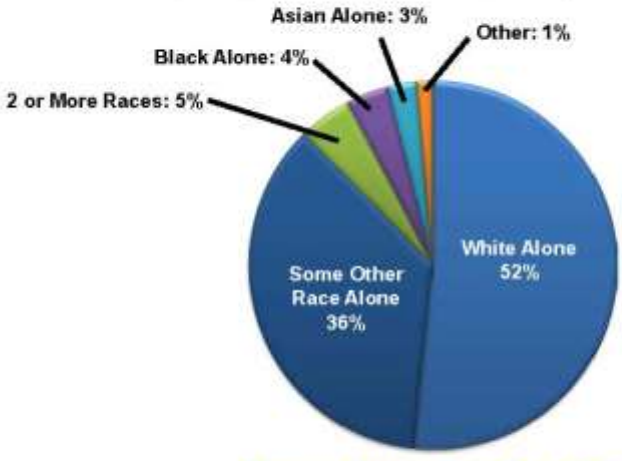


Source: U.S. Census Bureau (2010); ESRI (2014)

15

Race & Ethnicity

City Population by Race & Ethnicity in 2014



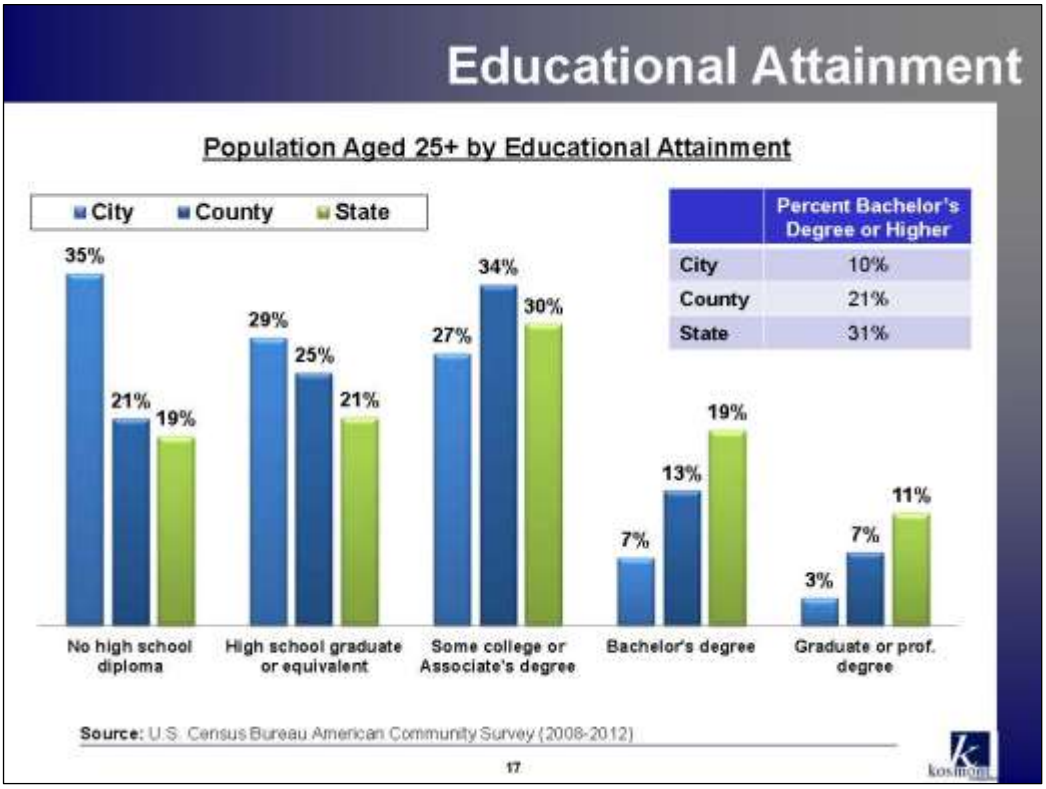
"Most respondents of Hispanic Origin additionally indicate "White" or "Some Other Race"

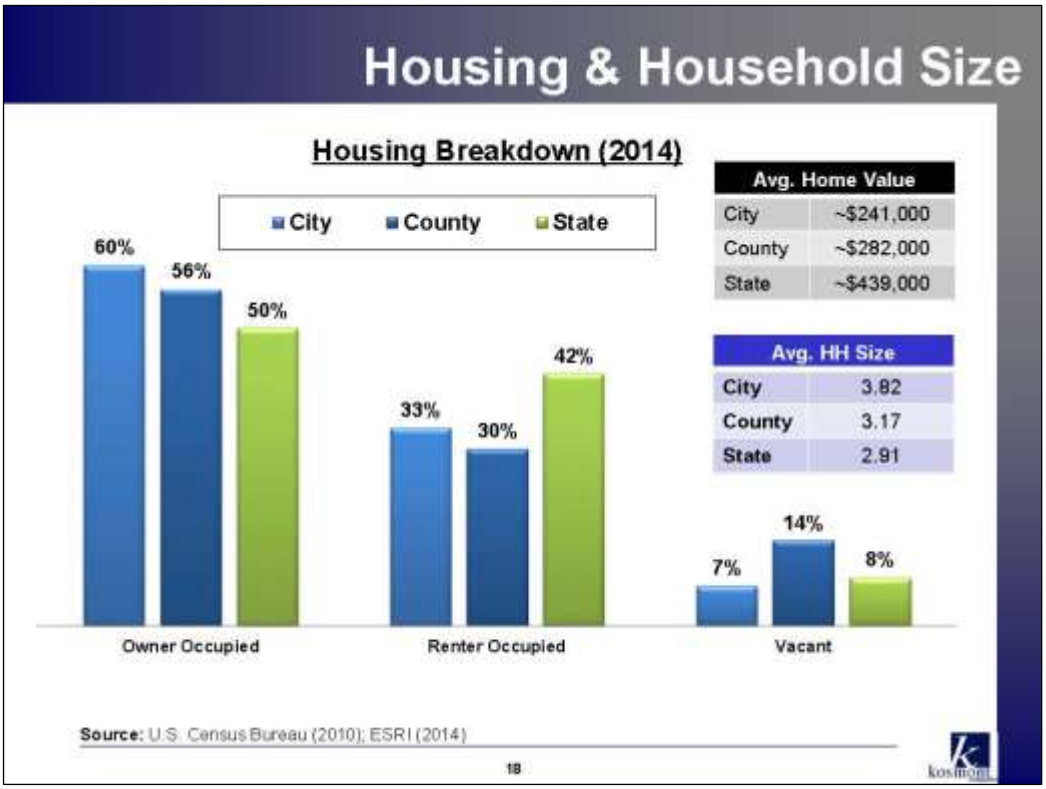
Hispanic Origin of Any Race: 69%

Note: U.S. Census Bureau defines race and ethnicity as two separate and distinct identities. One Census question asks respondents which socio-political race (of categories in pie chart above) they associate most closely with, and a separate question asks whether they associate with "Hispanic, Latino, or Spanish origin" or not (defined as ethnicity).

Source: U.S. Census Bureau (2010); ESRI (2014)

16


Educational Attainment
Population Aged 25+ by Educational Attainment
City
County
State
35%
21%
19%
29%
25%
21%
27%
34%
30%
7%
13%
19%
3%
7%
11%
No high school diploma
High school graduate or equivalent
Some college or Associate's degree
Bachelor's degree
Graduate or prof. degree
Percent Bachelor's Degree or Higher
City 10%
County 21%
State 31%
Source: U.S. Census Bureau American Community Survey (2008-2012)
17


Housing & Household Size
Housing Breakdown (2014)
City
County
State
60%
56%
50%
33%
30%
42%
7%
14%
8%
Owner Occupied
Renter Occupied
Vacant
Avg. Home Value
City ~$241,000
County ~$282,000
State ~$439,000
Avg. HH Size
City 3.82
County 3.17
State 2.91
Source: U.S. Census Bureau (2010); ESRI (2014)
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Population Segmentation Profile

Top 5 "Tapestries" in City	Percent	Sample Characteristics
1. Urban Villages	47%	• Hispanic, foreign-born, large families w/ kids • Young, blue collar, renters, modest spenders • Spend on home improvement, groceries, fast food, Denny's, movies
2. Barrios Urbanos	16%	• Similar to Urban Villages, lower educational attainment, higher unemployment • Spend on necessities, do not dine out often
3. Las Casas	11%	• Similar to Urban Villages, but lower incomes • More renters, spend on kids/baby products, fast food • Shop at Ralphs, Vons, am/pm for groceries
4. Pleasantville	9%	• Older, settled households, educated, mostly married couples, high incomes (white collar) and net worth • Older, single family homes, low vacancy, • Shop online and in stores, from upscale to discount
5. Home Improvement	4%	• Married couples in single family homes in low density neighborhoods, low unemployment • East out regularly at fast food and family restaurants, spend on car maintenance

Source: ESRI (2014)

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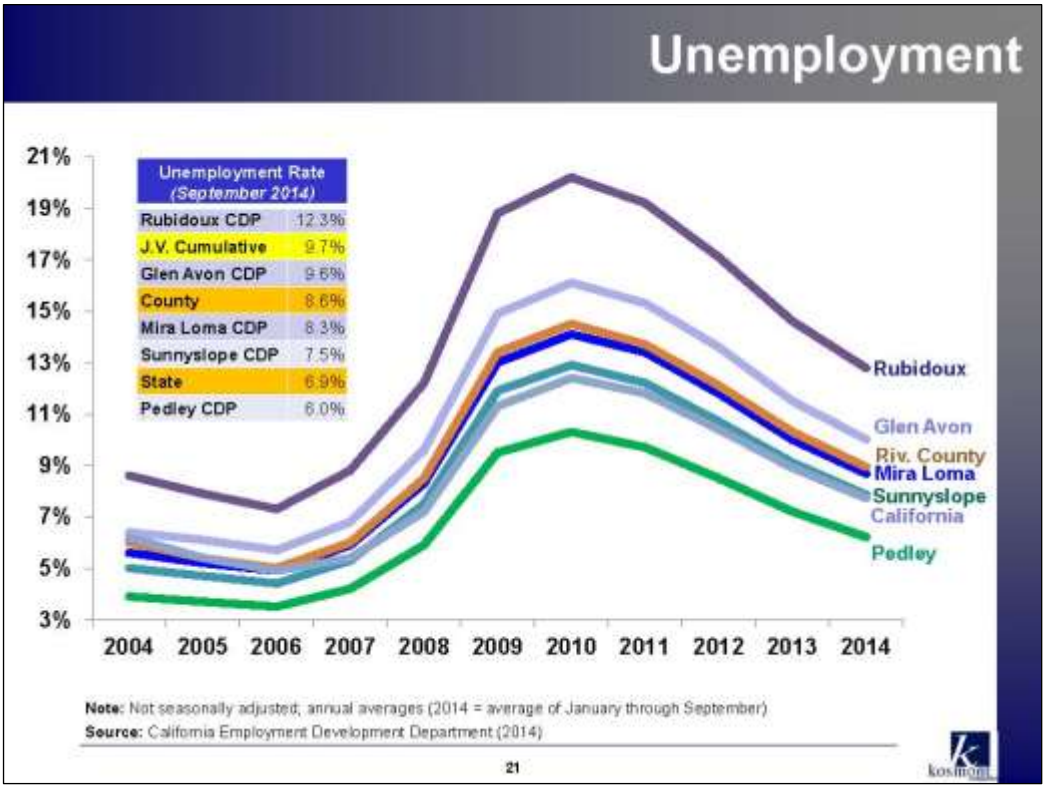
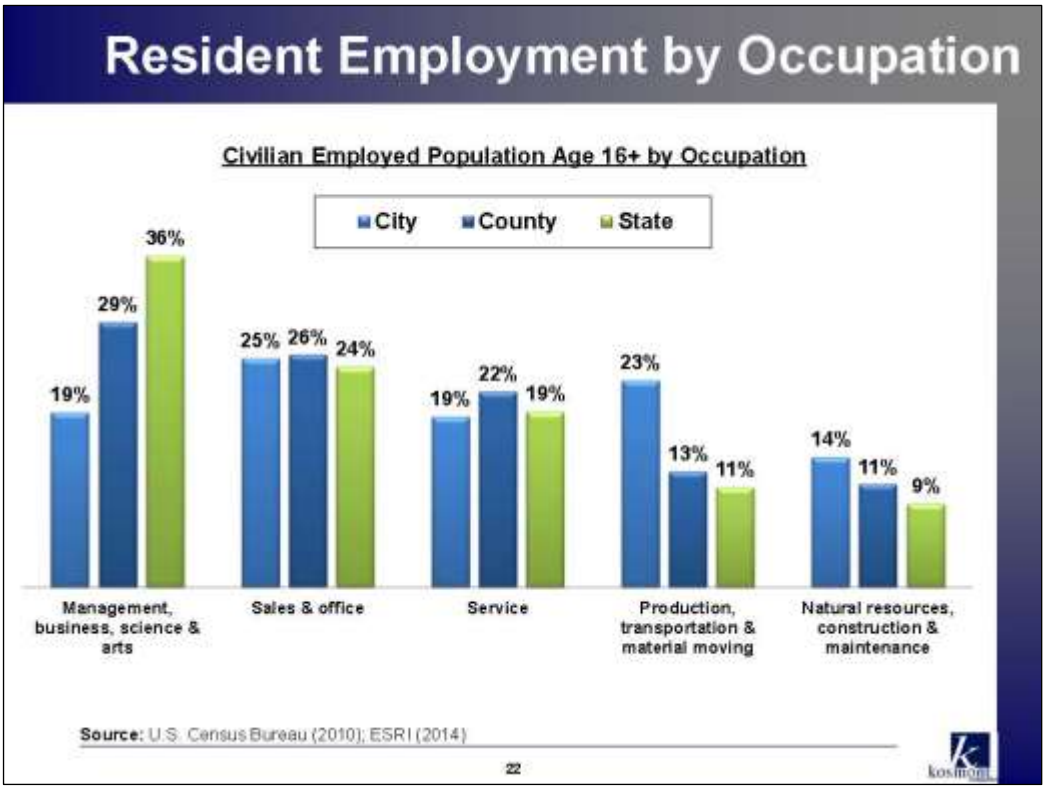
1. Analysis

Economic & Demographic Profile

Unemployment & Employment by Industry

20


Unemployment
Unemployment Rate (September 2014)
Rubidoux CDP 12.3%
J.V. Cumulative 9.7%
Glen Avon CDP 9.6%
County 8.6%
Mira Loma CDP 8.3%
Sunnyslope CDP 7.5%
State 6.9%
Pedley CDP 6.0%
21%
19%
17%
15%
13%
11%
9%
7%
5%
3%
2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014
Rubidoux
Glen Avon
Riv. County
Mira Loma
Sunnyslope
California
Pedley
Note: Not seasonally adjusted; annual averages (2014 = average of January through September)
Source: California Employment Development Department (2014)
21


Resident Employment by Occupation
Civilian Employed Population Age 16+ by Occupation
City
County
State
19%
29%
36%
25%
26%
24%
19%
22%
19%
23%
13%
11%
14%
11%
9%
Management, business, science & arts
Sales & office
Service
Production, transportation & material moving
Natural resources, construction & maintenance
Source: U.S. Census Bureau (2010); ESRI (2014)
22

Employment by Industry

City Resident Employed Population (Age 16+)	
Retail trade	11.9%
Manufacturing	11.4%
Healthcare & social assist.	9.6%
Educational services	9.1%
Accommodation & food services	7.9%
Admin. & support & waste mgmt.	7.5%
Construction	7.1%
Transportation & warehousing	6.1%
Wholesale trade	5.9%
Public administration	5.0%
Other services, except public admin.	5.0%
Prof., scientific & tech. services	3.8%
Finance & insurance	2.6%
Arts, entertainment & recreation	1.5%
Management of companies & enterprises	1.4%
Real estate rental & leasing	1.2%
Information	1.2%
Agriculture, forestry, fishing & hunting	1.0%
Utilities	0.9%
Mining, quarrying, oil & gas extraction	0.1%

"Industries in which City residents work"

Workers Employed within City	
Transportation & warehousing	21.9%
Retail trade	11.1%
Manufacturing	11.1%
Educational services	10.0%
Construction	9.9%
Wholesale trade	6.9%
Other services, except public admin.	6.0%
Accommodation & food services	5.4%
Healthcare & social assist.	4.8%
Admin. & support & waste mgmt.	3.6%
Prof., scientific & tech. services	2.2%
Arts, entertainment & recreation	1.4%
Management of companies & enterprises	1.2%
Information	1.1%
Real estate rental & leasing	1.0%
Public administration	0.9%
Finance & insurance	0.7%
Agriculture, forestry, fishing & hunting	0.4%
Utilities	0.2%
Mining, quarrying, oil & gas extraction	0.0%

"Jobs available in the City"

Source: U.S. Census Bureau Center for Economic Studies (2011)

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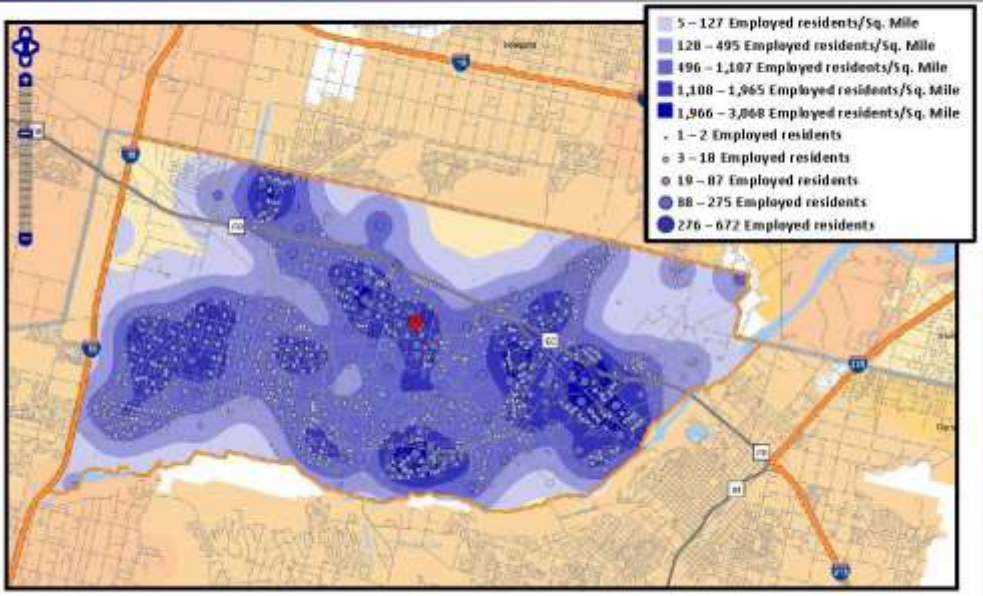
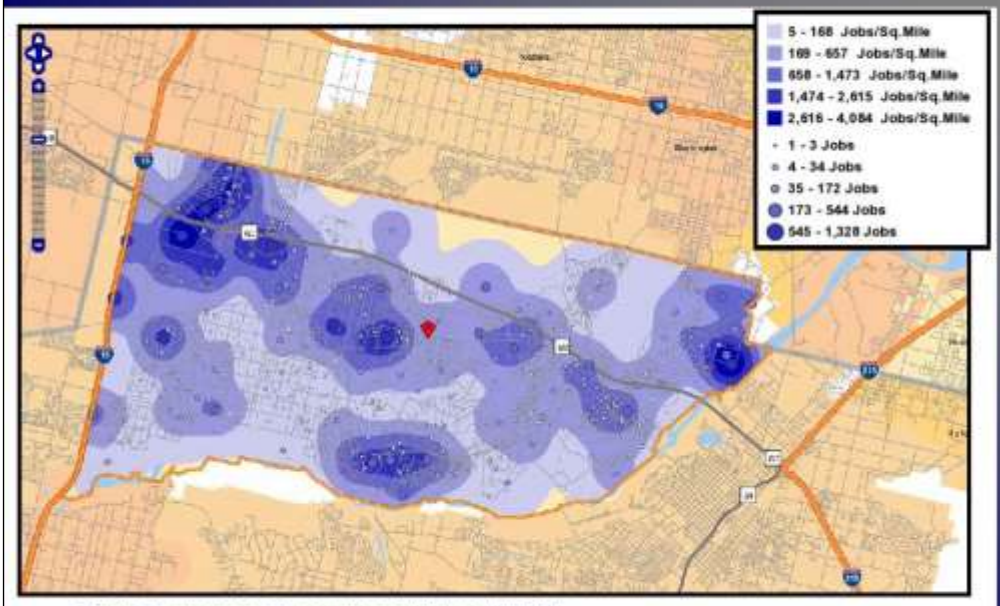
Resident Concentration Within City



Source: U.S. Census Bureau Center for Economic Studies (2011)

24

Employment Concentration Within City



Note: Information on largest employers in the City not available
Source: U.S. Census Bureau Center for Economic Studies (2011)

25

Resident and Employee Commute

Employed Resident Place of Work	
Riverside	12.8%
Jurupa Valley	9.7%
Ontario	6.5%
San Bernardino	4.1%
Corona	3.9%
Rancho Cucamonga	3.5%
Anaheim	3.2%
Fontana	3.2%
Irvine	2.8%
Santa Ana	2.5%
Los Angeles	2.5%
Chino	2.5%
Pomona	1.8%
Orange	1.6%
Norco	1.4%
Rialto	1.2%
Moreno Valley	1.1%
Brea	1.0%
Redlands	1.0%
Upland	0.9%
Other	32.8%

"Where City residents work"

City Employee Origin	
Jurupa Valley	12.8%
Riverside	10.7%
Fontana	4.3%
Moreno Valley	4.3%
San Bernardino	3.6%
Ontario	3.2%
Rancho Cucamonga	2.8%
Los Angeles	2.6%
Corona	2.5%
Rialto	2.3%
Colton	1.3%
Eastvale	1.3%
Hesperia	1.2%
Pomona	1.1%
Upland	1.0%
Perris	1.0%
Anaheim	1.0%
Chino	1.0%
Chino Hills	0.9%
San Diego	0.9%
Other	40.1%

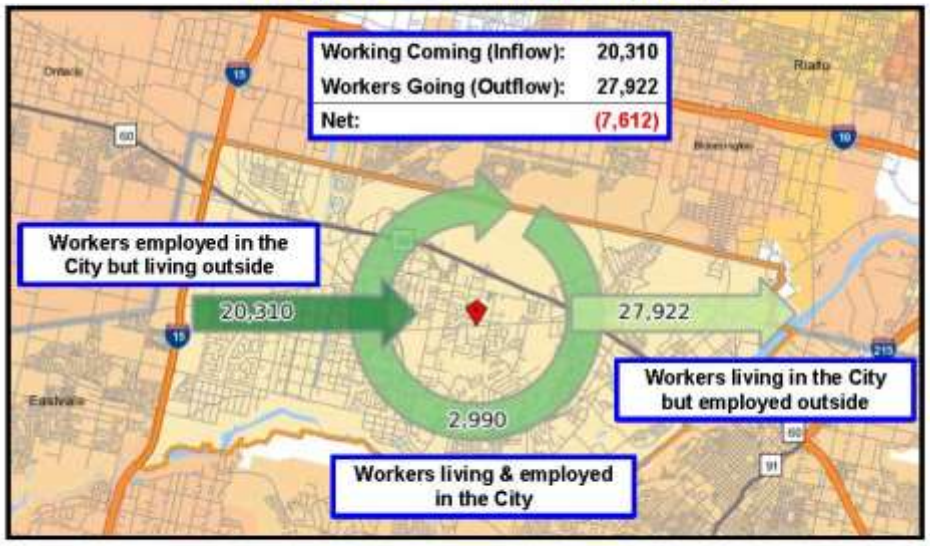
"Where people who work in the City come from"

Source: U.S. Census Bureau Center for Economic Studies (2011)

26

Worker Inflow / Outflow

"Are jobs coming or going?"



Source: U.S. Census Bureau Center for Economic Studies (2011)

27

Summary: Demographics and Employment

- Relatively younger, largely Hispanic and blue collar population
- Larger than average household size; home values slightly lower than County average
- Unemployment varies widely by community within the City, with some communities higher (e.g., Rubidoux, Glen Avon) or lower (e.g., Pedley) than County and State averages
- Most employees in City work in transportation and warehousing, retail trade, and manufacturing services
- City is a net exporter of jobs, with residents employed in Riverside, Jurupa Valley, Ontario, and other cities

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Projected Household & Employment Growth

City of Jurupa Valley	2014	2040	Net New	Total Growth	Annual Average Growth
Households	25,362	30,763	5,401	21.3%	0.7%
Employment	25,401	33,541	8,140	32.0%	1.1%

- **5,401** new households and **8,140** new jobs projected for the City through 2040
- Employment projected to increase at a faster rate than resident households

Source: Southern California Association of Governments (SCAG); City of Jurupa Valley; U.S. Census Bureau (2010); ESRI; Dun & Bradstreet, Inc. (2014)

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Employment Projections by Industry
Riverside & San Bernardino Counties

Industry	2010	2020	Annual Growth 2010-20	Total Growth 2010-20	Total Change 2010-20
Retail Trade	**155,500**	**190,800**	**2.1%**	**22.7%**	**35,300**
Professional and Business Services	123,400	156,500	2.4%	26.8%	33,100
Health Care and Social Assistance	118,200	148,800	2.3%	25.9%	30,600
Accommodation and Food Services	106,900	133,200	2.2%	24.6%	26,300
Transportation and Warehousing	**60,900**	**78,900**	**2.6%**	**29.6%**	**18,000**
Wholesale Trade	48,600	60,500	2.2%	24.5%	11,900
Construction	59,700	69,300	1.5%	16.1%	9,600
Government	234,300	243,600	0.4%	4.0%	9,300
Educational Services (Private)	15,600	21,000	3.0%	34.6%	5,400
Other Services	38,200	43,300	1.3%	13.4%	5,100
Financial Activities	41,000	45,400	1.0%	10.7%	4,400
Manufacturing	85,100	88,400	0.4%	3.9%	3,300
Arts, Entertainment, and Recreation	15,800	18,100	1.4%	14.6%	2,300
Utilities	5,800	6,400	1.0%	10.3%	600
Mining and Logging	1,000	900	-1.0%	-10.0%	(100)
Information	15,800	15,600	-0.1%	-1.3%	(200)
Total Nonfarm	1,125,900	1,320,800	1.6%	17.3%	194,900
Total Farm	15,000	14,000	-0.7%	-6.7%	(1,000)
Other	112,400	125,200	1.1%	11.4%	12,800
Total Employment	**1,253,300**	**1,460,000**	**1.5%**	**16.5%**	**206,700**

Source: California Employment Development Department, U.S. Bureau of Labor Statistics (2012)

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1. Analysis

Market Demand Analysis

Supply, Vacancy & Lease Rates

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Supply, Vacancy & Lease Rates

- Supply, vacancy, and lease rates for retail and industrial uses are compared between major Inland Empire markets
- Jurupa Valley falls within the "Riverside" submarket of the Inland Empire market area for retail (as defined by CoStar) and within the "Jurupa Valley / Eastvale" submarket for industrial (as defined by Colliers)
- Both retail and industrial vacancy within the City's submarket is estimated below the Inland Empire average
- Both retail and industrial lease rates within the City's submarket are estimated above the Inland Empire average

Source: CoStar Property, Colliers International (Q3 2014)

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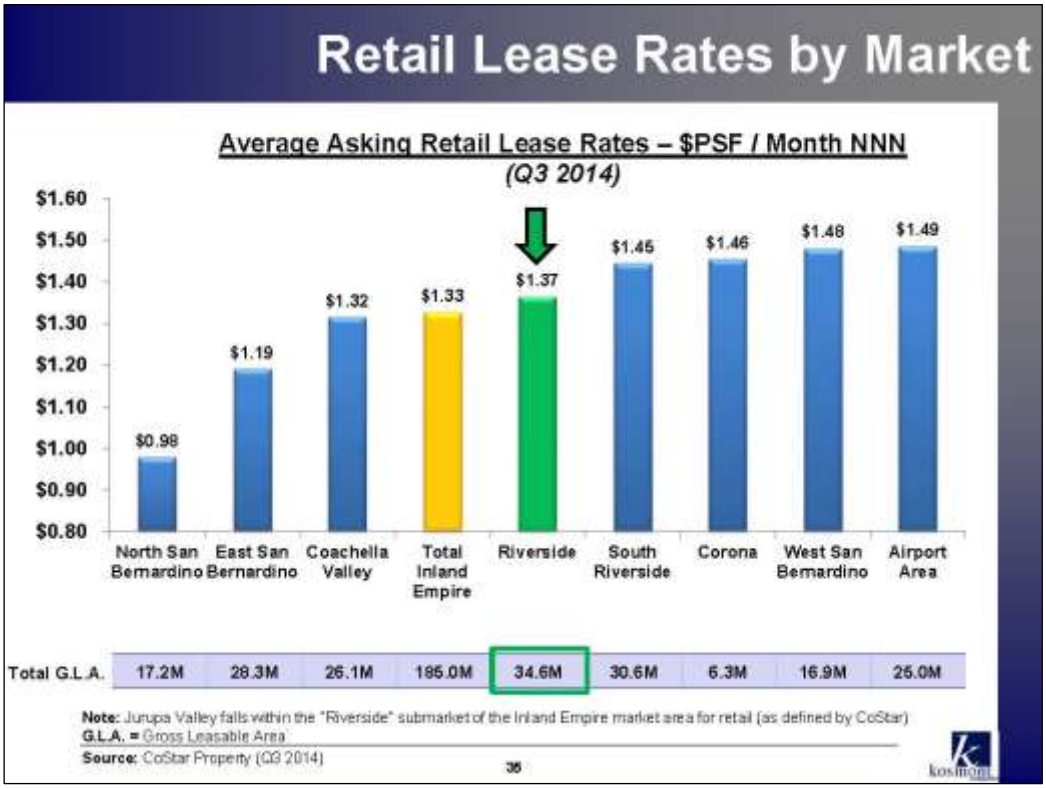
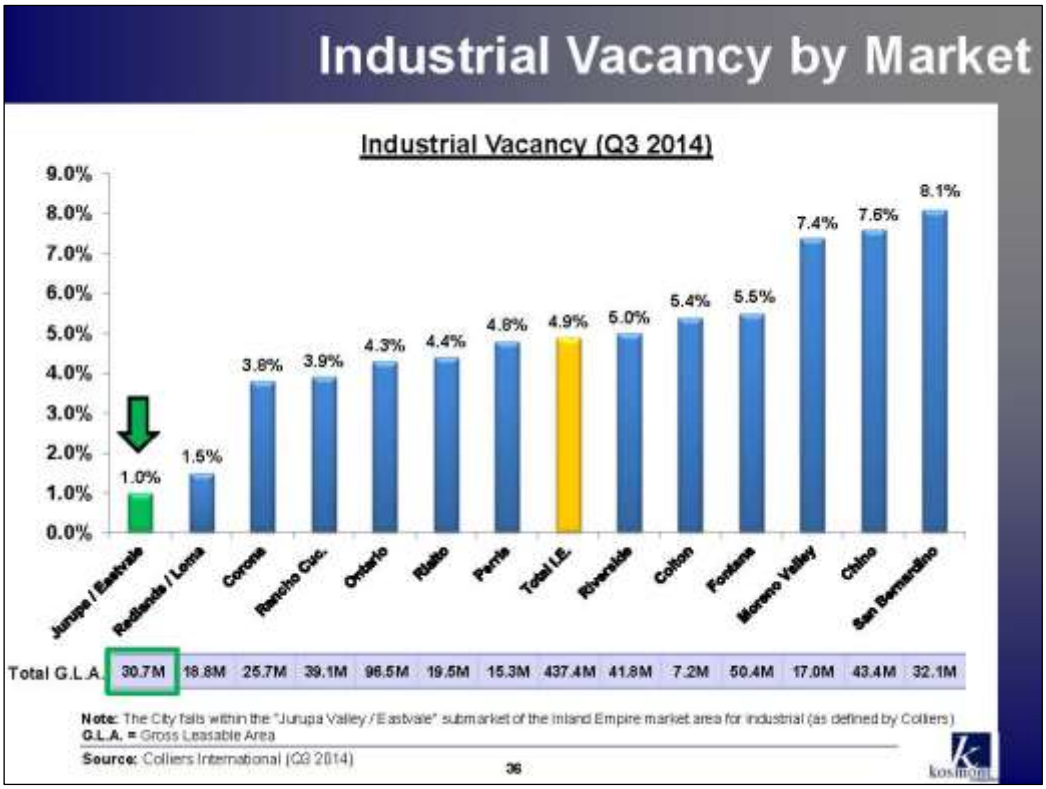
Retail Vacancy by Market



Note: Jurupa Valley falls within the "Riverside" submarket of the Inland Empire market area for retail (as defined by CoStar)
G.L.A. = Gross Leasable Area
Source: CoStar Property (Q3 2014)

34


Retail Lease Rates by Market
Average Asking Retail Lease Rates – $PSF / Month NNN
(Q3 2014)
$1.60
$1.50
$1.40
$1.30
$1.20
$1.10
$1.00
$0.90
$0.80
$0.98
$1.19
$1.32
$1.33
$1.37
$1.45
$1.46
$1.48
$1.49
North San Bernardino
East San Bernardino
Coachella Valley
Total Inland Empire
Riverside
South Riverside
Corona
West San Bernardino
Airport Area
Total G.L.A.
17.2M
28.3M
26.1M
185.0M
34.6M
30.6M
6.3M
16.9M
25.0M
Note: Jurupa Valley falls within the "Riverside" submarket of the Inland Empire market area for retail (as defined by CoStar)
G.L.A. = Gross Leasable Area
Source: CoStar Property (Q3 2014)
35


Industrial Vacancy by Market
Industrial Vacancy (Q3 2014)
9.0%
8.0%
7.0%
6.0%
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
1.0%
1.5%
3.8%
3.9%
4.3%
4.4%
4.8%
4.9%
5.0%
5.4%
5.5%
7.4%
7.6%
8.1%
Jurupa / Eastvale
Redlands / Loma
Corona
Rancho Cuc.
Ontario
Rialto
Perris
Total I.E.
Riverside
Colton
Fontana
Moreno Valley
Chino
San Bernardino
Total G.L.A.
30.7M
18.8M
25.7M
39.1M
96.5M
19.5M
15.3M
437.4M
41.8M
7.2M
50.4M
17.0M
43.4M
32.1M
Note: The City falls within the "Jurupa Valley / Eastvale" submarket of the Inland Empire market area for industrial (as defined by Colliers)
G.L.A. = Gross Leasable Area
Source: Colliers International (Q3 2014)
36


Industrial Lease Rates by Market
Average Asking Industrial Lease Rates – $PSF / Month
(Q3 2014)
$0.46
$0.44
$0.42
$0.40
$0.38
$0.36
$0.34
$0.32
$0.30
$0.35 $0.35 $0.35 $0.36 $0.37 $0.38 $0.39 $0.39 $0.40 $0.41 $0.42 $0.43 $0.44 $0.45
Perris
Fontana
Moreno Valley
Colton
Redlands / Loma
Rialto
Rancho Cuc.
San Bernardino
Riverside
Chino
Total I.E.
Ontario
Jurupa / Eastvale
Corona
Total G.L.A.
15.3M 50.4M 17.0M 7.2M 18.8M 19.5M 39.1M 32.1M 41.8M 43.4M 437.4M 96.5M 30.7M 25.7M
Note: The City falls within the "Jurupa Valley / Eastvale" submarket of the Inland Empire market area for industrial (as defined by Colliers)
G.L.A. = Gross Leasable Area
Source: Colliers International (Q3 2014)
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1. Analysis
Market Demand Analysis
Taxable Retail Sales Performance
38

Taxable Retail Sales Performance

- Taxable consumer spending across retail categories is totaled and normalized for population within the City and comparison regions for the purpose of evaluating relative taxable retail sales performance
- Retail sales per capita for the City (~**$5,500**) is below average when compared to the Riverside County (~$9,400) and San Bernardino County (~$10,200) averages
- Higher performing sales categories include grocery and other retail* sales
- Lower performing retail categories include apparel, general merchandise, restaurants and bars, building materials, and automotive dealerships / supply dealers

* "Other retail" includes sporting goods, office supply, drug stores, and other retail

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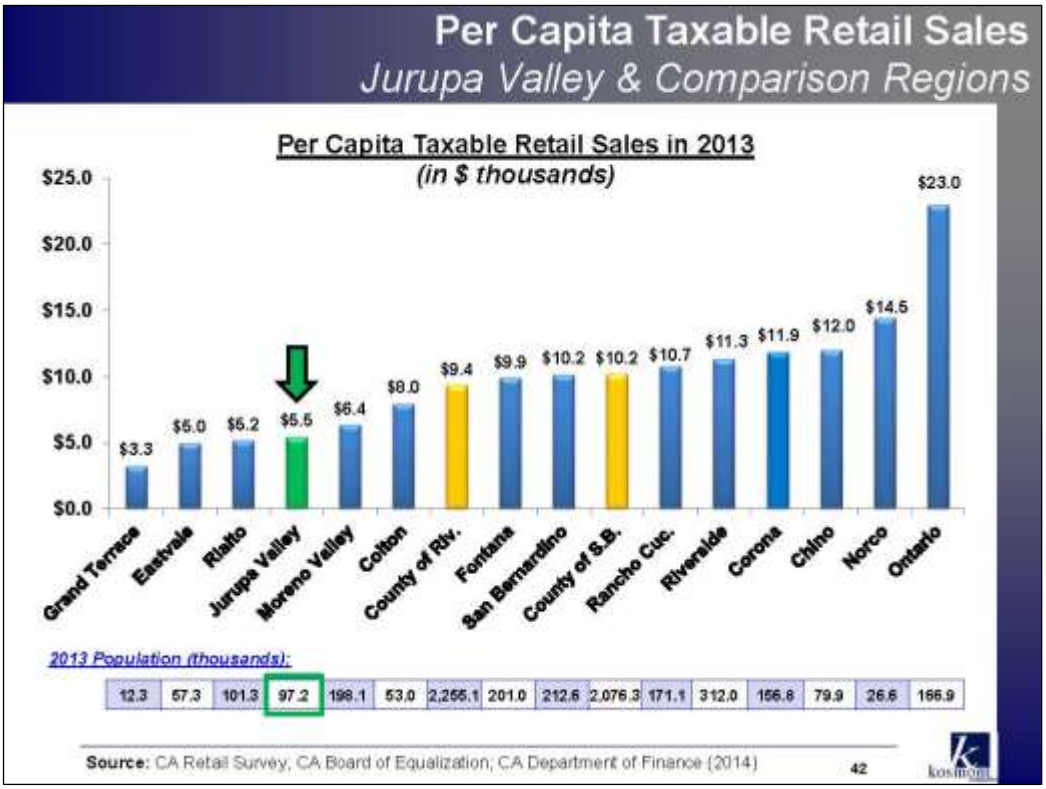
Jurupa Valley & Comparison Cities



Source: ESRI (2014)


Taxable Retail Sales
Jurupa Valley & Comparison Regions
Taxable Retail Sales in 2013
(in $ millions)
$4,500
$4,000
$3,500
$3,000
$2,500
$2,000
$1,500
$1,000
$500
$0
$40
$286
$385
$423
$523
$532
$958
$1,258
$1,839
$1,864
$1,989
$2,163
$3,529
$3,839
Grand Terrace
Eastvale
Norco
Colton
Rialto
Jurupa Valley
Chino
Moreno Valley
Rancho Cuc.
Corona
Fontana
San Bernardino
Riverside
Ontario
2013 Population (thousands):
12.3
57.3
26.6
53.0
101.3
97.2
79.9
198.1
171.1
156.8
201.0
212.6
312.0
166.9
Source: CA Retail Survey, CA Board of Equalization; CA Department of Finance (2014)
41


Per Capita Taxable Retail Sales
Jurupa Valley & Comparison Regions
Per Capita Taxable Retail Sales in 2013
(in $ thousands)
$25.0
$20.0
$15.0
$10.0
$5.0
$0.0
$3.3
$5.0
$5.2
$5.5
$6.4
$8.0
$9.4
$9.9
$10.2
$10.2
$10.7
$11.3
$11.9
$12.0
$14.5
$23.0
Grand Terrace
Eastvale
Rialto
Jurupa Valley
Moreno Valley
Colton
County of Riv.
Fontana
San Bernardino
County of S.B.
Rancho Cuc.
Riverside
Corona
Chino
Norco
Ontario
2013 Population (thousands):
12.3
57.3
101.3
97.2
198.1
53.0
2,255.1
201.0
212.6
2,076.3
171.1
312.0
156.8
79.9
26.6
166.9
Source: CA Retail Survey, CA Board of Equalization; CA Department of Finance (2014)
42

Retail Category Definitions

- **Shopper Goods / GAFO** (General Merchandise, Apparel & Accessories, Furniture & Other Sales)
  - Apparel Stores
  - General Merchandise
  - Home Furnishings & Appliances
  - Other Retail Stores (includes Sporting Goods, Office Supply, Drug Stores)
- **Convenience Goods**
  - Grocery Stores
  - Restaurants & Bars
- **Heavy Commercial Goods**
  - Building Materials
  - Auto Dealers & Supplies
  - Service Stations

Note: Retail Categories delineated by California Board of Equalization

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Per Capita Retail Sales by Category
City & Comparison Regions

Per Capita Sales (2013)	Jurupa Valley	Fontana	Riverside	Norco	Ontario	County of Riv.	County of S.B.
Shopper Goods / GAFO							
Apparel	$137	$318	$810	$173	$2,774	$871	$859
General Merchandise	$287	$1,423	$1,381	N/A	$1,046	$1,638	$1,644
Home Furn. & App.	$177	$109	$467	$502	$1,135	$435	$463
Other Retail	$1,004	$902	$992	$2,321	$4,552	$937	$1,319
Convenience Goods							
Grocery	$776	$558	$657	$806	$496	$570	$536
Restaurants & Bars	$754	$1,001	$1,398	$2,102	$1,974	$1,247	$1,254
Heavy Commercial Goods							
Building Materials	$315	$857	$733	$744	$954	$581	$808
Auto Dealers & Supp.	$367	$3,014	$3,417	$4,262	$6,403	$1,633	$1,789
Service Stations	$1,652	$1,913	$1,459	$3,551	$3,673	$1,643	$1,910
Total Retail	$5,468	$9,895	$11,313	$14,462	$23,008	$9,356	$10,182

Key: Indicates higher value for Jurupa Valley | Indicates lower value for Jurupa Valley

Note: Norco data for "General Merchandise" category not available for purposes of confidentiality, included in "Other Retail" category

Source: California Retail Survey (2014)

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1. Analysis
Market Demand Analysis
Retail Sales Surplus / Leakage
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Retail Sales Surplus / Leakage
• Overall retail sales in the City are lower than retail spending potential based on households and average household income, suggesting that, overall, the City is likely leaking a significant portion of Jurupa Valley resident retail purchases to other jurisdictions (i.e. sales leakage)
• Certain categories, however, are exhibiting a retail sales surplus, including:
– General Merchandise Stores
– Furniture & Home Furnishings Stores
– Electronics & Appliance Stores
– Miscellaneous Store Retailers
– Food & Beverage Stores
– Building Materials, Garden Equipment & Supply Stores
Note: Includes estimated taxable and non-taxable retail sales
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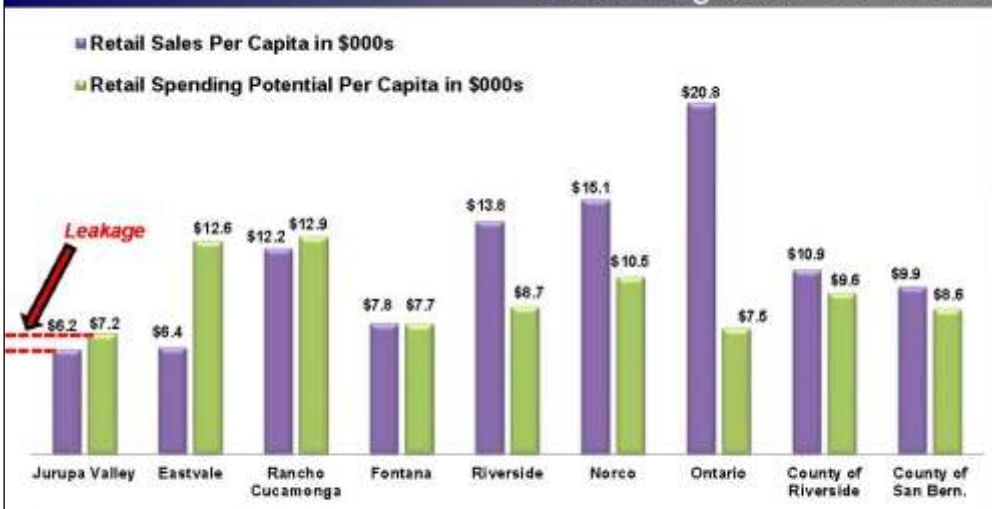
Retail Sales Surplus / Leakage
"Cash Registers vs. Wallets"



Sales Surplus / Leakage Per Capita in $000s:

($0.9)	($6.2)	($0.7)	$0.1	$5.0	$4.6	$13.3	$1.4	$1.3
(13%)	(50%)	(5%)	1%	58%	44%	179%	14%	15%

Note: Spending potential based on number of households, average household income, and estimated percentage of income spent on retail goods and services (includes taxable and non-taxable spending)
Source: ESRI, Dun & Bradstreet (2014)

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Retail Sales Surplus / Leakage by Category
City of Jurupa Valley

Retail Category	Retail Spending Potential	Retail Sales	Retail Surplus/ (Leakage)	Percent Surplus/ (Leakage)
Shopper Goods (GAFO):				
Clothing & Clothing Accessories Stores	$43,986,971	$23,581,618	($20,405,353)	(46%)
General Merchandise Stores	$92,747,334	$166,869,235	$74,121,901	80%
Furniture & Home Furnishings Stores	$15,000,839	$21,332,661	$6,331,822	42%
Health & Personal Care Stores	$49,033,581	$18,472,368	($30,561,213)	(62%)
Sporting Goods, Hobby, Book & Music Stores	$14,833,849	$4,944,546	($9,889,303)	(67%)
Electronics & Appliance Stores	$15,822,353	$17,026,143	$1,203,790	8%
Miscellaneous Store Retailers	$19,067,031	$25,766,998	$6,699,967	35%
Nonstore Retailers	$65,201,116	$24,019,156	($41,181,960)	(63%)
Subtotal – GAFO	**$316,693,074**	**$302,012,725**	**($13,680,349)**	**(4%)**
Convenience Goods:				
Food & Beverage Stores	$113,690,995	$119,497,785	$5,806,790	5%
Food Services & Drinking Places	$71,888,150	$61,568,617	($10,319,533)	(14%)
Subtotal – Convenience	**$185,579,145**	**$181,066,402**	**($4,512,743)**	**(2%)**
Heavy Commercial Goods:				
Bldg Materials, Garden Equip. & Supply Stores	$21,668,243	$30,663,337	$8,995,094	42%
Motor Vehicle & Parts Dealers	$123,183,008	$46,929,250	($76,253,758)	(62%)
Gasoline Stations	$54,569,584	$49,060,042	($5,509,542)	(10%)
Subtotal – Heavy Commercial	**$199,420,835**	**$126,652,629**	**($72,768,206)**	**(36%)**
Total Retail	**$700,693,055**	**$609,731,755**	**($90,961,300)**	**(13%)**

Source: ESRI, Dun & Bradstreet (2014)

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Surplus/Leakage Summary by Category

Surplus Retail Categories	Leakage Retail Categories
• General Merchandise Stores	• Clothing & Clothing Accessories Stores
• Furniture & Home Furnishings Stores	• Health & Personal Care Stores
• Electronics & Appliance Stores	• Sporting Goods, Hobby, Book & Music Stores
• Miscellaneous Store Retailers	• Non-store Retailers
• Food & Beverage Stores	• Food Services & Drinking Places
• Building Materials, Garden Equipment & Supply Stores	• Motor Vehicle & Parts Dealers
	• Gasoline Stations

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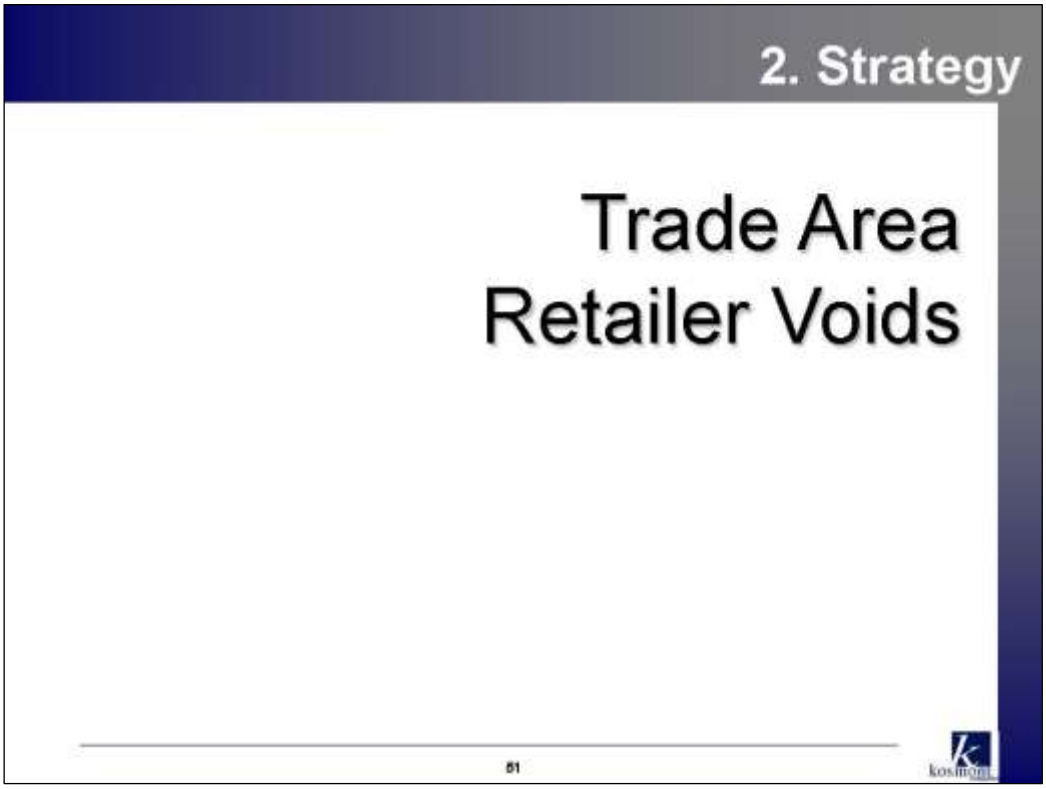
Strategy Outline

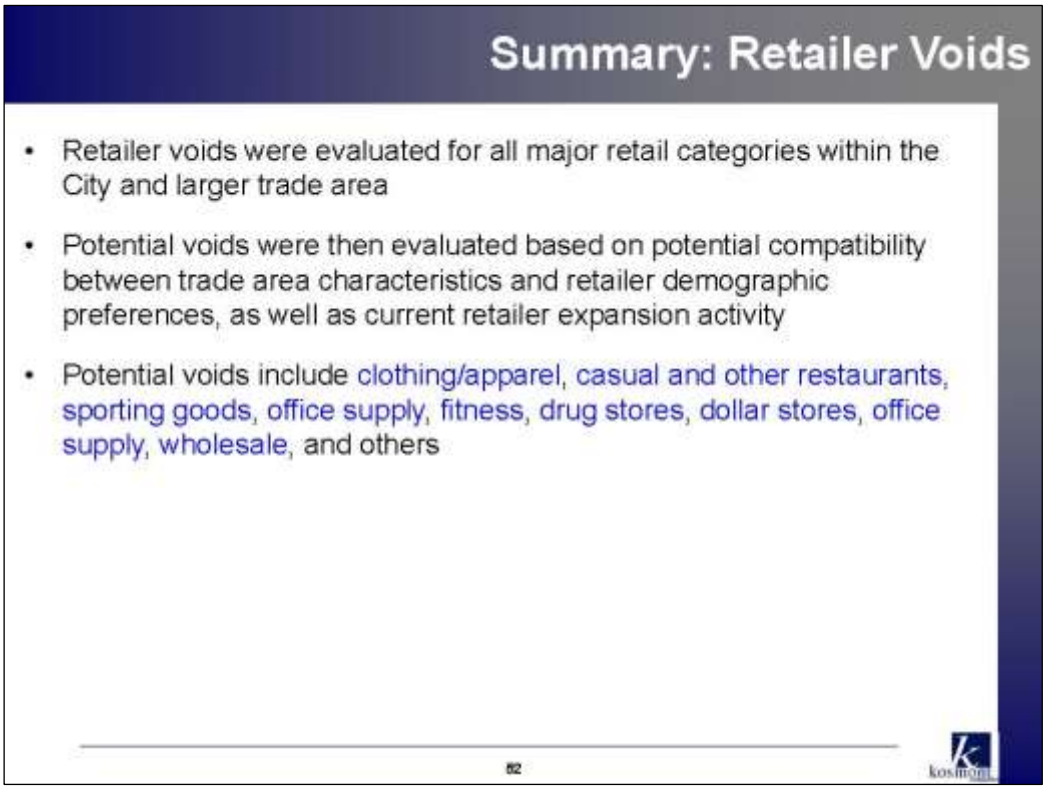
2. Strategy

a) Trade Area Retailer Voids

b) Opportunity Site Assessment & Prioritization

50


2. Strategy
Trade Area
Retailer Voids
51


Summary: Retailer Voids
• Retailer voids were evaluated for all major retail categories within the City and larger trade area
• Potential voids were then evaluated based on potential compatibility between trade area characteristics and retailer demographic preferences, as well as current retailer expansion activity
• Potential voids include clothing/apparel, casual and other restaurants, sporting goods, office supply, fitness, drug stores, dollar stores, office supply, wholesale, and others
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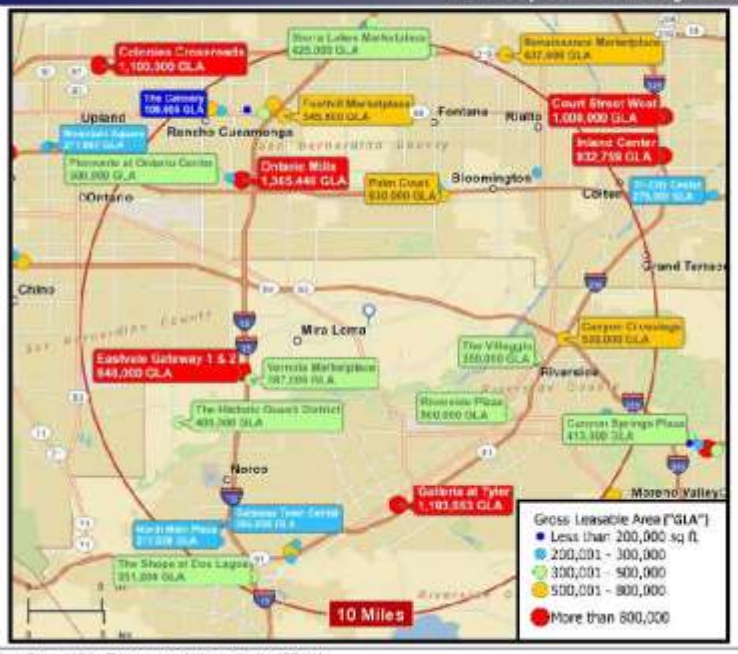
Major Shopping Center Map
Jurupa Valley Trade Area



Source: Sites USA, Directory of Major Malls (2014)

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National Retailer Voids
(within City Limits)

Auto Parts Tires
America's Tire
Big O Tires
Discount Tire
Goodyear
NAPA
Pep Boys
Wheel Works

Banks
AmericanWest Bank
Banco Popular North America
Bank of America
Bank of the West
California Bank-Trust
Citibank
Comerica Bank
Community Bank
Compass Bank
East West Bank
First-Citizens Bank & Trust Company
First Community Bank
FirstBank
HSBC
NBH Bank
Pinnacle Bank
Rabobank
Sterling Savings Bank
U.S. Bank
Umpqua Bank
Westamerica Bank

Book Stores
Barnes & Noble
Deseret Book
Half Price Books

Clothing Apparel
Abercrombie & Fitch
Aeropostale
American Eagle Outfitters
Ann Taylor
Ann Taylor Factory
Ann Taylor Loft
Ann Taylor Loft Outlet
Anthropologie
Banana Republic
BCBG Max Azria
bebe
Bon Worth
Buckle
Catherines
Charlotte Russe
Chico's
Citi Trends
Coldwater Creek
dd's DISCOUNTS
Dress Barn
Express
Factory 2-U
Fallas Paredes
Forever 21
Fossil
Gap
H And M
Hollister Co.
J. Crew
J. Jill
Jos. A. Bank
K&G Superstore
Lane Bryant
Last Call
Loehmann's
Lucky Brand Jeans
maurices
Men's Wearhouse
New York & Company
Nordstrom Rack
Old Navy
PacSun
Rainbow
Rue21
Saks OFF 5TH
Talbots
The Childrens Place
The Limited
Urban Outfitters
Victoria's Secret
Wet Seal
White House | Black Market

Computers Electronics
Apple Store
Best Buy
Fry's Electronics

Convenience Stores
ARCO AmPm
Sinclair
Texaco
Valero

Craft Fabric Stores
Aaron Brothers
Hancock Fabrics
Hobby Lobby
Jo-Ann

Custom
Sephora

Department Stores
Barneys New York
Bloomingdale's
Dillard's
JCPenney
Macy's
Neiman Marcus
Nordstrom
Saks Fifth Avenue

Discount Department Stores
Babies R Us
Burlington Coat Factory
David's Bridal
Kohl's
Marshalls
Sears
Shopko
Stein Mart
SuperTarget
Target
TJ Maxx
Toys R Us
Tuesday Morning
Wal-Mart
Wal-Mart Supercenter

Dollar Stores
Big Lots
Dollar General
Family Dollar
Just-A-Buck

Drug Stores
CVS
Savon

Fitness
Anytime Fitness
Bally Total Fitness
Curves For Women
Equinox Fitness
Gold's Gym
In-Shape
LA Fitness

Note: List to be refined for targeting purposes by City and Consultant Team

Source: Sites USA (2014)

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National Retailer Voids (within City Limits)

Fitness (continued)
Lifetime Fitness
Planet Fitness
Powerhouse Gym
Spectrum Athletic Clubs
World Gym
YMCA

Furniture Household
Anna's Linens
Ashley Furniture
Bassett
Cost Plus
Crate and Barrel
Ethan Allen
HomeGoods
IKEA
Jennifer Convertibles
La-Z-Boy
LAMPS PLUS
Pier 1
Pottery Barn
Relax The Back
Sur La Table
The Container Store
Thomasville
Williams-Sonoma
Z Galerie

Grocery Stores
Albertsons
Bashas
Bel Air
Cardenas
Dean & Deluca
El Super
Food 4 Less
Food Maxx
Foods Co
Grocery Outlet
IGA
Jons Marketplace
Lucky
Neighborhood Market
Nob Hill
Northgate Market
Pavilions
Raley's
Ralphs
Safeway
Save-A-Lot
Save Mart
Sprouts
Superior Grocers
The Fresh Market
Top Valu Market
Trader Joe's
Vallarta Supermarkets
Vons
Whole Foods
WinCo Foods

Health Beauty
Bath & Body Works
Claire's
Cool Cuts 4 Kids
Cost Cutters
Fantastic Sams
M-A-C
Regis Salon
Sephora
Supercuts
ULTA

Home Improvement
Do It Best
Dunn-Edwards
Home Depot
Kelly-Moore
Orchard
Probuild
Restoration Hardware
Sherwin-Williams
Tractor Supply Company
True Value

Office Supply
Office Depot
Office Max
Staples

Pet Stores
PetsMart

Shoes Footwear
DSW
Famous Footwear
Foot Locker
Johnston & Murphy
Nike
Nine West
Nine West Outlet
Off Broadway
Rack Room Shoes

Sporting Goods
Bass Pro Shops
Big 5
Dick's
Golf Galaxy
Golfsmith
Play It Again Sports
REI
Roger Dunn Golf Shops
Sport Chalet
Sports Authority
Sportsman's Warehouse

Wholesale
Costco
Sam's Club
Smart & Final

Note: List to be refined for targeting purposes by City and Consultant Team

Source: Sites USA (2014)

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National Retailer Voids – Restaurants (within City Limits)

Restaurants Bakery Bagels
Bruegger's
Corner Bakery
Einstein Bros
Manhattan Bagel
Noah's
Panera Bread

Restaurants Casual
Another Broken Egg
Applebee's
Baja Fresh
Beef O' Brady's
Bennigan's
BJ's Restaurant & Brewery
Bonefish Grill
Brio
Buca Di Beppo
Buffalo's Southwest Cafe
Buffalo Wild Wings
Cafe Rio
California Pizza Kitchen
Capital Grille
Captain D's Seafood
Carino's
Chart House
Chevys
Chili's
Chipotle
Claim Jumper
Coco's
Costa Vida
Dickey's
Elephant Bar
Famous Dave's
Fleming's
Freddy's
Fuddruckers
Golden Corral
Hooters
Houlihan's
IHOP
Joe's Crab Shack
Johnny Rockets
Logan's Roadhouse
Macaroni Grill
Maggiano's
Marie Callender's
McCormick & Schmick's
Mimis Cafe
Morton's
Noodles & Company
Olive Garden
On The Border
Outback Steakhouse
P.F. Chang's
Pei Wei
Pick Up Stix
Qdoba
Rainforest Cafe
Red Lobster
Red Robin
Rubio's
Ruby Tuesday
Ruth's Chris
Ryan's
Samurai Sam's
Smashburger
T.G.I. Friday's
Texas Roadhouse
The Cheesecake Factory
Uno

Restaurants Coffee Donuts
Dunkin' Donuts
It's A Grind
Krispy Kreme
Peet's
Seattle's Best Coffee
The Coffee Bean
Tully's Coffee
Winchell's

Restaurants Fast Food Major
Arby's
Dairy Queen
Sonic
Wendy's

Restaurants Fast Food Minor
A&W
Boston Market
Checkers
Chick-fil-A
El Pollo Loco
Fazoli's
Long John Silver's
Panda Express
Popeyes
Rally's
Taco Del Mar
Wienerschnitzel
Wing Stop

Restaurants Ice Cream Smoothie
Baskin-Robbins
Ben & Jerry's
Carvel
Cold Stone Creamery
Froots
Juice It Up!
MaggieMoo's
Marble Slab Creamery
NRgize
Orange Julius
Pinkberry
Planet Smoothie
Red Mango
Rita's
Robeks
Smoothie King
Surf City Squeeze
TCBY

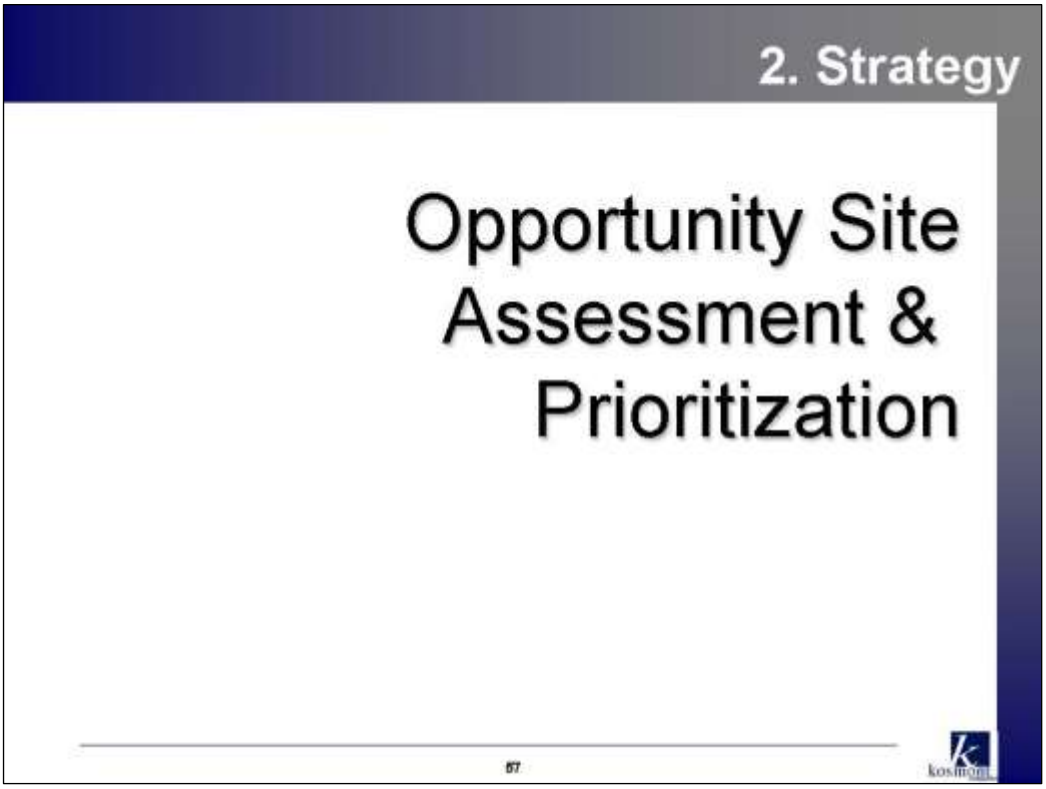
Restaurants Pizza
Chuck E. Cheese's
CiCi's Pizza
Godfather's Pizza
Hungry Howie's
Papa John's
Papa Murphy's
Peter Piper Pizza
Pizza Patron
Rosati's
Sbarro
Shakeys

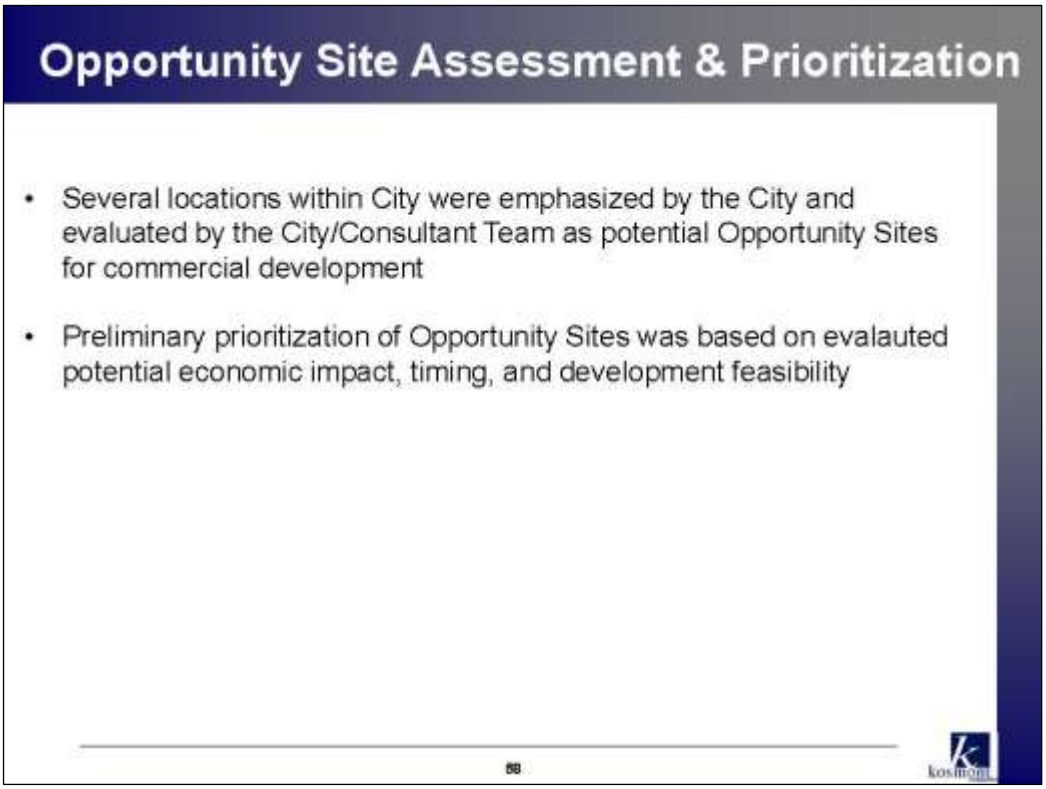
Restaurants Sandwich
Blimpie
Capriotti's
Charley's Grilled Subs
Firehouse Subs
Great Steak
Jason's Deli
Jersey Mike's
Jimmy John's
Port of Subs
Quiznos
Sandella's Flatbread
Schlotzsky's Deli
Togo's

Note: List to be refined for targeting purposes by City and Consultant Team

Source: Sites USA (2014)

66


2. Strategy
Opportunity Site Assessment & Prioritization
67


Opportunity Site Assessment & Prioritization
• Several locations within City were emphasized by the City and evaluated by the City/Consultant Team as potential Opportunity Sites for commercial development
• Preliminary prioritization of Opportunity Sites was based on evalauted potential economic impact, timing, and development feasibility
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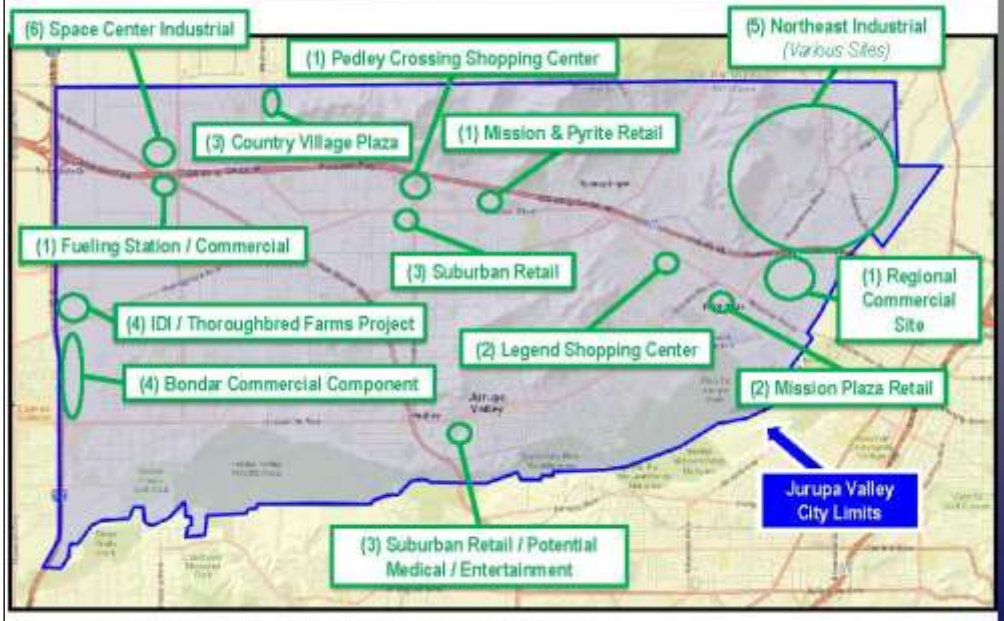
Economic Development Opportunity Site Map



Note: Selected Opportunity Sites shown above (partial list for prioritization purposes)
Source: ESRI (2014)

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E.D. Opportunity Site Area Summary

#	Site Area	Potential Projects
1)	**CA-60 Freeway Commercial**	• Pedley Crossing Shopping Center (~30 acres) • Mission & Pyrite Retail (~30 acres) • Truck / Auto Fueling Station & Commercial • Regional Commercial Site; various commercial uses (~200 acres)
2)	**Mission Street District Retail**	• Legend Shopping Center (~4.5 acres) • Mission Plaza Retail
3)	**Suburban Retail / Medical**	• Existing Retail Vacancy / Potential Medical / Entertainment Use • Country Village Plaza • SWC Mission and Pedley Retail
4)	**I-15 Freeway Commercial**	• IDI / Thoroughbred Farms Mixed-Use Commercial (~100 acres) • Bondar Commercial Component (~100+ acres)
5)	**Northeast Industrial**	• West Riverside Landfill Solar (~74 acres) • Fleetwood, Cement sites, other existing vacancy absorption • Eligibility for GO-Biz employment credits & related incentives
6)	**Space Center Industrial**	• Potential point-of-sale industrial uses (~50 acres)

Note: Selected Opportunity Sites listed above (partial list for prioritization purposes)

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Preliminary Prioritization Factors

Economic development opportunity site areas were evaluated with primary consideration given to fiscal / economic impact and timing / feasibility:

#	Economic Development Opportunity Site Area	Fiscal Revenue Generation	Job Creation	Overall Econ Impact*	Timing / Feasibility
1)	CA-60 Freeway Commercial	HIGH	HIGH	HIGH	MID
2)	Mission Street District Retail	HIGH	HIGH	HIGH	MID
3)	Suburban Retail / Medical / Ent.	MED	HIGH	HIGH	SHORT
4)	I-15 Freeway Commercial	HIGH	HIGH	HIGH	MID
5)	Northeast Industrial	LOW	MED	MED	MID
6)	Space Center Industrial	MED	MED	MED	MID

Short term = Less than 1 year; **Mid term** = 1-3 years; **Long term** = 3+ years
Notes: Overall Economic Impact represents the cumulative impacts of fiscal revenue generation and job creation

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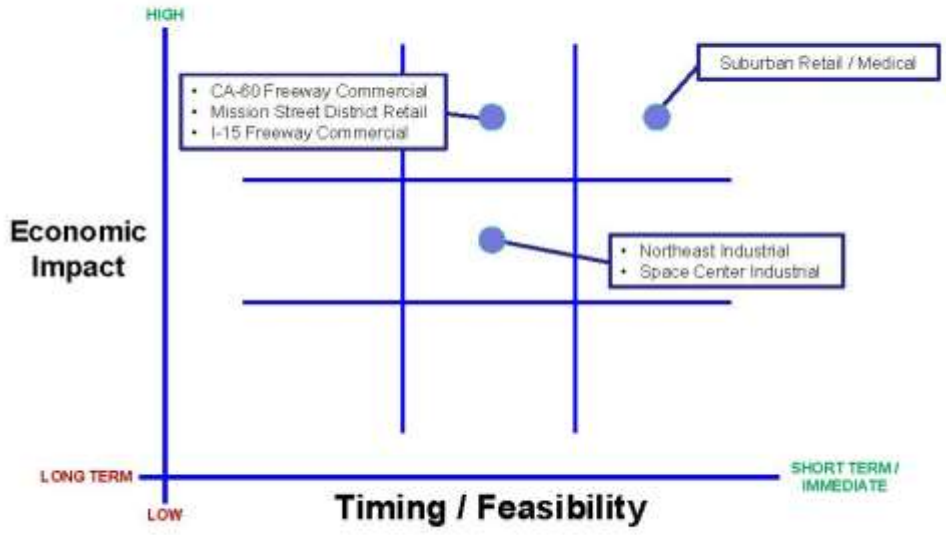
Preliminary Timing / Feasibility & Impact Summary



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Preliminary Categorization by E.D. Priority

Economic Development Priority	Potential E.D. Tools	Related Focus Areas *(Partial List)*
Fiscal Revenue Generation	• Sales Tax • Transient Occupancy Tax • Franchise Fees	• CA-60 Freeway Commercial • Mission Street District Retail • I-15 Freeway Commercial
Job Creation	• Medical / Healthcare • Logistics / Distribution • Retail / Restaurants	• Suburban Retail / Medical • Northeast Industrial • Space Center Industrial

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Implementation Outline

3. Implementation

a) Summary of Findings

b) Outreach in Progress

c) Financing & Incentives

d) Next Steps

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Summary of Findings

Demographics & Employment

- Younger, largely Hispanic and blue collar local population with strong incomes
- Employment concentrated within transportation and warehousing, retail trade, and manufacturing services

Retail & Industry Retention & Recruitment

- City performs below average relative to neighboring jurisdictions in terms of taxable retail sales per capita and capture of resident and non-resident spending (i.e. leakage)
- Higher performing retail categories include grocery, electronics & appliances, and miscellaneous retail sales, while lower performing retail categories include apparel, restaurants and bars, and sporting goods

Economic Development without Redevelopment

- Dissolution of redevelopment agencies will continue to have a negative effect on most California Cities and impact to health of general fund
- Alternative economic tools should be explored for Jurupa Valley to retain and improve tax base and facilitate potential public-private transactions

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Outreach in Progress

Retailers / Developers / Brokers / Property Owners	Feedback / Progress Highlights
• Albertsons Property Owner • Ashley Furniture • Bondar Property Owner • Cardenas • Flying J / Truck Stop • Wal-Mart • IKEA	• Introductory discussions and meetings arranged with retailers, developers & brokers during ICSC conferences such as Western Division Conference in San Diego (October 2014) and Southern California Idea Exchange in Los Angeles (upcoming February 2015) • Initial retailer interest in various sites within City • Coordination with property owners on marketing efforts

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Overview of Financing, Incentives & Other Economic Development Tools

- City may consider evaluation of potential economic development tools & strategies on case-by-case / transactional basis:

Local Level	State & Federal Level
• Site-specific tax revenue ("SSTR") pledges • Impact fee reductions / waivers / deferrals • Development opportunity reserve ("DOR") • Tax-exempt revenue & utility bonds • Lease-leaseback financing • Ground leases • Operating covenants • Cap and Trade and Enhanced Infrastructure Financing Districts (proposed/new Legislation)	• Small Business Administration (SBA) loans • U.S. Economic Development Administration (EDA) grants • New Market Tax Credits (NMTCs) • CA Infrastructure Bank (I-Bank) loans • EB-5 Immigrant Investment • Community Development Block Grants (CDBG)

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Suggested Focus Areas for Implementation

Suggested Focus Areas	Potential Targets
Commercial/retail projects in high-impact Opportunity Site Areas, including major transit corridors	• Mission Street District Retail (note recent County RDA settlement with DOF frees up ~$10 million for grocery retail development) • Commercial freeway opportunity sites adjacent to CA-60 and I-15
Retail / business attraction of void industries with growth potential in the trade area	• Clothing & Clothing Accessories Stores (e.g., TJ Maxx, Burlington Coat Factory) • Health & Personal Care Stores (e.g., pharmacies) • Sporting Goods (e.g., Dicks Sporting Goods, Big 5) • Food Services & Drinking Places (e.g., fast-casual restaurants) • Motor Vehicle & Parts Dealers • Gasoline Stations
New point-of-sale fulfillment center and logistics industrial projects based on low market industrial vacancies and growth in those sectors	• Point-of-sale fulfillment / e-commerce centers • Logistics / distribution centers
Educational and vocational programs to increase levels of education and job creation based on projected areas of growth	• Retail Trade • Professional and Business Services • Health Care and Social Assistance • Accommodation and Food Services • Transportation and Warehousing • Wholesale Trade

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Next Steps for Implementation

- Based on Council and other stakeholder feedback, Kosmont will refine Opportunity Site prioritization for utilization and implementation by City and Consultant Team
- Based on evaluated Opportunity Sites and compatible voids, City and Consultant Team should continue outreach to targeted retailers/businesses and developers:
  - **Refine and distribute marketing collateral material to promote Opportunity Sites**
  - **Refine targeted list of retailers and developers for outreach**
  - **Continued outreach to targeted retailers (incl. email outreach, conference calls, meetings / site tours, conference participation at ICSC and other events)**
- Prioritized Implementation Plan should serve as basis for future implementation, e.g. job creation, incentive programs for attraction of retail, fulfillment centers, other targeted businesses / users
- Evaluation of financing, incentives, and other economic development tools on a transactional basis (e.g. sales tax, TOT pledges)

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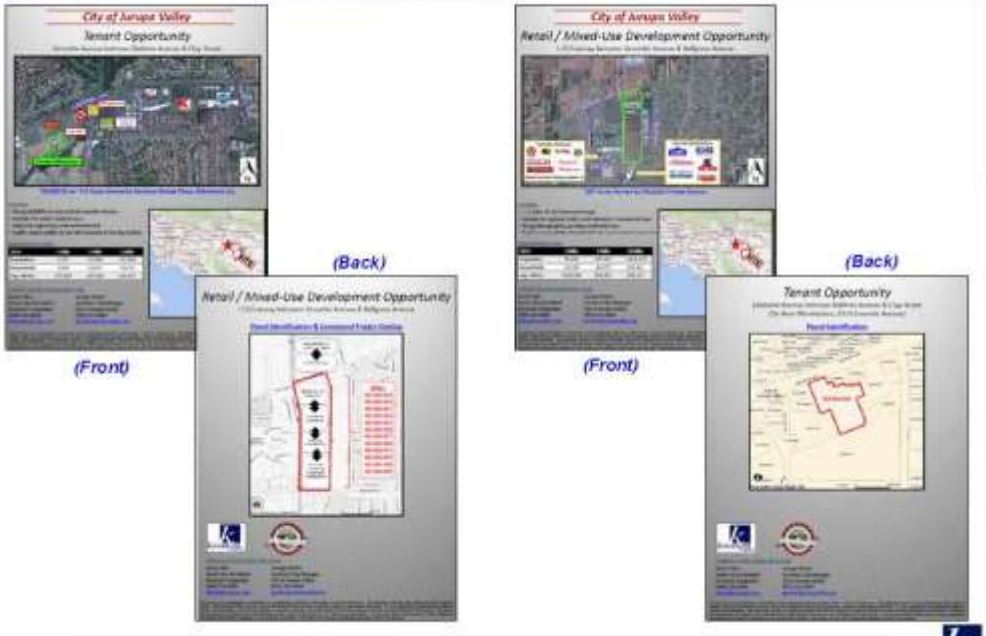
Marketing Flyer Samples



City of
Jurupa Valley
California

Draft
2017 General Plan

Appendix 16.0
JARPD
Multi-Purpose Trails Plan



April 2017

JURUPA AREA RECREATION AND PARK DISTRICT

MULTI-PURPOSE COMMUNITY TRAILS PLAN

Jurupa Valley
Community Trails System

March 2016

V2C Group, Inc. – Draft 03-10-16

Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

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JARPD ADOPTED MULTI-PURPOSE COMMUNITY TRAILS MAP

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

EXECUTIVE SUMMARY

The purpose of the Jurupa Valley Multi-Purpose Community Trails Plan is to develop a framework for building an integrated system of community trails (equestrian / hiking / trail biking) that will link residents to the outdoors. The future network will provide residents of Jurupa Valley, Eastvale, and the greater region with the close-to-home and close-to-work access to community trails that connect to the area's most popular destinations and surrounding natural areas. These trails will serve the non-vehicular transportation and recreation needs and help to encourage quality environmental and economic growth.

These trails will provide a variety of benefits that will ultimately affect the area's economic, environmental, and social health. These benefits include:

- Improved pedestrian, equestrian, trail hiking, and trail biking transportation;
- Improve health through active living;
- Clean air, protected natural open space and wildlife habitats;
- Enhanced cultural awareness and education about Jurupa Valley's rich heritage and natural features;
- Create value and generate economic activity.

Based on stakeholder and public input, extensive fieldwork, research into related planning efforts, and a thorough analysis of aerial photographs, the proposed trails network is designed to achieve the following objectives:

- Build upon the existing Jurupa Valley trail network which constitutes the central core of the future region-wide trail system;
- Connect major destinations and serve as an opportunity for alternative transportation and recreation;
- Offer residents a viable choice to walk, bike, or ride horses for their local trips;
- Provide opportunities for improving the personal health and fitness of individuals;
- Serve as a regional asset to residents and visitors of the greater Jurupa Valley region;
- Stimulate economic growth through increases in real property value and tourism;
- Enhance and protect the environmental quality of open spaces, river corridors, and mountainous terrain; and
- Conserve and tell the story of local culture, history, and environmental resources through interpretive signage;

The objective is to create an "equestrian friendly" environment that maintains the "equestrian lifestyle" in Jurupa Valley.

Primary trails within the system provide regional connections to surrounding communities and adjacent trail systems. Secondary trails provide connectivity to recreational, educational, and historical facilities and destinations. Feeder trails within residential neighborhoods are identified as "equestrian routes" where streets are the trails and horses have priority. These streets have paved roads with soft shoulders. This maintains the lifestyle that is there.

The trail system is based on nodal connections within the JARPD and City of Jurupa Valley boundaries. Trails are all-purpose and equestrian use with regional connections to nodes outside of Jurupa Valley. Trail connections include; a route under the 15 Freeway along the Santa Ana River to the Silverlakes Equestrian & Sports Park in Norco, across the Mission Avenue bridge over the Santa Ana River to Mount Rubidoux in Riverside, across the Van Buren Boulevard bridge over the Santa Ana River to the Hidden Valley Nature Center in Riverside, over the Jurupa Mountains to the trails system in Fontana, and along the San Sevaine flood control channel to the trails system in Rancho Cucamonga.

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

DISTRICT BOUNDARY

Trails within the boundaries of the Jurupa Area Recreation and Park District are designated as Community Trails. The District is responsible for managing the Community Trails throughout the district boundaries within the City of Jurupa Valley and in the City of Eastvale east of Hamner Avenue and west of Interstate 15.

District Boundary Map (Exhibit A)

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

MULTI-PURPOSE COMMUNITY TRAIL POLICIES

POLICIES

The vision for the Jurupa Valley Multi-Purpose Community Trails System is derived from input from community residents, stakeholders, JARPD Trails/Arenas Committee members, JARPD staff, City of Jurupa Valley staff, Riverside County Regional Park & Open-Space District staff, Riverside County Flood Control and Water Conservation District staff, Inland Empire Resource Conservation District staff, and the consultant team. Policies for development of the community trails network include the following:

- Review, maintain, and expand community multi-purpose trails system;
- Develop a safe and interconnected area-wide network of trails that link together destinations and people both locally and regionally;
- Develop a trails network that provides facilities and programs designed to expand and encourage active recreation and alternative transportation;
- Enhance, protect, and preserve the environmental quality of open space, waterways, and wildlife habitats;
- Conserve and tell the story of local culture, history, and heritage through interpretive signage;
- Stimulate economic growth through increased tourism and real property value by developing a region-wide trails network;
- Establish agency coordination with City of Jurupa Valley and City of Eastvale;
- Identify street intersections where vehicular traffic and trail user (equestrian / hiking / trail biking) conflicts are dangerous;
- Coordinate safety solutions for dangerous street intersections with City of Jurupa Valley Traffic Engineering and Planning Departments;
- Create an "equestrian friendly" environment the maintains the "equestrian lifestyle";
- Identify residential neighborhoods where streets are narrow with equestrian trails, and designate them as "equestrian routes" where horses have priority and utilize the street as a trail;
- Designate trails as two (2) types, Recreational Use trails owned by public agencies and Equestrian Routes which are not developed trails but have been historically used as one;
- Establish public trail designation through onsite signage program that identifies trail alignments throughout the community by posting signs for all multi-purpose trails, as appropriate;
- Establish natural trails interpretive signage program;
- Adopt a Community Multi-Purpose Trails Development Ordinance;
- Create a trail maintenance and operations program; and
- Establish a separate funding account for Multi-Purpose Community Trails development.

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MULTI-PURPOSE COMMUNITY TRAILS DEVELOPMENT STANDARDS

Community Trails are separated into Urban Space and Open Space trails. Development standards have been adopted for each type. The type of Community Trails and standards for each are listed below:

MULTI-PURPOSE COMMUNITY TRAIL STANDARDS

Community Trail – Urban Space A
14' wide utility easement with 2' optional front planting area and a 12'-14' decomposed granite trail. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail – Urban Space B
14' wide utility easement with 5' front curb adjacent concrete sidewalk and 9' back decomposed granite trail. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail.

Community Trail – Urban Space C
14' wide utility easement with 9' front curb adjacent decomposed granite trail and 5' back concrete sidewalk. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail – Urban Space D
12' wide utility easement with 2' optional front planting area and a 10'-12' decomposed granite trail. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail – A
20' wide easement with 3' front planting area, 14' decomposed granite trail, and 3' rear planting area along reverse frontage wall. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail – B
20' wide easement with 6' front planting area, 14' decomposed granite trail, and vine pocket planting along reverse frontage wall. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on the front side of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail - C
20' wide easement with 5' street adjacent concrete sidewalk and curb, 1' front planting area, 14' decomposed granite trail, and vine pocket planting along reverse frontage wall. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on the front side of the trail.

Community Trail – D
20' wide easement with front 14' decomposed granite trail, and 6' back planting area and vine pocket planting along reverse frontage wall. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

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Community Trail - E
20' wide easement with front 14' decomposed granite trail, back 5' concrete sidewalk, and 1' back planting area and vine pocket planting along reverse frontage wall. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. Pedestrian access shall be provided with a trail fence opening of 48" width every 60' o.c. along the street where curb parking is allowed.

Community Trail – Open Space A
12' wide easement with 12' decomposed granite trail. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. A variance may be granted by the JARPD Trails Committee for use of native soil and an approved edging material.

Community Trail – Open Space B
14' wide utility easement with 6' walking trail and 8' equestrian trail comprised of decomposed granite. A standard 2-rail PVC trail fence and 6" wide concrete header is provided on both sides of the trail. A variance may be granted by the JARPD Trails Committee for use of native soil and an approved edging material.

Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

MULTI-PURPOSE COMMUNITY TRAIL DETAILS

Community Trail – Urban Space A (Exhibit B)

Community Trail – Urban Space B (Exhibit C)

Community Trail – Urban Space C (Exhibit D)

Community Trail – Urban Space D (Exhibit E)

Community Trail – A (Exhibit F)

Community Trail – B (Exhibit G)

Community Trail – C (Exhibit H)

Community Trail – D (Exhibit I)

Community Trail – E (Exhibit J)

Community Trail – Open Space A (Exhibit K)

Community Trail – Open Space B (Exhibit L)

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

LOCAL AND REGIONAL TRAILS SYSTEM CONNECTIVITY

The objective of the Multi-Purpose Community Trails network within the JARPD area is to provide community wide connectivity to the most unique areas of the community while linking the existing parks and arenas via the primary trails of the network.

The unique experiences of the Jurupa Valley are the Santa Ana River on the southern edge and Jurupa Mountains on the northeast side.

Primary East to West Trail

Jurupa Valley / Santa Ana River Trail

The backbone of the network involves providing an east-west primary trail beginning at the Mission Blvd. and Crestmore Road intersection on the north embankment of the Santa Ana River. The trail winds throughout the community along the river moving inland at times and frequently winding along the upper embankment of the river with panoramic views of the riverbed below. The trail passes through several open spaces and crosses under the Van Buren Blvd. bridge through to the west side of the bridge and leads to the centrally located collection point at Horseshoe Lake. The trail moves westerly through a residential area and emerges at the south side of the existing Paradise Knolls Golf Course with a section of trail between the river and golf course. As the trail heads west it is south of Limonite Avenue and is proposed to cross the San Sevaine Channel spillway via a future bridge. Continuing along Limonite Avenue, the trail connects to the Mary Tyo Trail Head at the intersection of Etiwanda Avenue and Limonite Avenue. A regional trail from the Mary Tyo site leads south along the Santa Ana River and intersects with community Trail B on the west side of the Goose Creek Golf Course. The regional trail extends west along the Santa Ana River and intersects with community Trail D. This regional trail heads north, then west and south and travel under the 15 Freeway to the Silverlakes Equestrian & Sports Park in Norco.

Primary South to North Trail

Jim Real / Galena Trail

The primary south-north trail leading from the Santa Ana River to the Jurupa Mountains begins at Horseshoe Lake and follows the east-west trail to the Limonite Avenue and Baine Street intersection. The trail begins at this location and moves north on the Jim Real Trail between Baine Street and the San Sevaine Channel. The trail continues north to the Galena Street intersection and turns east at Galena to the Rutile Street crossing at Van Buren Blvd. The Galena Street trail section continues east to the Jurupa Road intersection and stays on the north side of Jurupa Road connecting to the Mission Estates Trail. This section moves north to Mission Blvd. and crosses at the equestrian / pedestrian signal at Caleb Street. This crossing continues the trail on the north side of Mission Blvd. with a connection to Glen Avon Heritage Park on the west and continues east to the open space trail section leading to Camino Real south of the 60 Freeway. The trail continues north under the Camino Real and 60 Freeway bridge and connects to the Jurupa Mountains Discovery Center.

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The trails network shall connect to all of the neighborhood, community, and regional parks within the JARPD area.

Neighborhood, Community, and Regional Parks

Jurupa Area Recreation and Park District
1. Avalon Park
2. Cambria Park
3. Centennial Park
4. Clay Park
5. Delaware Greenbelt
6. District Office and Skate Park
7. Esplanade Park
8. Felspar Arena
9. Glen Avon Heritage Park
10. Harmony Park
11. Horseshoe Lake Park
12. Knowles Park
13. Laramore Park and Arena
14. Limonite Meadows
15. Moonriver Park
16. Shaylor Park (Mission Estates)
17. Tot Lot (Mission Estates)
18. Vernola Park
19. Veteran's Memorial Park
20. Wineville Park
21. Horseshoe Lake Park
22. Jurupa Mountains Park #1
23. Jurupa Mountains Park #2
24. Armstrong Park

Riverside County Regional Park & Open-Space District
1. Big League Dreams Sports Park
2. Downey Street Community & Equestrian Park (pending JARPD acquisition)
3. Eddie Dee Smith Senior Center
4. Mary Tyo Park & Trail Head (pending JARPD acquisition)
5. Rancho Jurupa Park
6. Rancho Jurupa Regional Sports Park
7. The Cove Waterpark

The trails shall also connect to historic and cultural facilities within the JARPD region.

Historic and Cultural Facilities
1. Jensen Alvarado Historic Ranch and Museum
2. Jurupa Mountains Discovery Center
3. Louis Rubidoux Nature Center

Trail connections shall connect to regional historic and cultural facilities in adjacent communities.

1. Hidden Valley Nature Center (Riverside)
2. Martin Tudor-Jurupa Hills Regional Park (Fontana)
3. Mount Rubidoux Park (Riverside)
4. Silverlakes Equestrian & Sports Park (Norco)

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

HISTORIC RIVERSIDE COUNTY COMMUNITY TRAILS MAP

Community Trails Map – Jurupa Community Plan (Exhibit M)

DESCRIPTION OF MULTI-PURPOSE COMMUNITY TRAILS

The following is a generalized description of the locations of trails added to the Jurupa Community Plan Public Facilities Map through CGPA No. 390. The trail alignments depicted on "CGPA NO. 390, EXHIBIT B, REVISED NOVEMBER 15, 1994" represent conceptual trail alignments centered on the trail symbol locations. This description likewise is intended to represent a generalized description of trail routing. Trail symbol locations and route descriptions as depicted on mapped exhibits and described in this document do not constitute a commitment to acquire or use the underlying land for public purposes. Trail alignments may deviate from the described locations as necessary to minimize environment impacts, to comply with requirements of public agencies, and to provide for the expeditious establishment of the multi-use trail system.

Trail A, as amended by the Board of Supervisors, begins at the southeasterly corner of the Riverside County Regional Equestrian Center at the future intersection of Cleveland Avenue and 65th Street and proceeds easterly along the future alignment of 65th Street to Hamner Avenue, thence southerly along the westerly side of Hamner Avenue to the regional trail generally paralleling the Santa Ana River.

Trail A-1, was deleted by the Board of Supervisors

Trail B begins on Riverside Avenue at the San Bernardino County line proceeds easterly to Day Creek Channel, thence southerly along the channel to 66th Street, thence southerly along an undeveloped extension of Lucretia Avenue to an already-adopted regional trail paralleling the Santa Ana River.

Trail BD Link links Trails B and D along a Flood Control right-of-way.

Trail C, as amended by the Board of Supervisors, begins at the intersection of Hamner Avenue (Trail A) Schleisman Road and proceeds easterly and northerly along Schleisman Road to 68th Street, thence easterly along 68th Street to its intersection with Trail B at the corner of 68th Street and Lucretia Avenue.

Trail D extends along Wineville Road from Riverside Avenue on the north to Bellegrave Avenue on the south. At Bellegrave Avenue, Trail D connects to the regional trail which parallels Wineville Avenue southerly of Bellegrave Avenue.

Trail E follows Day Creek Channel's Lateral "A" and its westerly extension (northerly of 58th Street) in providing west-east access from Wineville Avenue and its parallel trail to Etiwanda Avenue (Trail F).

Trail F begins at the corner of Etiwanda Avenue and Bellegrave Avenue and extends southerly along Etiwanda Avenue to Limonite Avenue, thence westerly along Limonite Avenue to Lucretia Avenue (Trail B).

Trail G begins at the corner of 58th Street and Etiwanda Avenue and extends easterly along 58th Street to Dodd Street, thence southerly along Dodd Street to Limonite Avenue, where a connection may be made to the regional trail which generally parallels Bain Street between Bellegrave Avenue and Limonite Avenue and extends southerly of Limonite Avenue to the Santa Ana River.

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Trail H begins at the corner of Bellegrave Avenue and Marlatt Street and extends southerly along Marlatt Street to 58th Street (Trail G).

Trail I begins at Country Village Road northerly of Highway 60 and extends easterly cross-country to intersect with Trail Q along a northerly extension of Pyrite Road.

Trail J is a northerly branch of Trail I which proceeds from a westerly terminus at its intersection with Trail I cross-country to intersect with Trail Q along a northerly extension of Pyrite Road.

Trail K, as amended by the Board of Supervisors, begins at the intersection of Galena Street with Bain Street and/or the regional trail segment paralleling Bain Street and proceeds easterly along Galena Street and Galena Street extended easterly across Van Buren Boulevard. Easterly of Van Buren Boulevard, Trail K proceeds easterly along Galena Street to Tyrolite Street, thence southerly along Tyrolite Street to Trail R, a cross-country trail.

Trail K-1 constitutes an alternative routing for the segment of Trail K westerly of the intersection of Galena Street and Rutile Street. Trail K-1 extends northwesterly from this intersection to the regional trail located between Union Street and Van Buren Boulevard, but does not cross Van Buren Boulevard.

Pursuant to the directives of the Planning Commission, Trail K-1 shall only be developed if a grade-separated crossing of Bellegrave Avenue is established. In the event that Trail K-1 is established, Trail K shall not cross Van Boulevard. However, the segment of Trail K extending easterly along Galena Street from Bain Street to Kingsbridge Lane will be permitted to be developed in conjunction with Trail L as Trail L-1.

Trail L begins at Galena Street where it would be intersected by a direct northerly extension of Steve Avenue, then proceeds southerly cross-country along such undeveloped extension of Steve Avenue to 50th Street, thence southerly along existing Steve Avenue to 53rd Street, thence easterly along 53rd Street to Beach Street, thence southerly along Beach Street to Limonite Avenue, thence easterly along Limonite Avenue to Downey Street, thence southerly along Downey Street to 64th Street and continuing southerly along an undeveloped extension of Downey Street to the regional trail which, in this area is located along the northerly side of the Santa Ana River.

Pursuant to the directives of the Riverside County Planning Commission, Trail L shall not be permitted to cross Jurupa Road or Limonite Avenue and shall be developed as three trail segments (northerly of Jurupa Road, southerly of Jurupa Road and northerly of Limonite Avenue, and southerly of Limonite Avenue) until such time as traffic controls (either a traffic signal – which may be a special demand-actuated trail crossing signal – or a four-way stop sign) are established at these trail crossings.

Trail M* extends easterly from Trail L along an undeveloped westerly extension of Athens Street and along Athens Street to its easterly terminus at Knowles Field.

Pursuant to the directives of the Planning Commission, Trail M* shall constitute a pedestrian-bicycle trial, with no equestrian use permitted.

Trail N extends from the corner of Bain Street and 60th Street (intersection with the regional trail paralleling Bain Street) easterly along 60th Street to Serendipity Road, northerly long Serendipity to 58th Street, easterly along 58th Street to Ash Street, southerly along Ash Street to 59th Street, easterly along 59th Street to a natural watercourse, thence northeasterly along the watercourse to Van Buren Boulevard, across Van Buren Boulevard and through an existing channel under the Union Pacific/Metrolink rail line, emerging along the watercourse, then proceeding easterly along 54th Street to its easterly terminus at the West Riverside and Jurupa Canal.

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A grade-separated trail crossing will be required at Van Buren Boulevard in order to implement the segment of Trail N northeasterly of the intersection of 56th Street and Felspar Street and southwesterly of the intersection of 54th Street and Pedley Road.

Trail O is a branch of Trail N which proceeds easterly from the natural watercourse to Felspar Street, thence southerly along Felspar to 58th Street, thence easterly along 58th Street to an existing equestrian arena.

Trail R begins at the corner of Pedley Road and 58th Street (intersection with the regional trail paralleling Pedley Road) and extends easterly along 58th Street to its easterly terminus, thence northeasterly, generally following the alignment of the West Riverside and Jurupa Canal to the southerly margin of the Jurupa Retention Basin (as depicted on the Public Facilities Map), thence cross-country to Soto Street (intersection with Trail V.

Trail S extends cross-country southerly from 58th Street (Trail R) to Pedley Road and its parallel regional trail.

Trail T extends northeasterly cross-country from Trail R beyond the easterly terminus of 56th Street to encircle a local park.

Trail U was deleted by the Planning Commission, pursuant to staff recommendation.

Trail V, as amended by the Planning Commission, begins at the corner of Jurupa Road and Soto Street (intersection with the regional trial paralleling Jurupa Road) and extends southerly along Soto Street and its undeveloped southerly extension, then proceeds cross-country southwesterly to a point just northeasterly of the intersection of Camino Real with Blackhawk Place, thence southeasterly, northeasterly, and southeasterly around the homes along Lakeside Drive, then continues easterly along 45th Street as Trail X.

Trail W begins at its intersection with Trail Y northwesterly of the intersection of Scenic Drive with 34th Street and proceeds cross-country in a southwesterly direction to the Jurupa Mountains Cultural Center. Trail W then crosses under Highway 60 via the Camino Real underpass and proceeds southerly along Camino Real to Mission Boulevard, thence cross-country along the planned extension of Camino Real Road in a southerly direction to Jurupa Road. Trail W thence proceeds southerly along Camino Real Road to its intersection with Trail R.

Pursuant to the directives of the Planning Commission, Trail W shall not be permitted to cross Mission Boulevard and shall be developed as two trail segments (northerly and southerly of Mission Boulevard) until such time as traffic control (either a traffic signal – which may be special demand-actuated trail crossing signal – or a four-way stop sign) is established at this trail crossing.

Trail X, as amended by the Planning Commission, begins westerly of the westerly terminus of 45th Street (at an intersection with Trail V) and extends easterly along 45th Street to Memorial Park, thence northerly and easterly through Memorial Park to the intersection of Limonite Avenue with Riverview Drive, thence southwesterly along Riverview Drive to the regional trail located northerly of the Santa Ana River.

Trail Y, as amended by the Planning Commission, begins at its intersection with Trail W northwesterly of the intersection of Scenic Drive with 34th Street and extends cross-country in a northeasterly direction to its northerly terminus at Trail Z.

Trail Z, as amended by the Planning Commission, begins at the regional trail which extends northerly and easterly from the Jurupa Mountains Cultural Center and extends easterly to its intersection with Trail Y, thence southeasterly and northeasterly to Sierra Avenue and 27th Street, where it intersects Trail AA

near the corner of 27th Street and Karen Lane, then continues easterly, southeasterly, and northeasterly along a route paralleling the rear property lines of homes on the north side of Sandra Drive, then continues cross-country in a northeasterly direction to the San Bernardino County line.

Trail AA begins at the San Bernardino County line and proceeds cross-country in a southeasterly direction along a route which parallels Sierra Avenue. At Karen Lane, Trail AA intersects 27th Street and continues along 27th Street to its southeasterly terminus at Gail Drive, then continues cross-country, crossing Armstrong Road and continuing southeasterly to its intersection with Trail BB and the regional trail which extends from the Jurupa Road corridor to the Santa Ana River at Market Street.

Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

JARPD MULTI-PURPOSE COMMUNITY TRAILS MAP

JARPD Adopted Multi-Purpose Community Trails Map (Exhibit N)

DESCRIPTION OF MULTI-PURPOSE COMMUNITY TRAILS – JURUPA COMMUNITY PLAN (November 15, 1994)

(Full trail descriptions are provided in the JARPD Community Park & Recreation Master Plan - Trails Development Standards)

A	65 th. Street / Hamner Avenue
A-1	Deleted by the Board of Supervisors
B	Day Creek Channel / 66 th. Street / Lucretia Avenue
BD	Flood Control right-of-way
C	Schleisman Road / 68 th. Street
D	Wineville Road
E	Day Creek Channel
F	Etiwanda Avenue / Limonite Avenue
G	58 th. Street / Dodd Street
H	Marlatt Street
I	Easterly Cross-Country (Country Village Road to Pyrite Road)
J	Cross-Country (Trail I to Trail Q)
K	Galena Street / Tyrolite Street
K-1	Northwesterly between Union Street and Van Buren Blvd. Shall only be developed if a grade-separated crossing of Bellegrave Avenue is established.
L	Southerly Cross-Country along extension of Steve Avenue / Steve Avenue / 53 rd. Street / Beach Street / Limonite Avenue / Downey Street
M	Extension of Athens Street / Athens Street (terminus at Knowles Field)
N	60 th. Street / Serendipity / 58 th. Street / Ash Street / 59 th. Street / along natural watercourse to Van Buren Boulevard / across Van Buren Boulevard / through existing channel under Union Pacific/Metrolink rail line / 54 th. Street
O	Felspar / 58 th. Street
R	58 th. Street / West Riverside and Jurupa Canal to Jurupa Retention Basin (Centennial Park) / Cross-Country to Soto Street
S	Cross-Country Southerly from 58th Street (Trail R) to Pedley Road
T	Cross-Country northeasterly from Trail R to beyond the easterly terminus of 56th Street and encircle a local park.
U	Deleted by the Planning Commission
V	Soto Street / Cross-Country southwesterly to intersection of Camino Real with Blackhawk Place / Southeasterly, northeasterly, and southeasterly around homes along Lakeside Drive / 45 th. Street
W	Begins at Trail Y and proceeds cross-country to the Jurupa Mountains Cultural Center / Crosses under Highway 60 via the Camino Real underpass / Camino Real
X	45 th. Street to Memorial Park / through Memorial Park / Riverview Drive
Y	Cross-Country northeasterly between Trail W to Trail Z
Z	Extends northerly and easterly from the Jurupa Mountains Cultural Center / extends easterly to its intersection with Trail Y / extends southeasterly and northeasterly to its intersection with Trail AA / extends easterly, southeasterly, and northeasterly to the San Bernardino County line
AA	Begins at the San Bernardino County line and proceeds cross-country in a southeasterly direction intersection with Trail BB / extends from the Jurupa Road corridor to the Santa Ana River at Market Street

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

NEW MULTI-PURPOSE TRAILS (EQUESTRIAN / HIKING / TRAIL BIKING)

a	Camino Real (Laurel Ridge Dr. to Centennial Park) – Existing
b	Lindsay Street – Existing
c	Horseshoe Lake Trail A (Kennedy Street) – Existing
d	Horseshoe Lake Trail B (Lakeview Street) – Existing
e	Armstrong Rd. (34 th. St. to Sierra Ave.)
f	34 th. Street
g	29 th. Street
h	Jim Real Trail (San Semaine Channel) – Transfer from Riverside Co. Reg. & Open Space District)
i	Mission Estates Trail (Jurupa Rd. to Mission Blvd.) – Transfer from Riverside Co. Reg. & Open Space District
j	Mission Blvd. (Jolly Way to Patriot High School) – Proposed (Dev.)
k	Jurupa Road (Galena St. to Patriot High School) – Proposed (Dev.)
l	Galena St. (Tyrolite St. to Jurupa Rd.) – Proposed
m	Limonite A (Beach to Etiwanda – north side)
n	Limonite B (Etiwanda to Wineville – Sky Country) – Existing
o	Bellgrave (Etiwanda to Wineville – north side)
p	Cantu – Galileo (Etiwanda to Wineville – south side)
q	Galena – Jurupa Rd.
r	Sunnyhill
s	Cultural Center Trail
t	Old Mine Trail
u	Soto Street Trail

DELETED MULTI-PURPOSE TRAILS (EQUESTRIAN / HIKING / TRAIL BIKING)

Trail A
Trail K-1
Trail BB – Canal St. to SR 60 Freeway

MULTI-PURPOSE TRAIL HEAD AREAS (EQUESTRIAN / HIKING / TRAIL BIKING)

1.	Wineville – 68 th. Street	Proposed (Dev.)
2.	Mary Tyo	Existing
3.	Tunnels Mines (Old Limonite)	Proposed
4.	Felspar	Proposed
5.	Horseshoe	Existing
6.	Granite – Hill	Proposed
7.	Sanora – Armstrong	Proposed (Dev.)
8.	Tarragowa – Armstrong	Proposed (Dev.)
9.	46 th. Street	Proposed
10.	Country Village – Granite Hill	Proposed
11.	Downey St.	Proposed (Dev.)
12.	Soto St.	Proposed (Dev.)
13.	Riverdale Place	Proposed (Dev.)

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

MULTI-PURPOSE COMMUNITY TRAILS

The following is a generalized description of the locations of trails added to the Jurupa Community Plan Public Facilities Map through CGPA No. 390. The trail alignments depicted on "CGPA NO. 390, EXHIBIT B, REVISED NOVEMBER 15, 1994" represent conceptual trail alignments centered on the trail symbol locations. This description likewise is intended to represent a generalized description of trail routing. Trail symbol locations and route descriptions as depicted on mapped exhibits and described in this document do constitute a commitment to acquire or use the underlying land for public purposes. However, trail alignments may deviate from the described locations as necessary to minimize environment impacts, to comply with requirements of public agencies, and to provide for the expeditious establishment of the multi-use trail system.

MULTI-PURPOSE COMMUNITY TRAILS INVENTORY AND CLASSIFICATION

The following is a list of community trails that have been identified and classified per the established trail descriptions. Each type of trail will have an implementation strategy based on whether it is an existing one or is proposed for development. The trail name and type of each trail is listed below.

Trail Name			Trail Type
1.	Trail A	(no longer designated)	Eliminated by construction of Interstate 15 freeway
2.	Trail B		Open Space Trail A-C
3.	Trail BD		Community Trail A
4.	Trail C		Community Trail A
5.	Trail D		Community Trail A
6.	Trail E		Urban Trail A-C
7.	Trail F		Open Space Trail A-C
8.	Trail G		Urban Trail A-C
9.	Trail H		Urban Trail A-C
10.	Trail I		Open Space Trail A-C
11.	Trail J		Open Space Trail A-C
12.	Trail K		Urban Trail A-C
13.	Trail K-1	(no longer designated)	Eliminated by construction of Orco Block
14.	Trail K-2	(to be added to Trails Plan)	Urban Trail A-C
15.	Trail L		Urban Trail A-C
16.	Trial M		Urban Trail A-C
17.	Trail N		Open Space Trail A-C
18.	Trail O		Open Space Trail A-C
19.	Trial Q *	(Pyrite Street)	
		North of the SR60 Freeway	Open Space A-C
		South of the SR60 Freeway	Urban Trail A-C
20.	Trail R		Open Space Trail A-C
21.	Trail S		Open Space Trail A-C
22.	Trail T		Open Space Trail A-C
23.	Trail U	(interrupted section)	Pending negotiations with Riverside County Regional Park & Open Space District
24.	Trail V	(to be revised)	Open Space Trail A-C
25.	Trail W		Open Space Trail A-C
26.	Trail X		Urban Trail A-C
27.	Trail Y		Open Space Trail A-C

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

Trail Name			Trail Type
28.	Trail Z		Open Space Trail A-C
29.	Trail AA		Open Space Trail A-C
30.	Trail BB		Open Space Trail A-C
		(Canal St. to SR60 freeway)	Eliminated due to County of Riverside Flood Control & Water Conservation District and Jurupa Unified School District jurisdiction and safety concerns
31.	Trail CC		Open Space Trail A-C
32.	Trail DD		Open Space Trail A-C
33.	Trail EE		Open Space Trail A-C
34.	Trail FF		Open Space Trail A-C
35.	Trail GG		Open Space Trail A-C
36.	Trail HH		Open Space Trail A-C
37.	Trail II		Open Space Trail A-C
38.	Trail JJ		Open Space Trail A-C

* Trail not listed in Trails Plan

Existing trail conditions, new trails and new development may be conditioned to meet community trail standards and connectivity approved by the Jurupa Area Recreation and Park District Board of Directors.

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Jurupa Area Recreation & Park District
Multi-Purpose Community Trails Plan

TRAILS MAINTENANCE AND OPERATIONS PROGRAM

TRAIL MAINTENANCE TO BE PERFORMED ON A CONTINUOUS, SCHEDULED BASIS:

1. Trail User Safety
   Safety is central to all maintenance operations, and is the single most important trail maintenance concern. Items for consideration include scheduling and documentation of inspections, the condition of railings, bridges, and trail surfaces, proper and adequate signage, removal of debris, and coordination with other agencies associated with trail maintenance.

2. Trails Inspection
   Trails inspections are integral to all trail maintenance operations. Inspections will occur on a regularly scheduled basis, the frequency of which will depend on the amount of trail use, location, age, and the type of construction. All trail inspections are to be documented.

3. Trail Sweeping
   Trail sweeping is one of the most important aspects of trail maintenance, helping to ensure trail user safety. The type of sweeping to be performed depends on trail design and location. Trails that require sweeping of the whole system will be swept by machine. Trails that require only spot sweeping of bad areas will be swept by hand or with blowers. Some trails require a combination of methods. Sweeping will be performed on a regular schedule.

4. Trash Removal
   Trash removal from trail corridors is important from both a safety and an aesthetic viewpoint, and includes removing ground debris and emptying trash containers. Trash removal will take place on a regularly scheduled basis, the frequency of which will depend on trail use and location.

5. Tree and Shrub Pruning
   Tree and shrub pruning will be performed for the safety of trail users. Pruning will be performed to established specifications on a scheduled and as needed basis, the frequency of which will be fairly low.

6. Mowing of Vegetation
   Trails maintenance personnel will mow vegetation along trail corridors on a scheduled basis only where mowing is not performed by other agencies or park districts.

7. Scheduling Maintenance Tasks
   Inspections, maintenance, and repair of trail-related concerns will be regularly scheduled. Inspections and repair priorities should be dictated by trail use, location, and design. Scheduling maintenance tasks is a key item towards the goal of consistently clean and safe trails.

TRAIL MAINTENANCE TO BE PERFORMED ON AN IRREGULAR OR AS NEEDED BASIS:

1. Trail Repair
   Repair of asphalt or concrete trails will be closely tied to the inspection schedule. Prioritization of repairs is part of the process. The time between observation and repair of a trail will depend on whether the needed repair is deemed a hazard, to what degree the needed repair will affect the safety of the trail user, and whether the needed repair can be performed by the trails maintenance crew or if it is so extensive that it needs to be repaired by outside entities.

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2. Trail Replacement
The decision to replace a trail and type of replacement depends on many factors. These factors include the age of the trail, and the money available for replacement. Natural trails may be replaced with a decomposed granite surface and an asphalt trail with a new asphalt surface, or replacement with a concrete trail. In general, replacing asphalt trails with concrete is desirable. Parks Planning will coordinate all trail replacement, and the Trail Coordinator will recommend trails for replacement.

3. Weed Control
Weed control along trails will be limited to areas in which certain weeds create a hazard to users (such as thorny plants along trail edges). Environmentally safe weed removal methods should be used, especially along waterways.

4. Trail Edging
Trail edging maintains trail width, and improves drainage. Problem areas include trail edges where berms tend to build up, and where uphill slopes erode onto the trails. Removal of this material will allow proper draining of the trail surface, allow the flowing action of water to clean the trail, and limit standing water on trail surfaces. Proper drainage of trail surfaces will also limit erosion of the surface during rainy conditions.

5. Trail Drainage Control
In places where low spots on the trail catch water, trail surfaces should be raised or drains built to carry away water. Some trail drainage control can be achieved through the proper edging of trails. If trail drainage is corrected near steep slopes, the possibility of erosion must be considered.

6. Trail Signage
Trails fall into two categories: safety and information. Trail users should be informed where they are, where they are going, and how to use trails safely. Signs related to safety are most important and should be considered first. Information signage can enhance the trail user's experience. A citywide system of trail information signage should be a goal.

7. Revegetation
Areas adjacent to trails that have been disturbed for any reason should be revegetated to minimize erosion.

8. Habitat Enhancement and Control
Habitat enhancement is achieved by planting vegetation along trails, mainly trees and shrubs. This can improve the aesthetics of the trail, help prevent erosion, and provide for wildlife habitat. Habitat control involves mitigation of damaged caused by wildfire.

9. Public Awareness
Creating an understanding among trail users of the purpose of trails and their proper use is a goal of public awareness. Basic concepts of trail use include resolution of user conflicts, and speed limitations. The representatives should be easily accessible to field questions and concerns.

10. Trail Program Budget Development
A detailed budget should be created for the trails program, and revised on an annual basis.

11. Volunteer Coordination
The use of volunteers can help increase public awareness of trails, and provide a good source of labor for the program. Sources of volunteers include Boy Scouts, school groups, church groups, trail users, or court workers. Understanding volunteer's concerns is important, as are possible incentives or recognition of work performed. Implementation of an "Adopt-a-Trail" program should be considered.

12. Records
Good record-keeping techniques are essential to an organized program. Accurate logs should be kept on items such as daily activities, hazards found and action taken, maintenance needed and performed, etc. Records can also include surveys of the types and frequency of use of certain trail sections. This information can be used to prioritize trail management needs.

13. Graffiti Control
The key to graffiti control is prompt observation and removal. During scheduled trail inspections any graffiti should be noted and the graffiti removal crew promptly notified.

14. Mapping
Several maps are privately marketed and available for trail users. From a maintenance standpoint, an accurate, detailed map of the trail system is important for internal planning and maintenance use.

15. Coordination with Other Agencies
Maintenance of trails located within more than one jurisdiction, like regional trails, is provided by other agencies. A clear understanding of maintenance responsibilities needs to be established to avoid duplicating efforts or missing maintenance on sections of the trails.

16. Education and Interpretation
Many segments of the trail system contain a wealth of opportunities for education and interpretation. Trails along waterways provide good opportunities to teach and study concepts about urban wildlife and ecology. Educational opportunities range from interpretative signage to educational tours.

17. Law Enforcement
A greater law enforcement effort might be made toward the goal of a safer trail system. Law enforcement agencies should be aware about the location of trails, and the types and levels of use they receive. Sections of trail corridors being used by transients is an ongoing problem that is not easily solved. Increased law enforcement awareness will be addressed on an as needed basis.

18. Proper Training of Employees
Properly training maintenance employees is essential to the efficient operation of the trails maintenance program. All employees should be thoroughly trained to understand and be aware of all of the above mentioned aspects of trail maintenance. Safety, a good work ethic, and proper care of equipment and tools will always be the backbone of a good training program. Employees must also be aware of the need for positive public contact. Proper positive attitude towards public questions and concerns is important, as is the conveyance of this information to trail supervisors.

Excerpts for this trails maintenance program were taken from "Trail Maintenance and Management" article written by Jed Wagner, Denver Parks and Recreation Department. Jed Wagner was for several years the supervisor of Denver's Trails Maintenance Program. This article was written in 1999. Article was hosted by AmericanTrails.org.

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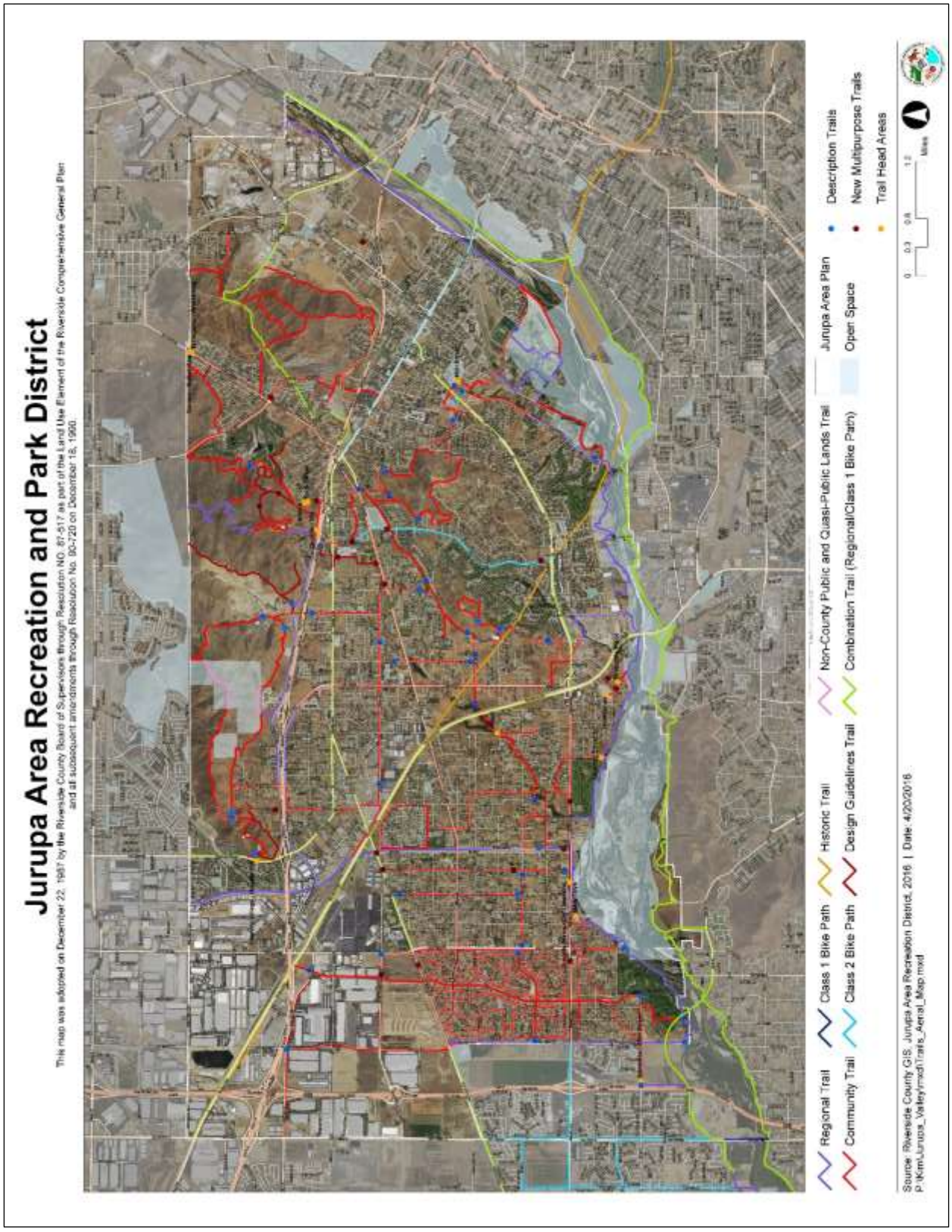
Jurupa Area Recreation and Park District
This map was adopted on December 22, 1987 by the Riverside County Board of Supervisors through Resolution NO. 87-517 as part of the Land Use Element of the Riverside Comprehensive General Plan and all subsequent amendments through Resolution No. 90-720 on December 18, 1990.
Regional Trail
Community Trail
Class 1 Bike Path
Class 2 Bike Path
Historic Trail
Design Guidelines Trail
Non-County Public and Quasi-Public Lands Trail
Combination Trail (Regional/Class 1 Bike Path)
Jurupa Area Plan
Open Space
Description Trails
New Multipurpose Trails
Trail Head Areas
0 0.3 0.6 1.2
Miles
Source: Riverside County GIS; Jurupa Area Recreation District, 2016 | Date: 4/20/2016
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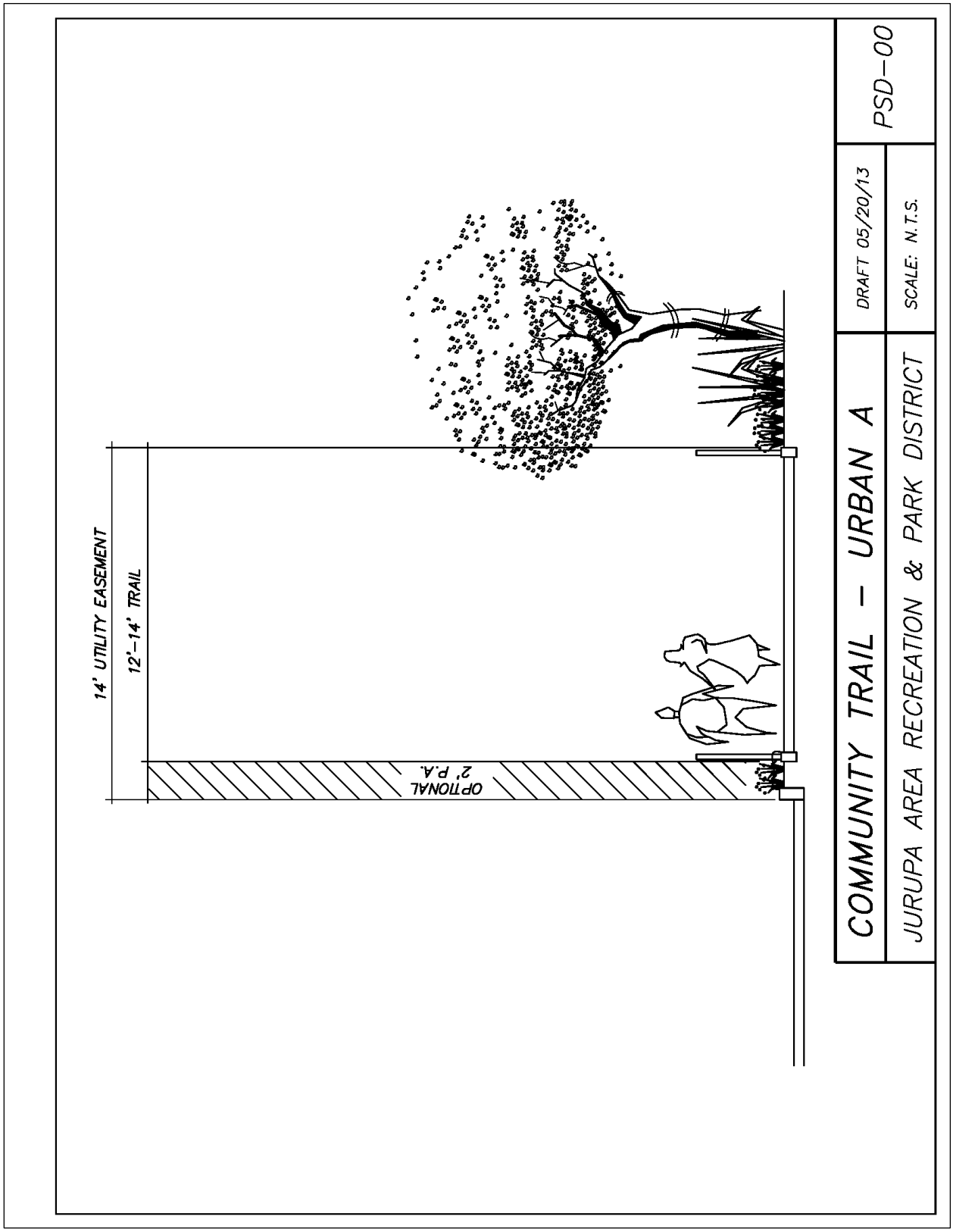
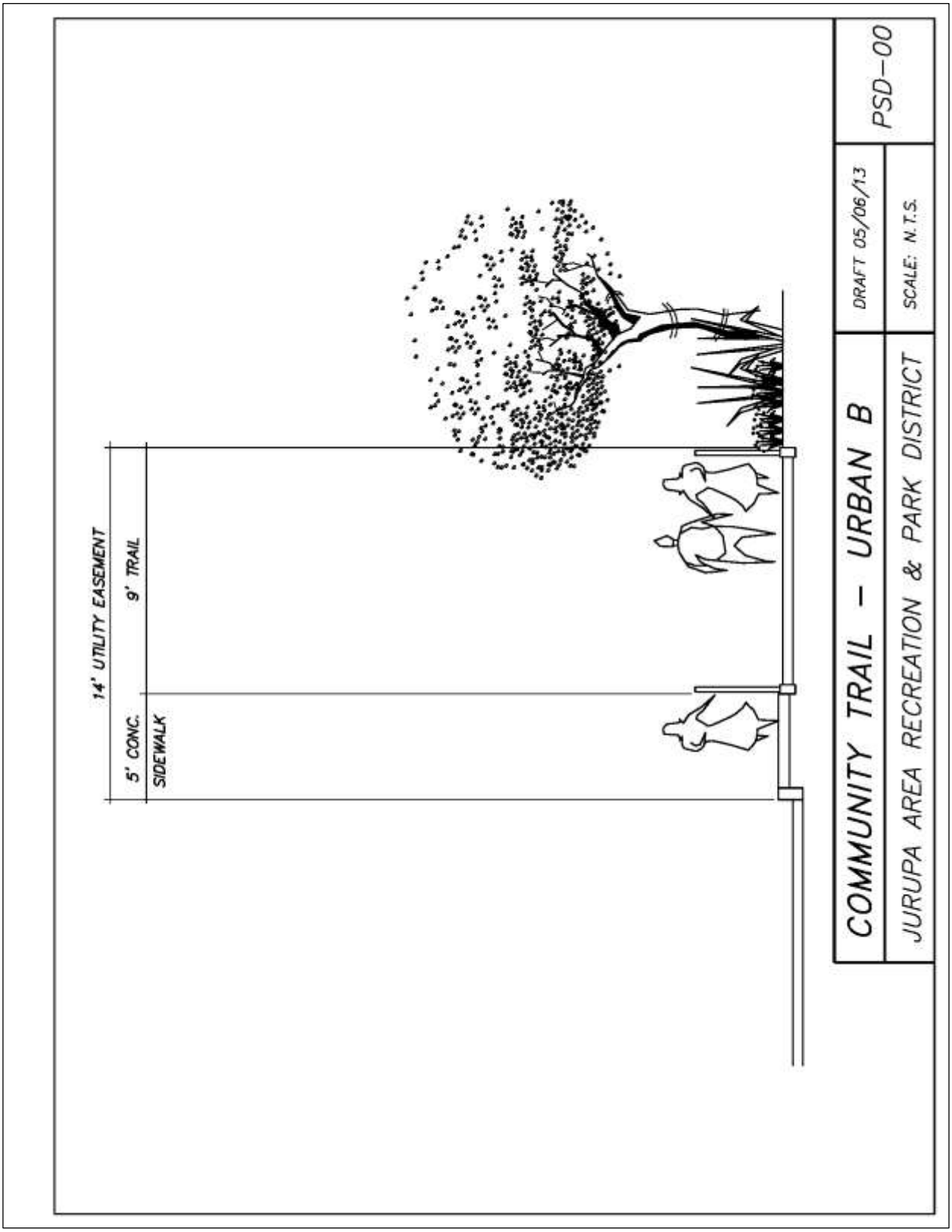
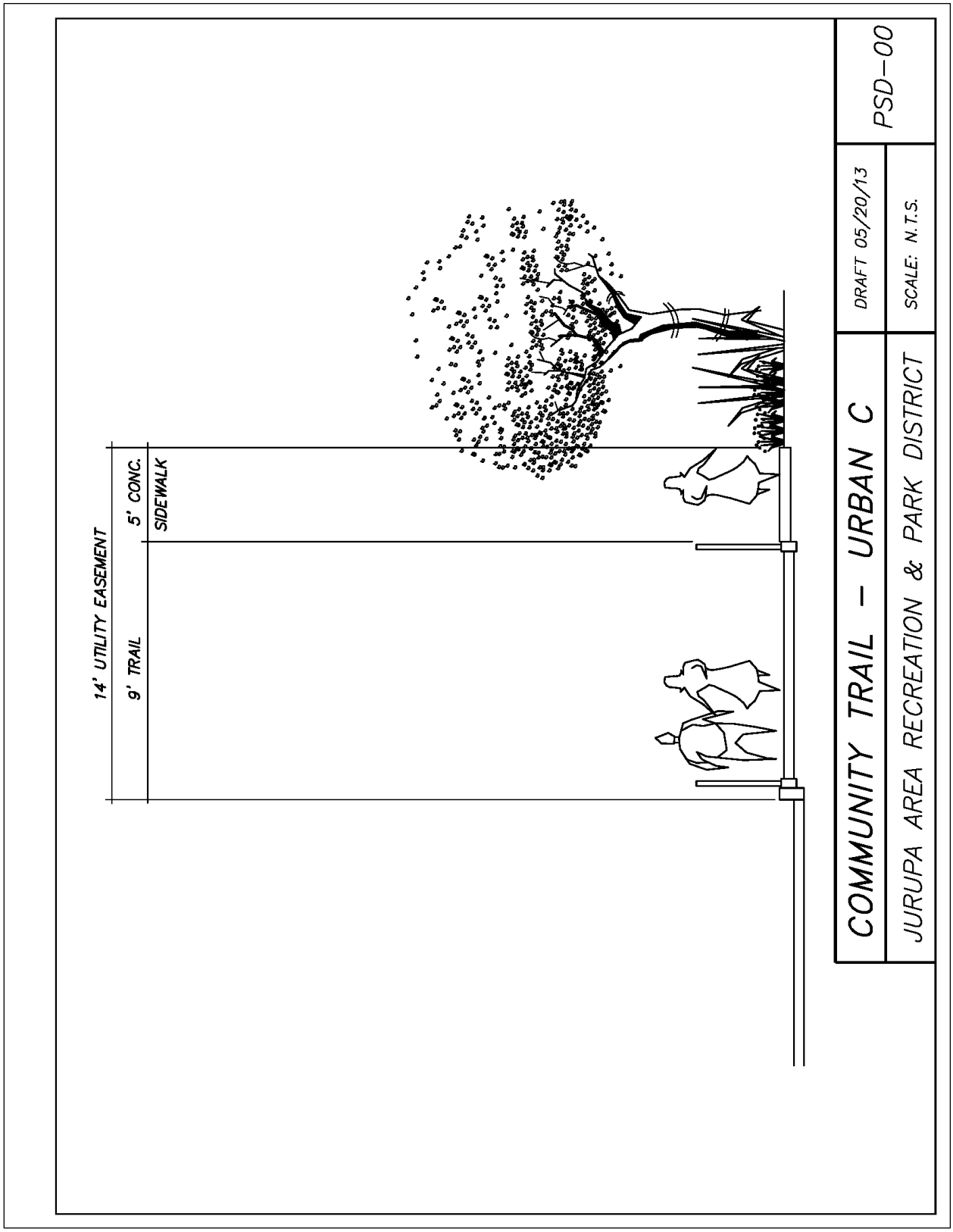

14' UTILITY EASEMENT
12'-14' TRAIL
OPTIONAL 2' P.A.
COMMUNITY TRAIL - URBAN A
JURUPA AREA RECREATION & PARK DISTRICT
DRAFT 05/20/13
SCALE: N.T.S.
PSD-00


14' UTILITY EASEMENT
9' TRAIL
5' CONC. SIDEWALK
COMMUNITY TRAIL - URBAN B
JURUPA AREA RECREATION & PARK DISTRICT
DRAFT 05/06/13
SCALE: N.T.S.
PSD-00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9' TRAIL
5' CONC. SIDEWALK
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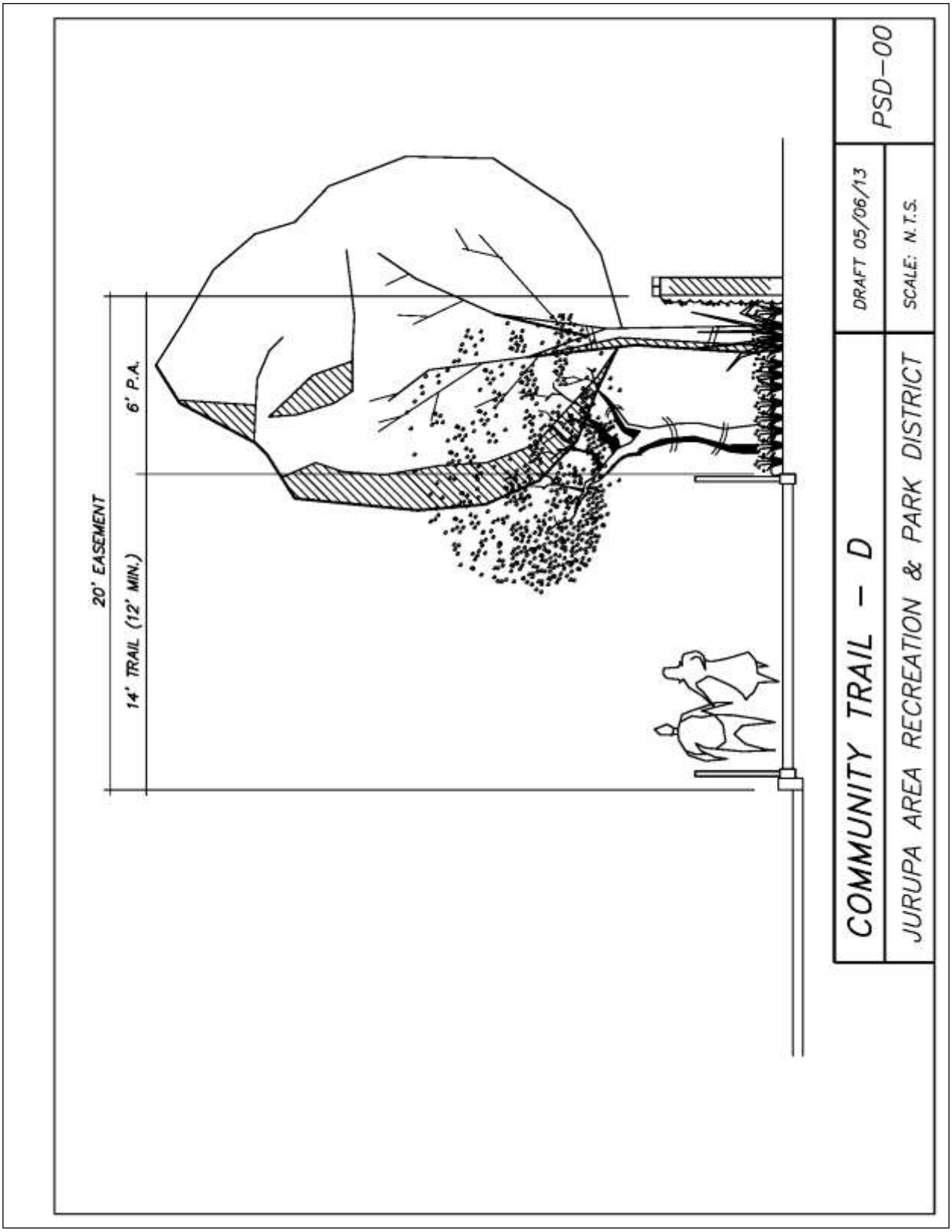
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14' TRAIL (12' MIN.)
6' P.A.
COMMUNITY TRAIL - D
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DRAFT 05/06/13
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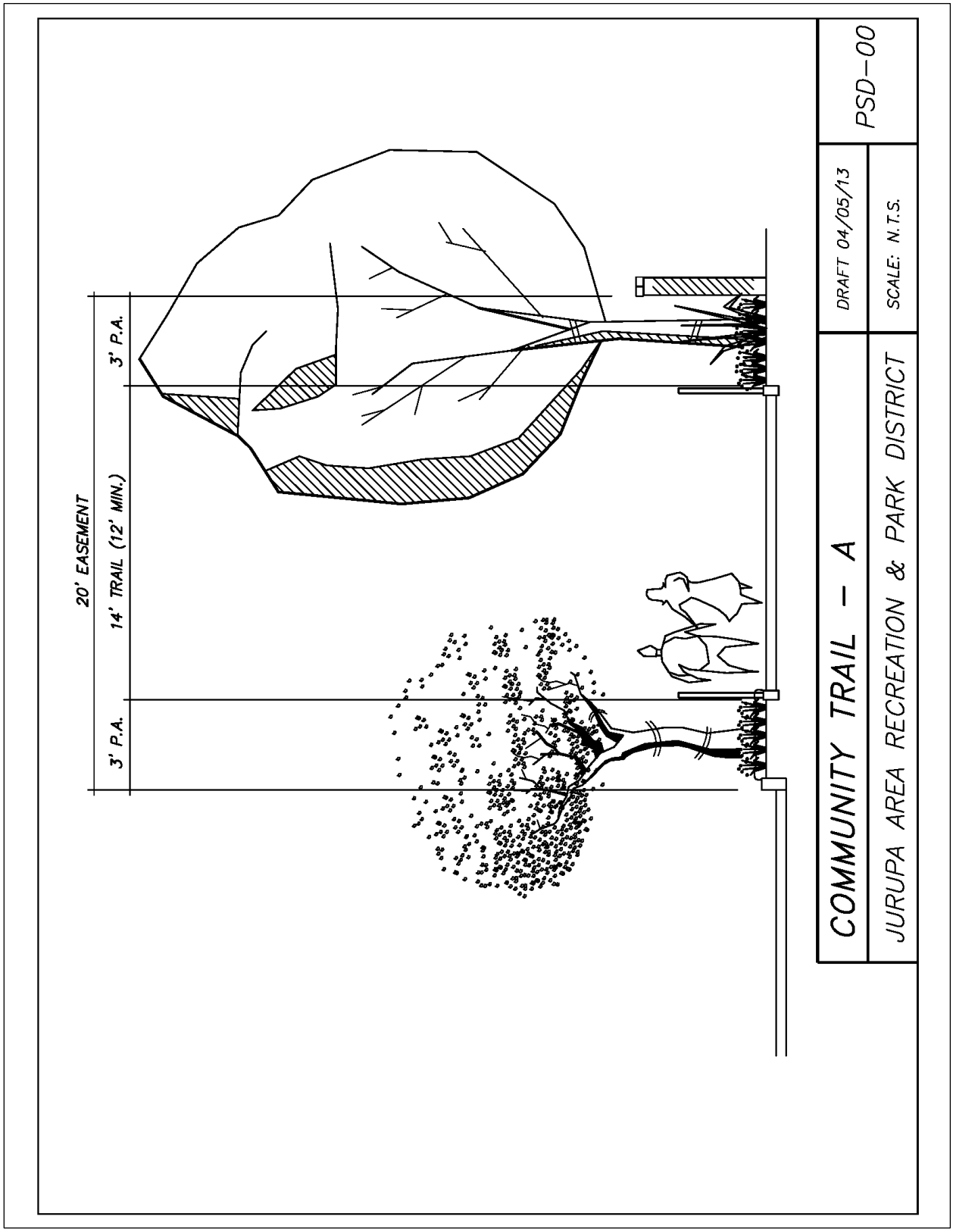
PSD-00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3' P.A.
14' TRAIL (12' MIN.)
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DRAFT 04/05/13
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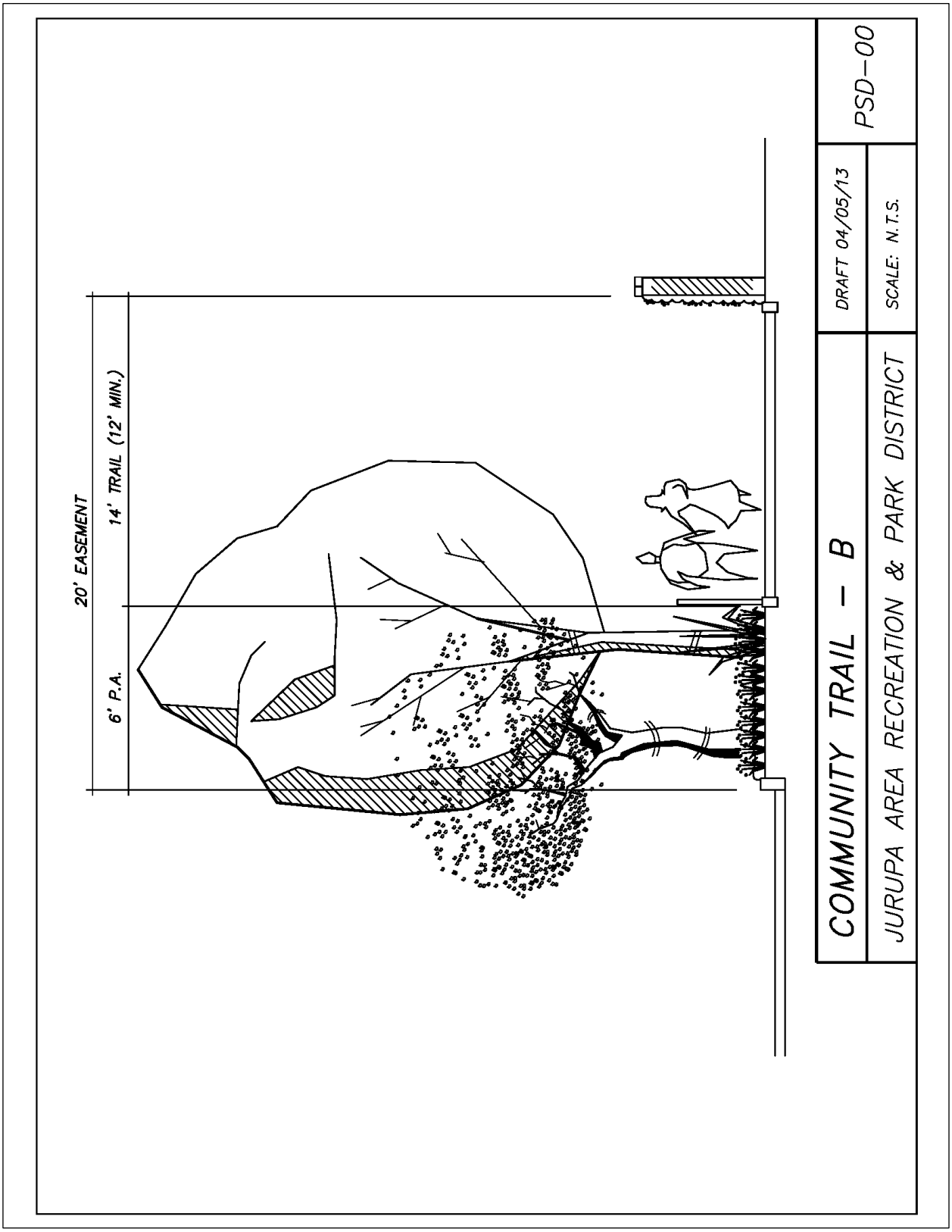
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6' P.A.
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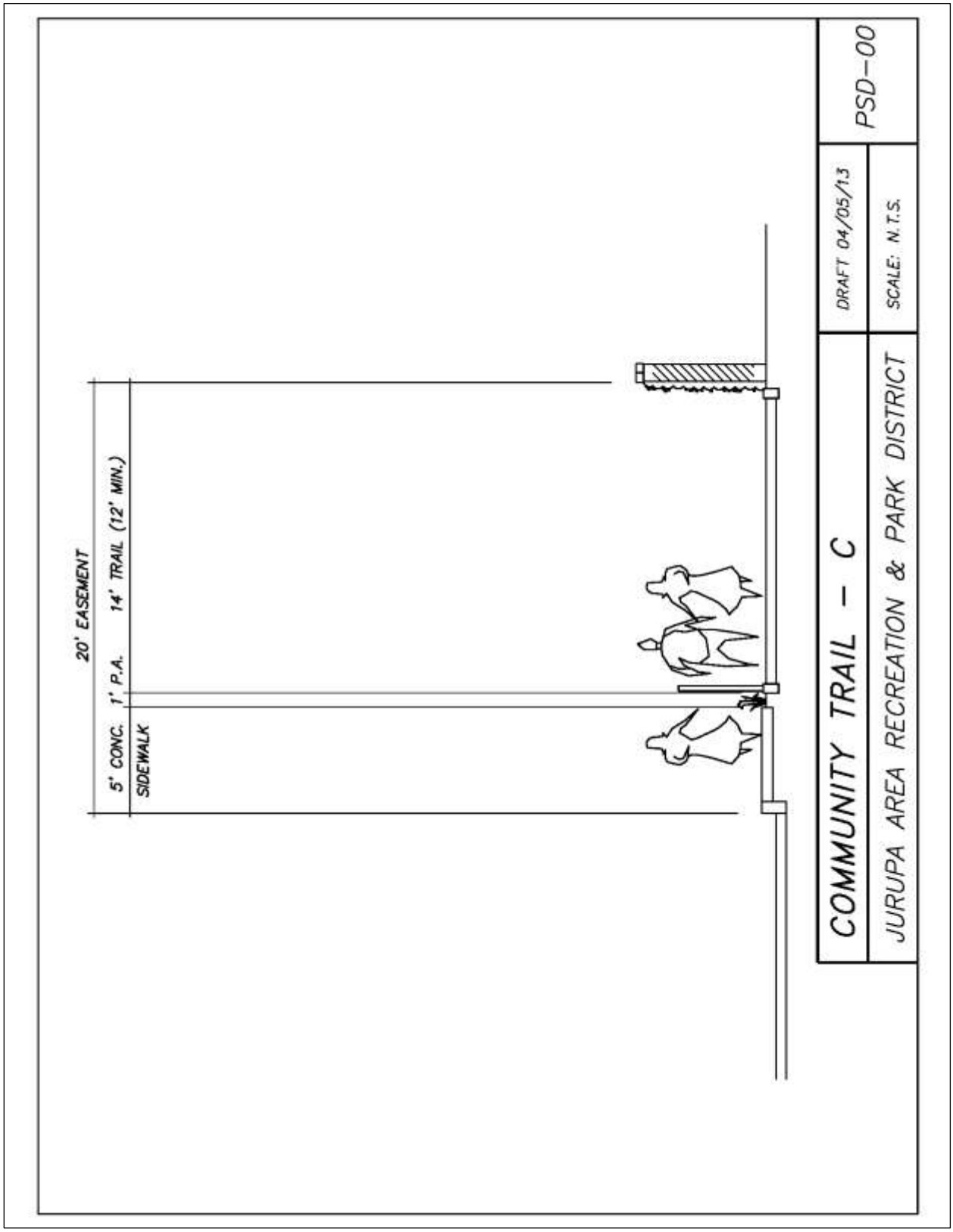
PSD-00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1' P.A.
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DRAFT 04/05/13
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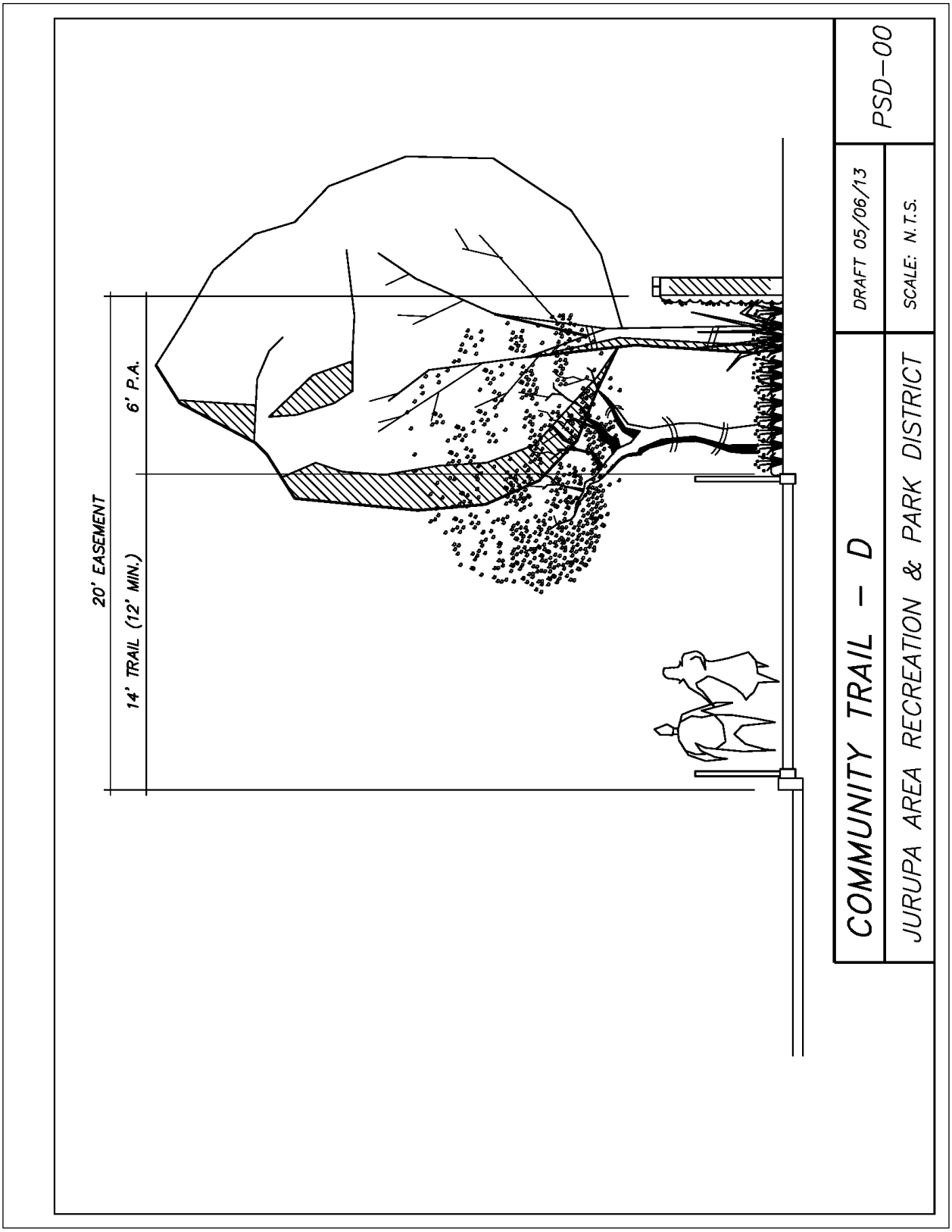
PSD-00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6' P.A.
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JURUPA AREA RECREATION & PARK DISTRICT
DRAFT 05/06/13
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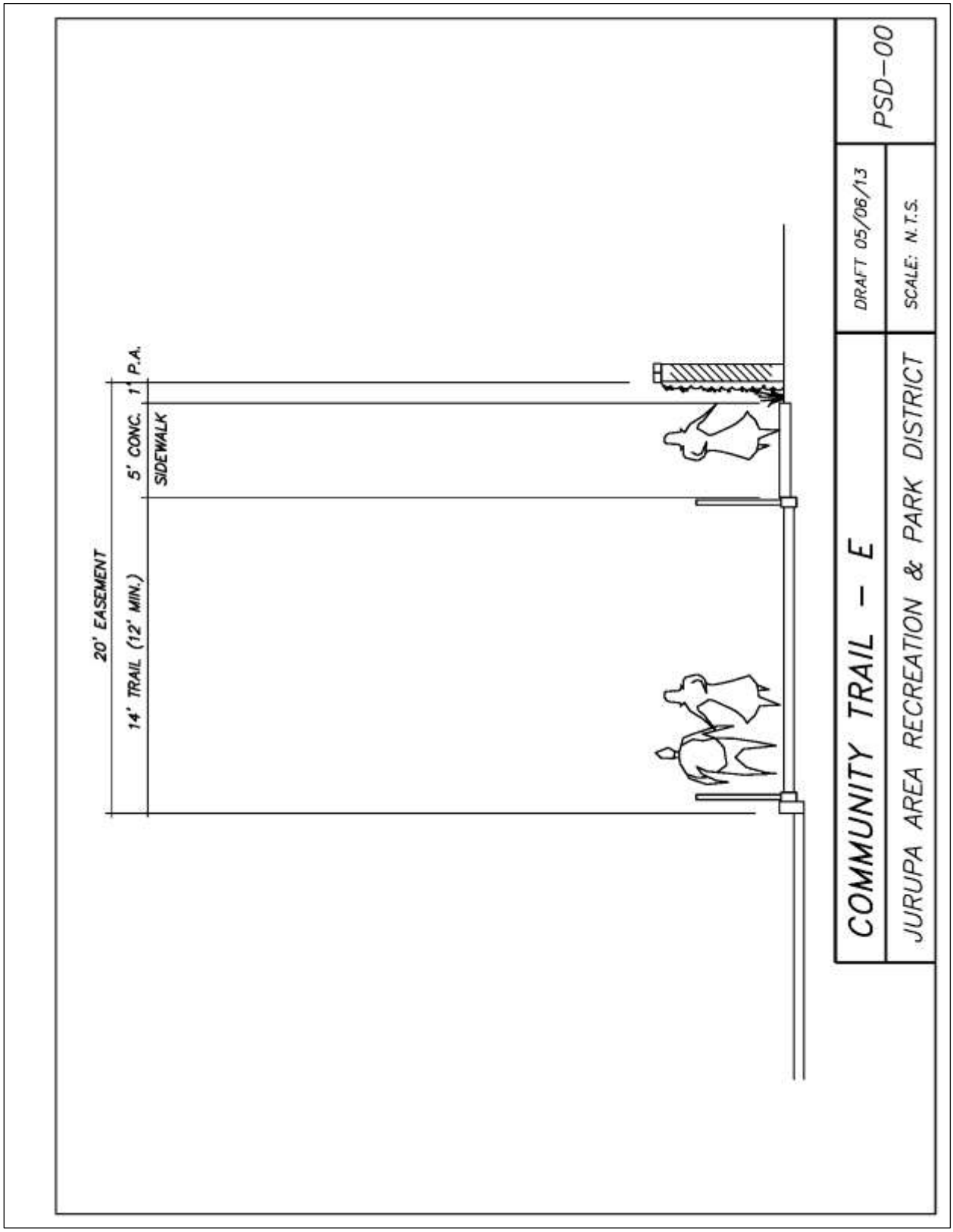
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5' CONC. SIDEWALK
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DRAFT 05/06/13
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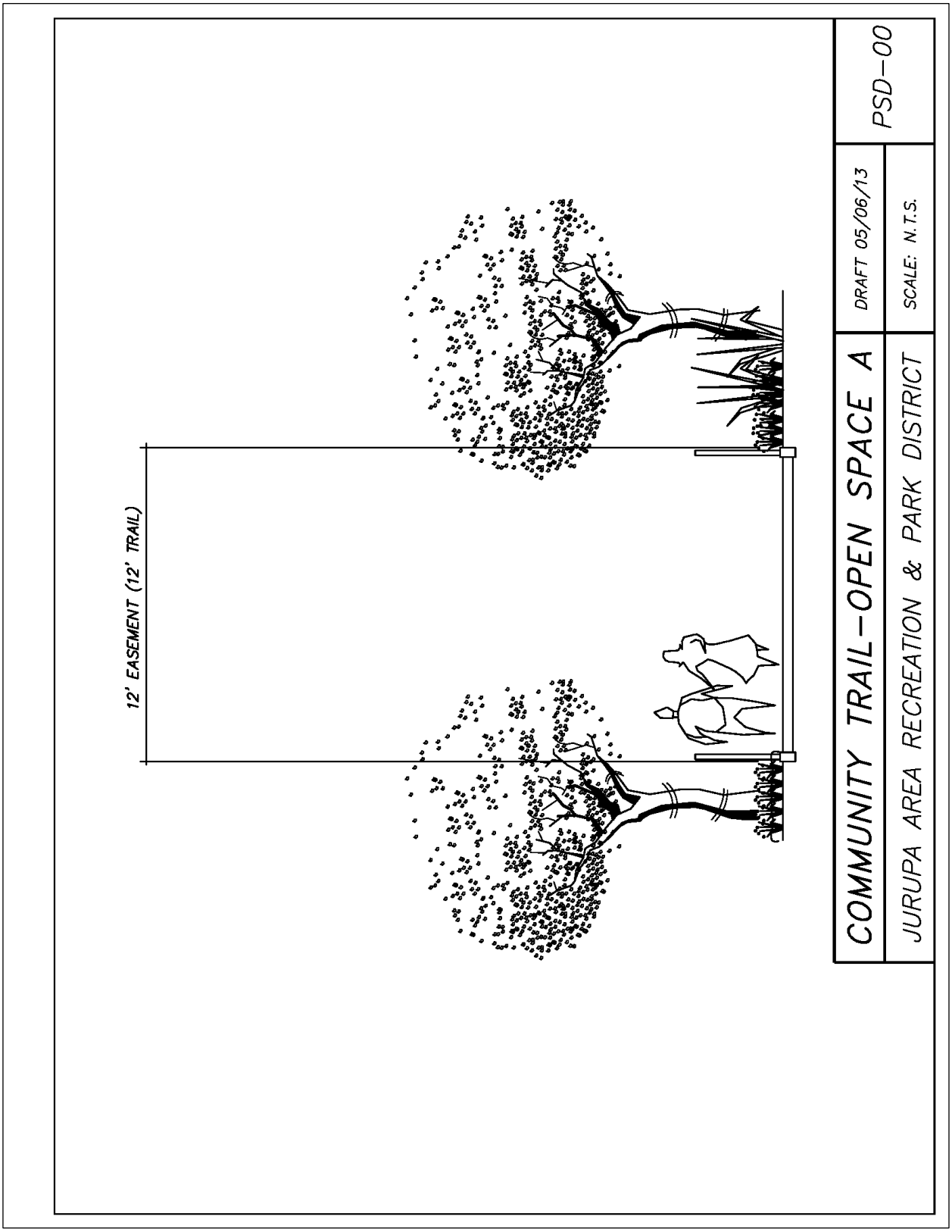
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JURUPA AREA RECREATION & PARK DISTRICT
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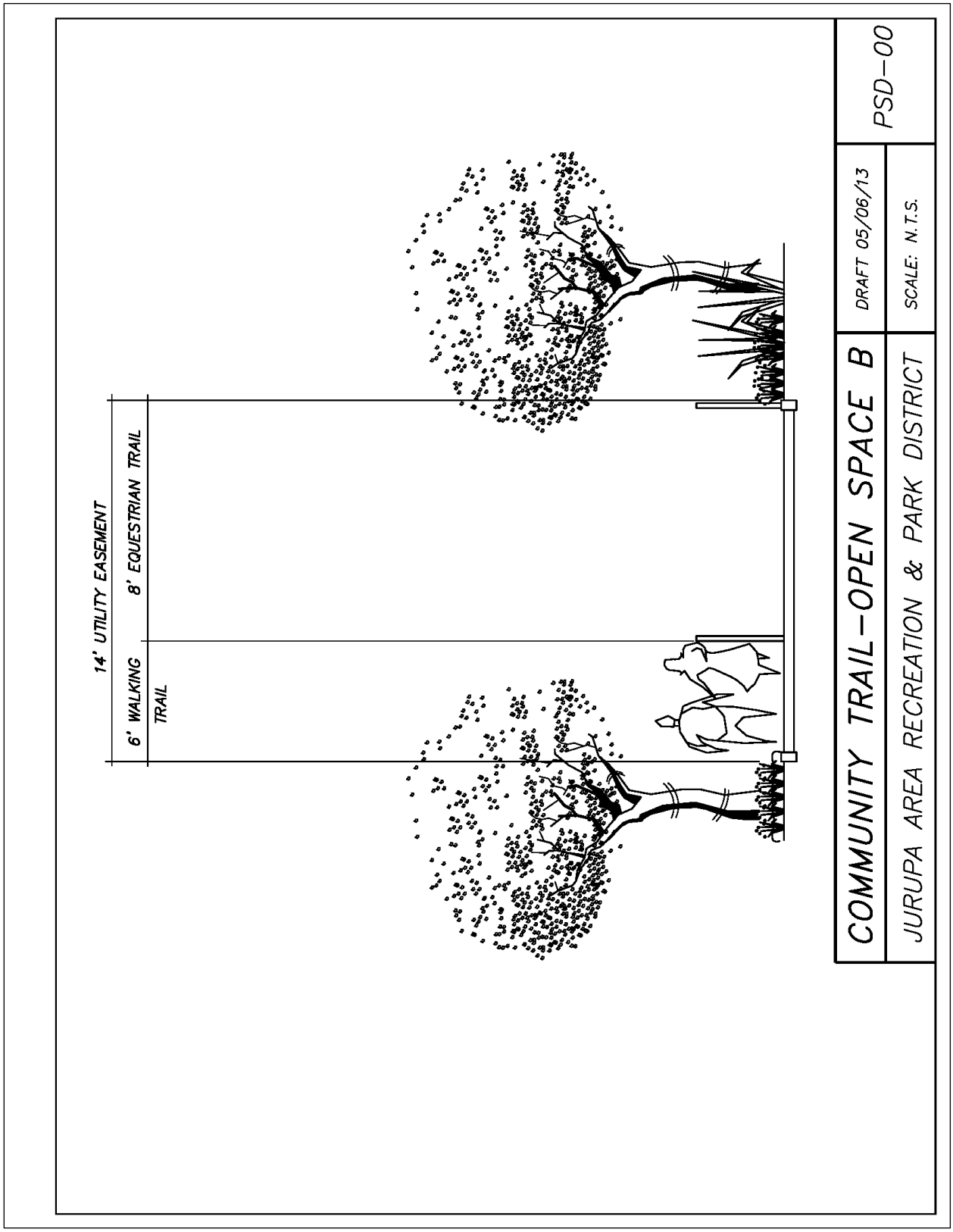
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DRAFT 05/06/13
SCALE: N.T.S.
PSD–00

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Appendix 17.0
Mira Loma Warehouse Distribution Center Policy



April 2017

City of Jurupa Valley

PLANNING DEPARTMENT POLICY DIRECTIVE 12-01

MIRA LOMA WAREHOUSE / DISTRIBUTION CENTER POLICY

BACKGROUND

The Mira Loma Warehouse / Distribution Center Policy states:

"that in the Business Park, Light Industrial, and Heavy Industrial land use designations within the Jurupa Area Plan, warehousing and distribution uses, and other goods storage facilities, shall be permitted only in the [Mira Loma Warehouse Policy Area], and that "this policy shall not apply to firms which only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility and other environmental and socioeconomic concerns. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals or cross dock facilities shall be allowed outside of the Mira Loma Warehouse/Distribution Center Policy Area." Also, Article II, Section 2.2. (General Plan Consistency) of the zoning code states "no discretionary permit shall be approved pursuant to the zoning ordinance unless it is determined that the permit is consistent with the General Plan."

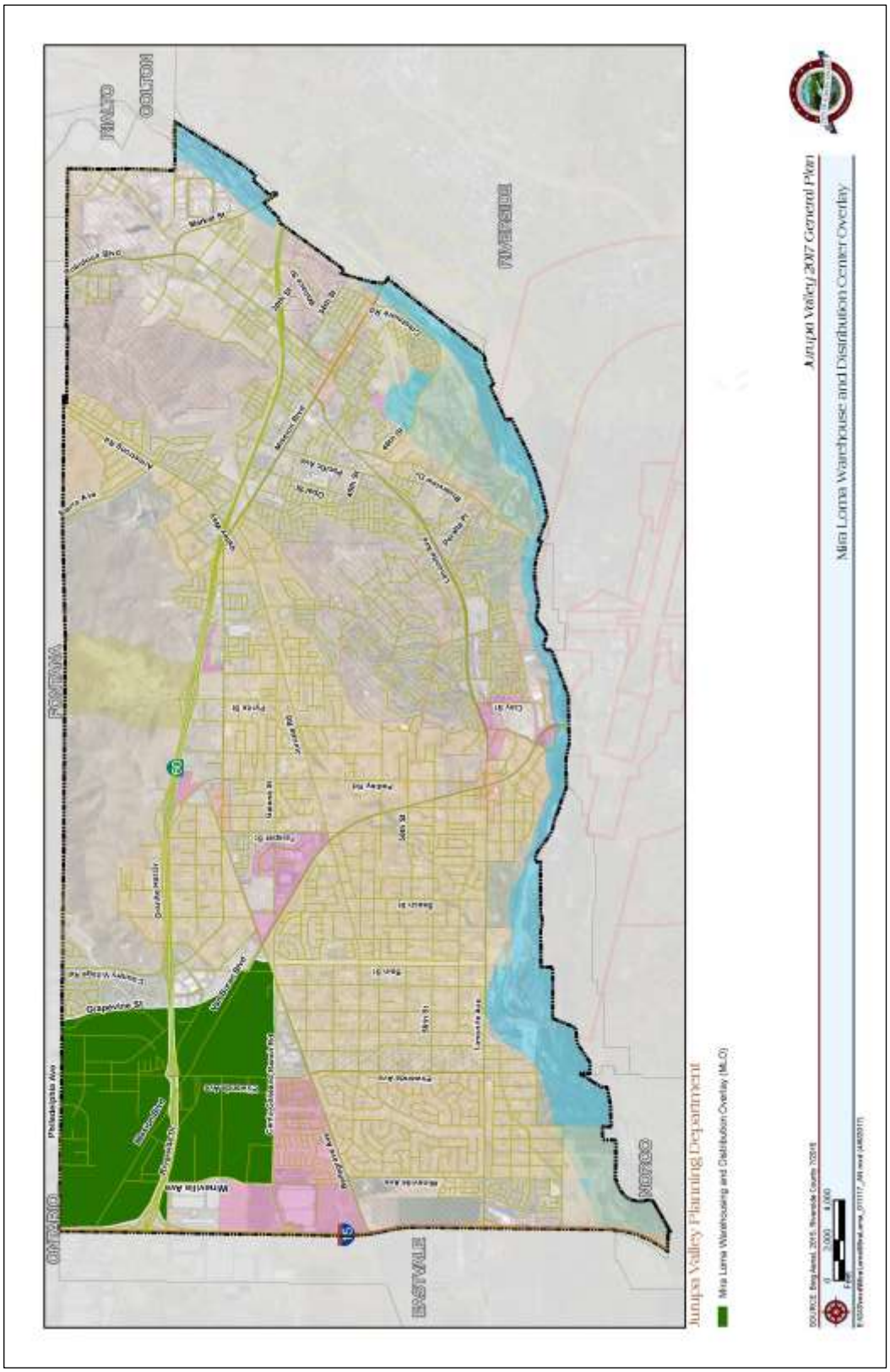
Applicants have expressed concern that an overzealous application of this policy could prevent many industrial uses from occupying properties in the City of Jurupa Valley.

DIRECTIVE

This policy directive establishes the appropriate interpretation and application of the Mira Loma Warehouse / Distribution Center Policy as follows:

For industrial uses established outside of the policy area, the principal use of the building will prevail in determining whether the use is manufacturing or warehouse. Minor and incidental use of pre-packaged or pre-fabricated parts that are combined with the primary product will not be considered warehousing or distribution. Planning staff is directed to evaluate each proposed industrial use in light of the specific proposed use, and permit businesses that manufacture, fabricate, assemble or process raw material or assemble prefabricated components into finished products as the principal activity on the site regardless of whether a minor part of their operation includes redistribution of finished goods as a part of the use.

Thomas G. Merrell, AICP
Planning Manager


Jurupa Valley 2017 General Plan
Mira Loma Warehouse and Distribution Center Overlay
Mira Loma Warehouse and Distribution Center Overlay (MLO)
Jurupa Valley Planning Department
RIVERSIDE
NORCO
ONTARIO
EASTVALE
COLTON
FONTANA

City of
Jurupa Valley
California

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2017 General Plan

Appendix 18.0
Jurupa Valley Communities



April 2017

Jurupa Valley's Distinct Communities

One of the most unique and delightful aspects of Jurupa Valley is the variety and number of distinct communities located here. The City's motto, "A Community of Communities," is an apt description, since residents strongly identify with these nine different communities. Each community varies in size, visual character, and focus. While separate, residents in each community unite in a commitment to preserving their uniqueness and to working together to create a prosperous and healthy future for the City as a whole. The City's communities are briefly described below.

Belltown

Belltown is a small community located north of SR 60, between Rattlesnake Peak and the Santa Ana River. This community is characterized by low-density single-family residences, a large industrial area and, scattered commercial uses.



Figure 1: Belltown, looking northeast, with Market Street in center of photo

Crestmore Heights

Crestmore Heights has a mix of mostly older, suburban, and semi-rural properties at the base of the Jurupa Mountains and near the Agua Mansa Industrial Area. The area offers opportunities for animal keeping and has good access to open space and equestrian and hiking trails.



Figure 2: Crestmore Heights, looking north, with Rubidoux Boulevard in center of photo

Glen Avon

The largely low-density community of Glen Avon is located in the central portion of Jurupa, just south of SR 60. The rural community area southerly of Jurupa Road affords an opportunity to maintain an equestrian friendly place and serve as an historic village center. Yet, Mission Boulevard and Van Buren Boulevard cut through this community, accommodating scattered commercial, industrial, and higher-intensity residential development. The Jurupa Mountains and Pedley Hills offer a scenic natural backdrop for this community, as well as the traveling public.



Figure 3: Glen Avon, looking north, with SR 60 crossing left to right

Indian Hills

Indian Hills is a picturesque, golf-course-oriented residential enclave located in the foothills between the Pedley Hills and the community of Rubidoux, northerly of the Santa Ana River. Much of this area is included within, and has been developed pursuant to, Specific Plan No. 123.



Figure 4: Indian Hills, looking north, toward Pedley Hills

Jurupa Hills

Jurupa Hills is a mostly suburban area located between Limonite Avenue and the Santa Ana River. The community is characterized by gently rolling hills and easy access to the Santa Ana River and trails.



Figure 5: Jurupa Hills, looking north, with the Santa Ana River along the bottom of the photo

Mira Loma

The largely rural community of Mira Loma is located in the western portion of Jurupa. The presence of several trails throughout the community reflects the importance of equestrian uses in the area. A significant amount of land in the northwestern Mira Loma area near the I-15/SR 60 junction is converting from dairy to industrial, warehousing, and truck distribution uses to capitalize on direct access to the freeway system and to tap into the rapidly expanding pattern of goods movement throughout the entire region. The proximity of the warehousing uses to the residential areas has generated considerable concern in the community relating to air pollution impacts from the many diesel-powered vehicles and heavy trucks associated with the warehousing and distribution uses.



Figure 6: Mira Loma, looking north, with Bain Street and San Sevaine Channel to the right of center of the photo

Pedley

The community of Pedley is nestled among the rolling foothills and canyons of the Pedley Hills in the southern portion of Jurupa. It contains a variety of rural and suburban-style residential neighborhoods, as well as a thriving commercial district along Limonite Avenue. Industrial uses are located along the banks of the Santa Ana River. Due to its location, history, and mix of uses, the Pedley community includes one of three historic "village centers" in Jurupa Valley. The Metrolink station in Jurupa Valley is located along Limonite Avenue and Van Buren Boulevard, making the Pedley community particularly important in terms of regional connections.



Figure 7: Pedley, looking north, with Limonite Boulevard along the bottom and Van Buren in the center of the photo

Rubidoux

The historic community of Rubidoux is the most intensely developed of all the communities in Jurupa. Bordered roughly by the Pedley Hills, the Santa Ana River, and SR 60, Rubidoux comprises a variety of land uses, including residential, commercial, industrial, and several public uses. Historic Mission Boulevard serves as the spine for Rubidoux Village Center, one of three such centers in Jurupa Valley where pedestrian-oriented, mixed-use development is encouraged. The Jensen Alvarado Historic Ranch and Museum, and Flabob Airport are prominent features of the Rubidoux community.



Figure 8: Rubidoux, looking north, with Mission Street crossing from the upper left corner

Sunnyslope

Nestled at the base of the Jurupa Mountains north of SR 60, Sunnyslope is a mostly low-density community consisting of older, single-family residences and mobile homes. The community's location provides opportunities for equestrians and hikers to explore open space areas along the City's northerly border. Its visibility from the highway also provides opportunities for the development of visitor-serving uses such as hotels, motels, restaurants, and travel centers.



Figure -9: Sunnyslope, looking north, toward the Jurupa Mountains

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California

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2017 General Plan

Appendix 19.0
Multi-Modal Transportation Options



April 2017

Multi-Modal Transportation Options

During eight public workshops and General Plan Advisory Committee meetings, two of the most commonly expressed mobility concerns were 1) lack of safe pedestrian facilities, especially crosswalks, and 2) speeding traffic in residential areas and in areas with high pedestrian traffic (e.g., around schools). The options presented below provide a "menu" of roadway improvements that address these specific concerns while giving the City a wide range of cost-effective roadway improvements. Many can be accomplished for relatively low cost, such as high visibility crosswalk markings and bulbouts. These options are not intended as mandatory standards, but rather tools that can be applied where appropriate to suit local conditions and can enhance neighborhood character with landscaping, decorative paving and public art. All require engineering studies and analysis to determine suitability and site-specific designs.

One of the City's primary mobility goals is "To create a multi-modal mobility network which is attractive and provides all users with safe connections to homes, jobs, schools, commercial areas, public facilities and recreation areas, and which protects Jurupa Valley's semi-rural character and lifestyle, and reduces dependence on the use of single-occupant automobiles." To augment the planned roadway system improvements, the City may also consider various innovative actions to help achieve the goal of a "multi-modal" transportation system and to better manage increased traffic and meet a wide range of other community objectives.

To achieve this goal, it is important to design and implement a multi-modal transportation system that will minimize congestion, minimize pass-through traffic, and maintain the semi-rural character of the City while accommodating a reasonable amount of growth and development. Therefore, this section describes the innovative strategies that could help reduce congestion, minimize pass-through traffic on major streets and redirect regional traffic to highways and major expressways. Traffic studies show that the benefits of street widening are often short-lived, as they both accommodate and attract higher traffic volumes, including added pass-through traffic. In addition, City residents have expressed opposition to extensive street widenings as they believe it will change the City's semi-rural, equestrian-oriented nature and adversely affect quality of life. Consequently, in Jurupa Valley, street widening is generally not a recommended option except for a limited number of high volume roadways.

The City of Jurupa Valley places high importance on maintaining its semi-rural character, promoting walking, biking and equestrian uses, and enhancing residents' quality of life. Consequently, the City seeks to avoid conventional street or intersection widening, and instead, supports using a number of innovative transportation actions, as summarized below. These options may be used singly or in combination, for potential changes or improvements to local roadways and intersections to help reduce congestion in a manner that is compatible with their surroundings. Traffic impacts and additional system improvement options are more fully discussed in the General Plan Program EIR, and in the General Plan Traffic Study, Appendix 3C.

There are a wide range of transportation improvements that provide innovative and effective alternatives to conventional street widening. Many of these improvements can be accomplished within existing rights-of-way and can be designed to complement Jurupa Valley's semi-rural

character. The improvements described and pictured below are considered to have potential applications in the City, although detailed engineering studies and analysis will be needed to determine where one or more of the options may be appropriate and to ensure their design is tailored for Jurupa Valley.

Street Design Alternatives

1. **High Visibility Crosswalks**. High Visibility Crosswalks include striped patterns, pavement lights, improved signing, and/or advance flashing beacons to improve the visibility of the crosswalk. They can also feature artistic colors and patterns that borrow local themes and culture. These crosswalks are applicable on local streets where speed control and pedestrian crossing designation are desired. The benefits can include discouraging cut-through traffic since they may slow traffic and increase driver awareness of crosswalks, and require minimal cost to install and maintain.



High visibility crosswalk

2. **Pavement Striping**. Pavement Striping is used to create narrow lanes, which gives the impression of a narrow street. This makes motorists feel restricted, which helps reduce speeds. Striping can be at curb end or in the middle of the street to create a median. It is most applicable to long, wide residential streets where speeding traffic could occur. Pavement striping is easy to install and modify with relatively low cost implementation.



Pavement striping

3. **Gateways**. Gateways are special entrances that reduce the width of the travel way through the use of islands and are usually placed on roadways to narrow each direction of travel and interrupt the path along the center of the roadway. Gateways tend to be highly visible to motorists to notify a change in the roadway, may discourage cut-through traffic, can help slow traffic and provide attractive neighborhood or village entries by including public art and/or low maintenance landscaping.



Gateways

4. **Bulbouts** can reduce traffic speed and improve pedestrian safety. They are simply intersection curb extensions that extend into parking lanes, but not into the bicycle or through lanes. Bulbouts often have high visibility pavement color, texture or other markings and provide a highly visible entry or gateway statement into activity areas or where significant numbers of pedestrians are present. Entering an area where a bulbout is present gives greater visibility to pedestrians, reduces unprotected pedestrian crossing time and tends to slow traffic.



Intersection bulbouts (City of San Luis Obispo, California)

5. **Roundabouts.** The use of roundabouts as an alternative to conventional stop and signal control intersections is becoming increasingly popular in California and the U.S. Studies conducted by the insurance industry have determined that these types of intersections result not only in a significant decrease in automobile traffic at an intersection, but also a reduction in pedestrian accidents as well. At a conventional intersection, the pedestrian faces four potential vehicle conflicts:



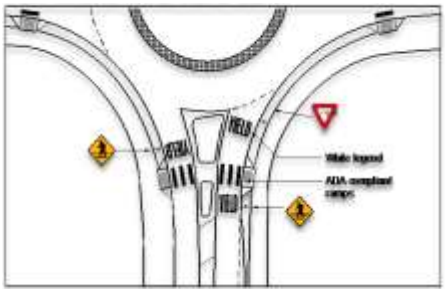
Roundabout (City of Bend, Oregon)

- Crossing movements on red (typically high-speed, illegal);
- Right turns on green (legal);
- Left turns on green (legal for protected-permitted or permitted left turn phasing); and
- Right turns on red (typically legal).

Pedestrians at roundabouts, on the other hand, face two conflicting movements on each approach:

- Conflict with entering vehicle; and
- Conflict with exiting vehicle.

The crossing of the roundabout is relatively simple. The pedestrian waits for a gap in traffic and crosses from the curb to the splitter island that provides protection, and then crosses from the splitter island to the far curb when another gap in traffic occurs. Crossing in two steps halves the vehicle exposure for each segment. In addition, safety is improved because the vehicles are forced to go slower through the roundabout than at a conventional intersection.



Roundabout crosswalk treatment

6. **Mid- Block Bulbouts**. Crossings are raised islands in the parking zone that can be detached from the curb line to allow for drainage and to provide enhanced visibility crosswalks. Mid- block bulbouts provide pedestrians with additional opportunities for crossing streets with infrequent intersections or where a direct route is needed for a popular destination, such as transit stop or shopping center. They may be most appropriate in the City's Village Plan areas as designated in the Land Use Element, where the City seeks more pedestrian-oriented development and small-scale commercial areas. Locations for mid-block crossings and related improvements require detailed engineering studies and analysis to provide maximum visibility of pedestrians to motorists and reasonable opportunities for pedestrians to cross safely.



Mid-block bulbouts

7. **Chicanes** are curb extensions that alternate from one side of the street to the other, forming S- shaped curves. To prevent drivers from taking a straight line through the feature, it is recommended to shift the alignment of at least one lane width and to have deflection angles of at least 45 degrees. This type of alignment is best applied to local streets where speed control is desired, provided the street is wide enough to accommodate the curvilinear design.



Chicanes

8. **Partial Street Closures** are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are used in sets to make travel through neighborhoods with gridded streets circuitous rather than direct. That is, they are not lined up along a border that would preclude through movement, but instead are staggered, which leaves through movement possible but less attractive than alternative routes.



Partial street closures

Traffic Management Alternatives

1. **Intelligent Transportation Systems (ITS)** are technology improvements that improve traffic flow and minimize disruptions to travel. ITS type projects can include sophisticated traffic signal systems designed to manage speed and enhance traffic flow, dynamic message signs, incident management cameras, weather stations, highway advisory radio, transit automatic vehicle location, and video surveillance.

2. **Adaptive Traffic Control Systems (ATCS)**. Improving traffic operations on major thoroughfares within the City of Jurupa Valley through implementation of ATCS could help alleviate traffic congestion. ATCS attempts to modify the coordination of many traffic signals to prevailing traffic conditions in real- time. All techniques rely on traffic- detection equipment and a central computer monitoring station that uses the collected data to optimize traffic signal coordination and timings to provide more efficient cycle- lengths and green- times.

   Several jurisdictions nationwide have implemented their own ATCS in recent years. The most notable implementation in Southern California is the system developed by Los Angeles Department of Transportation (LADOT) for the City of Los Angeles. The ATCS automatically adjusts traffic signal timing at 375 intersections within the City of Los Angeles in response to real-time traffic demands. The evaluation results published by LADOT show that the ATCS reduced travel time by 12.7%, decreased average stops by 31%, and lowered average delay by 21.4% (Preliminary Evaluation Study of Adaptive Traffic Control System, Banerjee, Frances T, City of Los Angeles Department of Transportation, July 2001). ATCS can be used by the City of Jurupa Valley for improvement of traffic congestion along major thoroughfares within the City.

3. **Transportation Demand Management (TDM)** is a strategy to increase the efficiency of a transportation system by encouraging a shift from single- occupant vehicle (SOV) trips to non- SOV modes, or shifting auto trips out of peak periods. The goal of TDM is to reduce auto trips by increasing travel options through incentives to encourage individuals to modify their travel behavior. The cumulative impact of TDM strategies can have an impact on travel behavior, system efficiency, and SOV rates. TDM programs can be implemented by employers or public agencies. Employer based TDM strategies can reduce vehicle trips by providing employees with incentives, information, and additional transportation options to

commute through other modes than SOV, to commute during off- peak times of day, or eliminate certain work trips altogether. Employer based strategies may include:

- Instituting parking charges;
- Unbundling free or subsidized parking from employee benefits;
- Providing free days of parking for employees who carpool/vanpool;
- Transit Subsidies: Provision of subsidized transit passes/vanpool fares, or shuttle services;
- Bike/Walk Facilities: Secure workplace parking for bikes, and shower and locker facilities;
- Preferred Parking for Carpools: Provision of preferred parking spaces for Carpool/Vanpool vehicles;
- Vanpools, Shuttles, and Car-sharing: Provision of free vanpool vehicles, shuttle services, or car sharing programs for employees to reduce private vehicles;
- Telecommuting: Allow employees to work from home or a non-office location one or more days a week;
- Compressed Workweek: Enabling employees to compress regularly scheduled hours into fewer work days per week; and
- Flexible Schedule: Allowing employees to offset work hours from the typical 9:00 to 5:00 standard and shift commute travel to off-peak hours.

Establishment of a trip reduction ordinance by the City could encourage non-SOV modes such as public transit, vanpools, carpools, and bicycles, rather than SOV. Also, a trip reduction ordinance could encourage alternate work hours that serve to reduce the typical peak demand upon the street network, parking facilities, and transit systems. The trip reduction ordinance could apply to large, non-residential development projects, which would be required to reserve and designate preferential parking spaces for carpool vehicles, provide employees with commuter matching services and trip reduction information, and provide bicycle parking facilities and other non-automobile enhancements.

4. **Transit Pass Programs**. A growing number of transit agencies have been teaming with employers, universities, developers, and residential neighborhoods to provide universal transit passes. These passes provide unlimited rides on local or regional transit providers for low monthly fees, often absorbed by employers, schools, or developers. This strategy could increase the number of transit ridership and reduce SOV and congestion.

5. **Safety Education Programs**. Safety education programs are an important component of a traffic calming program because they include efforts to make the public more aware of its own driving behavior and the impact it has on others. Pedestrian and bicycle safety programs alert and educate pedestrians and bicyclists on road safety. Driver safety information and education can help improve driver behavior.



Bicycle safety programs

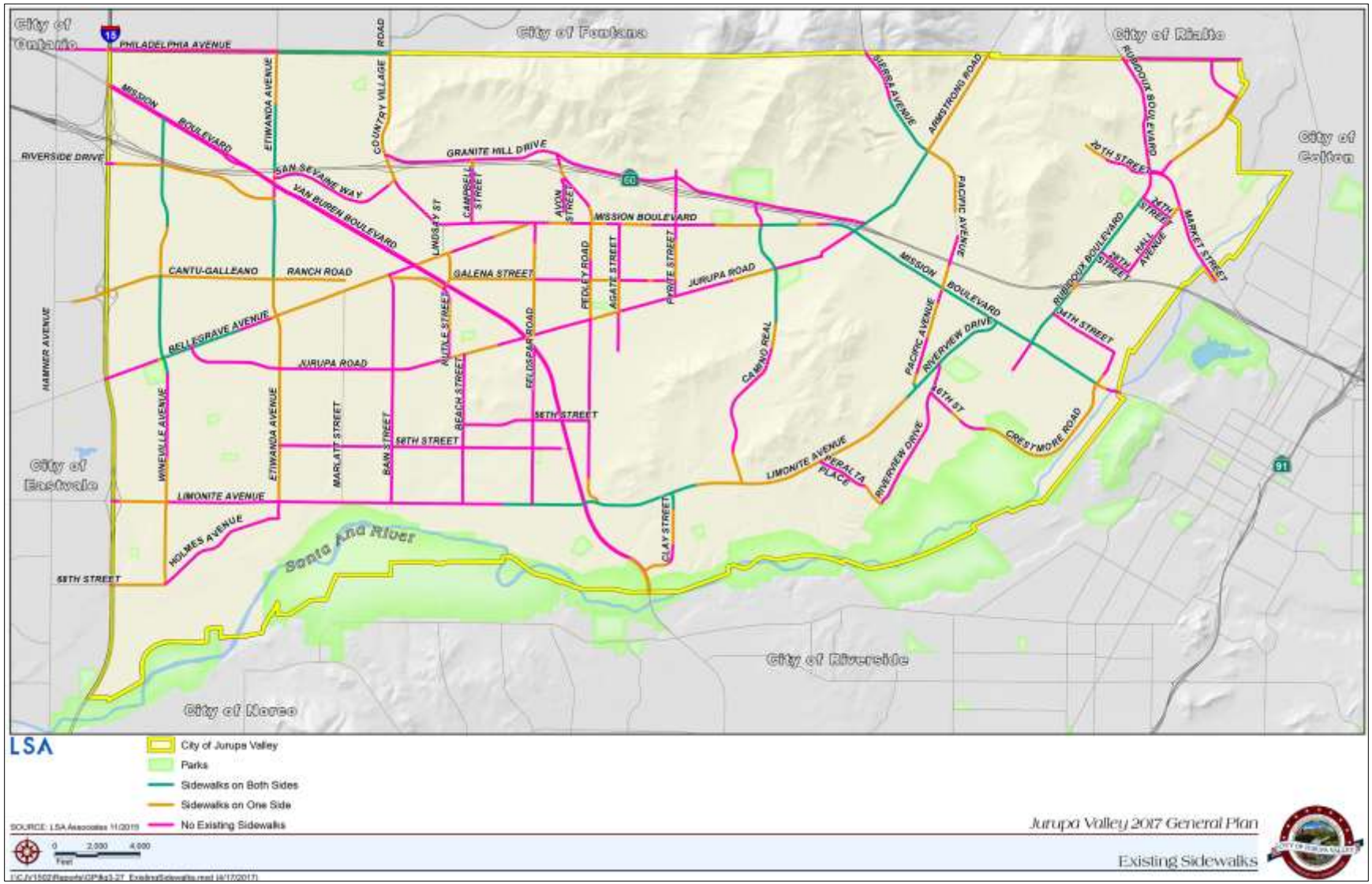
Pedestrian and Bicycle Facilities

To meet a wide range of community needs, the City's transportation system must also include facilities for bicycles, pedestrians, equestrians, rail and public transit facilities. In addition to providing more travel options, these alternative transportation modes have other significant benefits, including reduced fuel usage and emissions, health and recreation opportunities, reduced traffic congestion and an improved quality of life. Increasing the community's use of non-motorized travel modes can mean changes to long-standing habits or behaviors. Thus, it requires more effort than merely building new facilities or expanding existing facilities. It requires public outreach and education to promote these modes and their safe use.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and other amenities (e.g., benches, bus shelters), among other items. These facilities are an important part of the City's non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Equestrian facilities can also include some of these features, or be designed with a more rural character, as is typical in Jurupa Valley. Equestrian facilities are discussed here due to their connections to streets and sidewalks, and also in the Conservation and Open Space Element in relationship to recreation and open space trails.

Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-n-rides. Without adequate pedestrian facilities, many commuters may be forced to utilize an automobile because of difficult or unsafe conditions that exist at their origin or destination. Pedestrian facilities within the immediate vicinity of schools and recreational facilities are important components of the non-motorized transportation system and essential to provide Safe Routes to Schools. Such facilities, typically in the form of sidewalks and trails, are provided where they are appropriate and enhance the safety of those who choose to walk to and from their destination. Pedestrian facilities may be warranted when any one or combination of the following conditions is present: any type of residential development; any type of activity center; any type of commercial center; downtown business districts; any type or combination of parks and recreation facilities; along or near transit routes and/or facilities; any type of business or office center; and, along or near any type of watercourse or body of water.



Existing sidewalks

For the most part, sidewalks are installed in most urban environments when the roadway frontage is developed. Because development occurs in stages, numerous missing links can occur in the sidewalk system. Eventually these are filled in, but this can take many years.

Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They are particularly important in, to, and from activity areas around the City, such as shopping districts, schools, recreation centers, and government buildings. Sidewalks encourage pedestrian activity, which is a defining element of community and neighborhood identity. In addition, good pedestrian connections are imperative for transit service because most transit trips begin and end with a pedestrian trip. Lack of sidewalks discourages pedestrian transportation.

The typical pedestrian system could be described as a grid system of streets with sidewalks on both sides that provide easy and direct connections between the trip origin and destination. It should also provide for convenient and safe street crossings and include sidewalks separated from streets and provide shade from trees.

As part of its overall General Plan mobility studies, the City evaluated pedestrian facilities using five pedestrian measurements described below.

1. **Directness:** The directness measure represents the actual pedestrian distance from trip origin to destination. Since pedestrian trips are highly dependent on trip length, the pedestrian infrastructure's ability to provide the shortest and most direct route is critical. The ideal pedestrian network is the grid system, since curve linear street patterns add distance to the potential trip. Barriers can also affect pedestrian travel. Freeways, rivers, and railroads can divide a community and restrict direct connections between one another except at a limited number of street over/under crossings.

2. **Continuity:** Continuity measures the completeness of the pedestrian system. A continuous sidewalk system not only allows the pedestrian to make an uninterrupted trip, it may also be required for a stroller or wheelchair user to utilize the sidewalks. Gaps in continuity can come in the form of missing segments, broken or overgrown vegetation, or physical barriers such discontinuous streets or fences. Continuity is measured by the completeness of the sidewalk/walkway system and by identifying whether or not gaps exist. Other aspects of continuity are whether there are sidewalks along one or both sides of the street and whether there exists an overall continuity of sidewalk that provides a line of sight from block to block.

3. **Street Crossings:** The Achilles heel of pedestrian and equestrian systems is the intersections where they must cross. Intersections are where the pedestrian and equestrian must interface with automobiles, which can be especially dangerous for equestrians, since response times may be slower, which can result in safety concerns. As streets get wider and carry higher volumes of traffic, potential uses by pedestrians are avoided as safety becomes a concern. There are many factors that affect the pedestrian's real and perceived comfort and safety in crossing the street ranging from traffic control, crosswalks, number and width of travel lanes, travel speeds, and traffic volumes. Major arterial roadways can significantly affect a pedestrian's safety in crossing a street.

4. **Visual Interest and Amenities**: This measure of the pedestrian system's attractiveness and appeal is the most difficult to quantify and compare, and the most likely to change as an area matures. Some aspects of this measure are related to facilities that enhance the comfort of the user. These include elements such as shade trees, street lighting, benches, distance from sidewalk or trail to traffic lanes, relationship to buildings and street furniture, existence of curbside parking, speed of traffic, may be particularly important to pedestrians with mobility or visual impairments. To encourage pedestrian travel, sidewalk areas should be attractive and separated from the curb or roadway with landscaped parkways including canopy shade trees, especially on heavily-travelled arterial streets. Other elements that add visual appeal for pedestrians include landscape planters, trash receptacles, and public art.

5. **Pedestrian Safety and Security**: The pedestrian environment must feel like a safe place for people to walk. The key pedestrian security facility element is whether the pedestrian is clearly visible to other pedestrians or activities. Whereas this measurement is more appropriate at a site level, one can begin to identify areas where security might be an issue at the neighborhood level. Pedestrians require a sense of security, both through visual line of sight with others and separation from vehicles. Pedestrians feel safer if there is adequate distance from adjacent travel lanes, curbside parking, and minimal conflicts with vehicles exiting out of driveways. They also require well-lighted pathways. The map above shows the locations of the existing sidewalks in 2017 within the City. There are many gaps in continuity of sidewalks that would prevent pedestrians from making uninterrupted trips in the east-west and north-south directions within the City. Also, Van Buren Boulevard, Jurupa Road, Camino Real, Limonite Avenue, and Mission Boulevard have curves that add distance to potential pedestrian trips. Major street amenities such as shade trees, low-level shielded pedestrian lighting and benches occur on few segments and have many gaps in continuity. Therefore, the City lacks a comprehensive pedestrian network that connects all areas of the City to parks, libraries, schools, and other local destinations.

Pedestrian Crossings

The following principles should be incorporated into every pedestrian crossing improvement:

1. Pedestrians must be able to cross roads safely. Cities have an obligation to provide safe and convenient crossing opportunities.
2. The safety of all street users, particularly more vulnerable groups, such as children, the elderly, and those with disabilities, and more vulnerable modes, such as walking and bicycling, must be considered when designing streets.
3. Pedestrian crossings must meet accessibility standards and guidelines.
4. Real and perceived safety must be considered when designing crosswalks—crossing must be "comfortable." A "safe" crossing that no one uses serves no purpose.
5. Crossing treatments that have the highest crash reduction factors (CRFs) should be used when designing crossings.
6. Safety should not be compromised to accommodate traffic flow.

7. Good crossings begin with appropriate speed. In general, urban arterials should be designed to a maximum of 30 mph or 35 mph (note: 30 mph is the optimal speed for moving motor vehicle traffic efficiently).
8. Every crossing is different and should be selected and designed to fit its unique environment.
9. Sidewalks should be separated from the roadway by a landscaped parkway, including canopy shade trees.

The following issues should also be considered when planning and designing street crossings:



Curb extensions and median crossings make four-lane streets safer (credit: Dan Burden)

1. Ideally, uncontrolled crossing distances should be no more than 21 feet, which allows for one 11-foot lane and one 10-foot lane. Ideally, streets wider than 40 feet should be divided (effectively creating two streets) by installing a median or two crossing islands.
2. The number of lanes should be limited to a maximum of three lanes per direction on all roads (plus a median or center turn lane).
3. There must be a safe, convenient crossing at every transit stop.
4. Double (or triple) left or right turns concurrent (permissive) with pedestrian crossings at signalized intersections must never be allowed.
5. Avoid concurrent movements of motor vehicles and pedestrians and equestrians at signalized intersections.
6. People and horses should never have to wait more than 90 seconds to cross at signalized intersections.
7. Self-actuated crossing buttons and pedestrian signals should be provided at all signalized crossings where pedestrians and equestrians are allowed.

Pedestrian Crossing Design Tools and Techniques

For improved safety, many different street design tools and techniques measures may be used successfully at a pedestrian crossing, depending on site conditions and potential users. Marked crosswalks are commonly used at intersections and sometimes at mid-block locations. Marked crosswalks are often the first measure in the toolbox followed by a series of other measures that are used to enhance and improve marked crosswalks. The decision to mark a crosswalk should not be considered in isolation, but rather in conjunction with other measures to increase awareness of pedestrians. Without additional measures, marked crosswalks alone may not increase pedestrian safety, particularly on multi-lane streets. Following are several “tools” that have been used successfully in Southern California and adapted to a wide range of community types and individual right-of-way situations. Many of these solutions would also be applicable to equestrian street crossings and should be considered for same.

Marked Crosswalks. Crosswalks are present by law at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited. At mid-block locations, crosswalks only exist where marked. At these non-intersection locations, the crosswalk markings legally establish the crosswalk. Crosswalks should be considered at mid-block locations where there is strong evidence that pedestrians want to cross there, due to origins and destinations across from each other and an overly long walking distance to the nearest controlled crossing. Marked crosswalks alert drivers to expect crossing pedestrians and direct pedestrians to desirable crossing locations. Although many motorists are unaware of their precise legal obligations at crosswalks, the California Vehicle Code requires drivers to yield to pedestrians in any crosswalk, whether marked or unmarked. Marking crosswalks at every intersection is not necessary or desirable.

Crosswalk Markings. According to the MUTCD, the minimum crosswalk marking shall consist of solid white lines. They shall not be less than 6 inches or greater than 24 inches in width. The best locations to install marked crosswalks are:

1. All signalized intersections
2. Crossings near transit locations
3. Trail crossings
4. High land use generators
5. School walking routes
6. When there is a preferred crossing location due to sight distance
7. Where needed to enable comfortable crossings of multi-lane streets between controlled crossings spaced at convenient distances

Controlled Intersections. Intersections can be controlled by traffic signals, YIELD or STOP signs. Marked crosswalks should be provided on all intersection legs controlled by traffic signals, unless the pedestrian crossing is specifically prohibited. Marked crosswalks may be considered at STOP-controlled intersections. Factors to be considered include high pedestrian volumes, high vehicle volumes, school zone location, high volume of elderly or disabled users, or other safety related criteria.

Uncontrolled Intersections and Mid-Block Crosswalks. Intersections without traffic signals or STOP signs are considered uncontrolled intersections. The decision to mark a crosswalk at an uncontrolled location should be guided by an engineering study. Factors considered in the study should include vehicular volumes and speeds, roadway width and number of lanes, stopping sight distance and triangles, distance to the next controlled crossing, night time visibility, grade, origin-destination of trips, left turning conflicts, and pedestrian volumes. The engineering study should be based on the FHWA study, Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations.

The following list provides some of the key recommendations from the study:

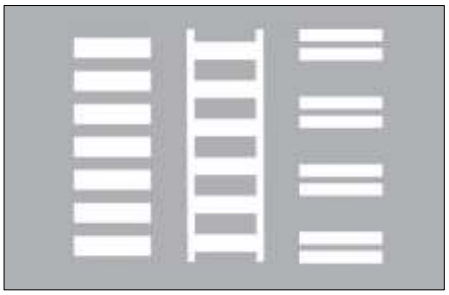
1. It is permissible to mark crosswalks on 2-lane roadways.

2. On multi-lane roadways, marked crosswalks alone are not recommended under the following conditions (the other tools listed in this section can be considered to enhance the crosswalk):
    - ADT > 12,000 w/o median
    - ADT > 15,000 w/ median
    - Speeds greater than 40 mph
3. Raised medians can be used to reduce risk.
4. Signals or other treatments should be considered where there are many young and/or elderly pedestrians.

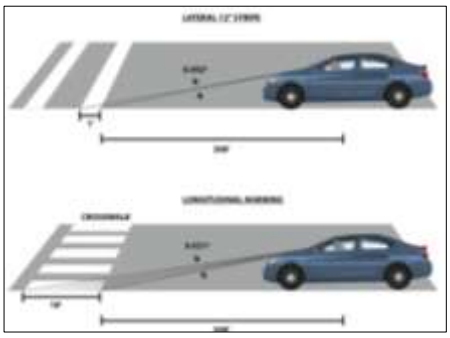
Frequency of Marked Crosswalks at Uncontrolled Locations. Marked crosswalks should be spaced so people can cross at preferred locations. If people are routinely crossing streets at non-preferred locations, consideration should be given to installing a new crossing. Pedestrians need crossings with appropriate devices (islands, curb extensions, advanced yield lines, etc.) of multi-lane streets where there are strong desire lines. Along urban streets, a well-designed crossing should be provided at least every one-eighth mile.

High-Visibility Crosswalks. Because of the low approach angle at which pavement markings are viewed by drivers, the use of longitudinal stripes in addition to or in place of transverse markings can significantly increase the visibility of a crosswalk to oncoming traffic. While research has not shown a direct link between increased crosswalk visibility and increased pedestrian safety, high-visibility crosswalks have been shown to increase motorist yielding and channelization of pedestrians, leading the Federal Highway Administration to conclude that high-visibility pedestrian crosswalks have a positive effect on pedestrian and driver behavior.

Colored and stamped crosswalks should only be used at controlled locations. Staggered longitudinal markings reduce maintenance since they avoid vehicle wheel paths.



Typical crosswalk markings: Continental, Ladder, and Staggered Continental (credit: Michele Weisbart)



Longitudinal crosswalk markings are more visible than lateral crosswalk markings (credit: Michele Weisbart)

Raised Crossing Islands and Medians. Raised islands and medians are the most important, safest, and most adaptable engineering tool for improving street crossings. *Note on terminology: a median is a continuous raised area separating opposite flows of traffic. A crossing island is shorter and located just where a pedestrian crossing is needed.* Raised medians and crossing islands are commonly used between intersections when blocks are long (500 feet or more in downtowns) and in the following situations:



Staggered median crossing (credit: Marcel Schmaedick)

- Speeds are higher than desired
- Streets are wider than necessary for planned traffic volumes
- Traffic volumes are high
- Sight distances are poor

As a general rule, crossing islands are preferable to signal-controlled crossings due to their lower installation and maintenance cost, reduced waiting times, and their safety benefits. Crossing islands are also used with road diets, taking four-lane undivided, high-speed roads down to better performing three-lane roadways (two travel lanes and a center turn lane); portions of the center turn lane can be dedicated to crossing islands. Crossing islands can also be used with signals. Crossing islands are often used for trails, high pedestrian flow zones, transit stations, schools, work centers, and shopping districts.

Crossing Island Design. Crossing islands, like most traffic calming features, perform best with tall trees (no or minimal branching near base) and low ground cover. This greatly increases their visibility, reduces surprise, and lowers the need for a plethora of signs. When curves or hill crests complicate crossing locations, median islands are often extended over a crest or around a curve to where motorists have a clear (six second or longer) sight line of the downstream change in conditions. Lighting of median islands is essential. The suggested minimum width of a crossing island is 6 feet. When used on higher speed roads, and where there is space available, inserting a 45-degree bend to the right helps orient pedestrians to the risk they encounter from motorists during the second half of their crossing.

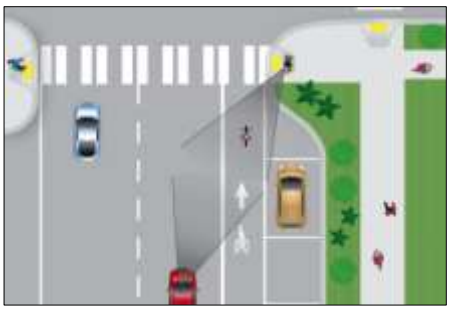
Raised Crosswalks. Raised crosswalks slow traffic and put pedestrians in a more visible position. These may be most appropriately used in Jurupa Valley's village centers and other areas with significant pedestrian traffic; or where motor vehicle traffic should move slowly, such as near schools, sports fields or entertainment/tourist centers. They are especially effective near elementary schools where they raise small children by a few inches and make them more visible.



Raised crosswalk: University of North Carolina Campus, Chapel Hill, NC (credit: Ryan Snyder)

They are trapezoidal in cross section and have a flat top where the pedestrians cross. The level crosswalk area must be paved with smooth materials; any texture or special pavements used for aesthetics should be placed on the beveled slopes for enhanced visibility.

Curb Extensions or "Bulbouts". Curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Reducing street widths improves signal timing since pedestrians need less time to cross.



Curb extensions or "bulbouts" (credit: Michele Weisbart)

Motorists typically travel more slowly at intersections or mid-block locations with curb extensions, as the restricted street width sends a visual cue to slow down. Turning speeds are lower at intersections with curb extensions (curb radii should be as tight as is practicable). Curb extensions also prevent motorists from parking too close to the intersection.

Curb extensions also provide additional space for two curb ramps and for level sidewalks where existing space is limited, increase the pedestrian waiting space, and provide additional space for pedestrian push button poles, street furnishings, plantings, bike and motorcycle parking and other amenities. A benefit for drivers is that extensions allow for more visible traffic sign placement.

Curb extensions are generally only appropriate where there is an on-street parking lane. Where street width permits, a gently tapered curb extension can reduce crossing distance at an intersection along streets without on-street parking, without creating a hazard. Curb extensions must not extend into travel lanes or bicycle lanes. Curb extensions must be designed and installed with several other aspects of roadway design and operation kept in mind:

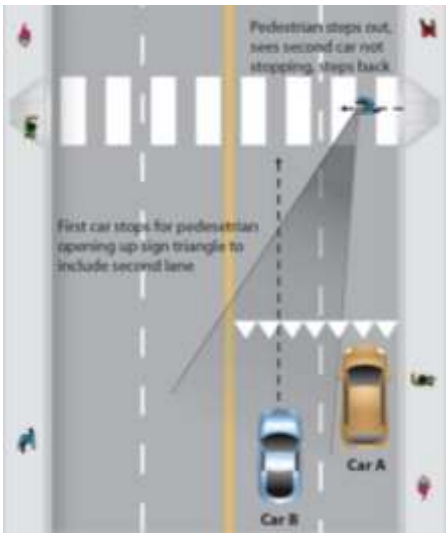
1. May impact street drainage and require catch basin relocation
2. May impact underground utilities
3. May require loss of curbside parking, though careful planning often mitigates this potential loss, for example by relocating curbside fire hydrants, where no parking is allowed, to a curb extension
4. May complicate delivery access and garbage removal
5. May impact snow plows and street sweepers
6. May affect the turning movements of larger vehicles such as school buses and large fire trucks

Advanced Yield/Stop Lines. Stop lines are solid white lines 12 to 24 inches wide, extending across all approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal. Advance stop lines reduce vehicle encroachment into the crosswalk and improve drivers' view of pedestrians. At signalized intersections, a stop line is typically set back between 4 and 6 feet.



Advanced yield markings (credit: Sky Yim)

At uncontrolled crossings of multi-lane roads, advance yield lines can be an effective tool for preventing multiple threat vehicle and pedestrian collisions. Placing traffic stop lines 20 to 50 feet in advance of crosswalks, depending upon location-specific variables such as vehicle speeds, traffic control, street width, on-street parking, potential for visual confusion, nearby land uses with vulnerable populations, and demand for queuing space. Thirty feet is the preferred setback for effectiveness at many locations. This setback allows a pedestrian to see if a car in the second (or third) lane is stopping after a driver in the first lane has stopped.



Advanced yield markings, Plan View (credit: Michele Weisbart)

Bicycle Facilities

The City of Jurupa Valley has expressed a vision that encourages choice in travel modes and accommodates those without automobiles for safe mobility and healthy outcomes. A planned bicycle route system within the City of Jurupa Valley provides an important alternative to driving an automobile. A planned system guides the City and development on the orderly and planned implementation of the City's multi-modal transportation system.

The key to successful bicycle mobility is connectivity. Bicyclists need to be able to travel seamlessly on the bicycle network and get to where they need to go. They also need to feel secure and safe when using the facilities by having sufficient separation from vehicles. The "Three Feet for Safety Act," which was incorporated into the California Vehicle Code in September 2014, requires motorists overtaking or passing a bicycle in the same direction to leave a minimum distance of three feet between the motor vehicle and bicyclist.

Bikeway Types

Bicycle classifications include Class I bike paths, Class II bike paths, Class III bike paths and Combination Trails (Regional/Class I bike paths). Each type of facility has certain characteristics and offers varying levels of safety, perceived or otherwise. These bikeway types are shown graphically below, along with other bikeway designs that can meet specialized needs or conditions, such as Bicycle Boulevards and Shoulder Bikeways.

Class I Bikeways, or Shared Use Paths

Shared use paths are facilities separated from motor vehicle traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way. Bicyclists, pedestrians, joggers, and skaters often use these paths. Shared-use paths are appropriate in areas not well served by the street system, such as in long, relatively uninterrupted corridors like waterways, utility corridors, and rail lines. They are often elements of a community trail plan. Shared use paths may also be integrated into the street network with new subdivisions.



Shared-use path

Class II, or Bike Lanes

Portions of the traveled way designated with striping, stencils, and signs for preferential use by bicyclists, bike lanes are appropriate on avenues and boulevards. They may be used on other streets where bicycle travel and demand is substantial. Where on-street parking is provided, bike lanes are striped on the left side of the parking lane. In California bike lanes are designated as Class II bikeways.



Class II Bike Lane (credit: Marty Bruinsma) CA (credit: Ryan Snyder)



Bicyclist using bike lane (credit: Dan Burden)

Class III, or Shared Roadways

A shared roadway is a street in which bicyclists ride in the same travel lanes as other traffic. There are no specific dimensions for shared roadways. On narrow travel lanes, motorists have to cross over into the adjacent travel lane to pass a cyclist. Shared roadways work well and are common on low-volume, low-speed neighborhood residential streets, rural roads, and even many low-volume highways. In California shared roadways are known as Class III bikeways.



Class III Bicycle route (credit: Marty Bruinsma)

Class IV, or Separated Bikeways

A Class IV Bikeway (separated bikeway or "cycle track") is for the exclusive use of bicycles and includes a separation required between the bikeway and through vehicle traffic. This separation may include grade separation, flexible posts, inflexible barriers, or on-street parking, as shown below. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. Where off-street bikeways are not feasible, separated bikeways provide bicyclists a greater sense of comfort and usability, thereby increasing the likelihood of their use.



One-way, Class IV Bikeway

Combination Class I Bikeway/Regional Trails

Regional collectors linking the urban and rural communities and major water bodies and regional parks in the County and provide opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips. These facilities may also include pedestrian and equestrian uses.



Combination Class I Bikeway/Regional Trail

Bicycle Boulevards

A bicycle boulevard is a street that has been modified to prioritize through bicycle traffic but discourage through motor vehicle traffic. Traffic calming devices control traffic speeds and discourage through trips by automobiles. Traffic controls limit conflicts between automobiles and bicyclists and give priority to through bicycle movement at intersections.



Bicycle boulevard: Portland, OR (credit: Ryan Snyder)

Shoulder Bikeways

This facility accommodates bicycle travel on rural highways and country roads by providing a suitable area for bicycling and reducing conflicts with faster moving motor vehicles.

A designated bikeway network provides a system of facilities that offers enhanced bicyclist safety or priority when compared to other roadways in the City. However, all public streets should safely and comfortably accommodate bicyclists, regardless of whether the street is designated as a bikeway. Several general types of bikeways are listed below. In California, cities should follow minimum width and geometric criteria in the Highway Design Manual Chapter 1000, or follow proper procedures for exemptions and experiments. Chapter 1000 contains *minimum standards*.

Some jurisdictions read this to mean exact dimension. In many circumstances, exceeding these minimums provides for a more desirable bicycling environment.